

S. 7. 1. – THE SEA AS A LEGAL REALM
Chair: Pierrick Pourchasse
(Université de Bretagne Occidentale)

«The Sea as well as the Land is liable to the Laws of Proprietie»: The dominion of the sea and its uses in the intellectual construction of the early modern State.

ELEFThERIA ZEI (University of Crete)

Abstract

During the 16th and 17th centuries, European maritime states sought to assert economic sovereignty of maritime and oceanic regions included in the orbit of their commercial activities (mare clausum). Thus notions such as territorium and dominium defining territorial aspects of sovereignty since the Late Antiquity, were being invested with new legal significance extended to embrace maritime or littoral regions of States (territorio maritimo, dominio maris). The case of the Venetian Maritime State not only tells the story of the legal and political debate concerning the dominion of the sea in the early modern times, but it also shows how this debate contributed to the intellectual construction of the modern State. The annexation of the Adriatic Sea and the Eastern Mediterranean to the Venetian dominium being of contention between Venice and the European states since the early formation of the Venetian Stato da Mar, the relevant diplomatic debates upon commercial rights or bans on navigation in the above seas nourished a rich European (Italian, British, Dutch) legal literature and a legal jargon, which the Italian-Venetian political thought shifted into a political context towards the end of the 16th century. While Venice faced severe threats in its maritime regions, an Italian literature upon the art of governing, («ragion di stato»: G. Botero, G. Palazzo) integrated the dominion of the sea in the intellectual machinery of the modern State, a turn also reflected upon 17th century Venetian cartography of the Eastern Mediterranean, particularly that of the Aegean «Archipelago».

Biography

Eleftheria Zei has graduated from the Faculty of Letters of the University of Athens and has continued her graduate studies at the University of Paris I (Panthéon-Sorbonne), where she obtained her doctorate thesis on the Aegean between Latin and Ottoman domination. Since 2003 she teaches Modern History at the University, and since 2008 she is Assistant Professor at the Department of History & Archaeology of the University of Crete. In her research and her main publications she explores modern insular societies of the Mediterranean and the Greek Archipelago, treating questions of insularity and social history of the islands.

The Sailing-ship Owners in Austria-Hungary: Ownerships, Inheritance and Dissolution

MATEO BRATANIĆ (University of Zadar)

Abstract

In the period from 1867 to the commencement of World War I the Austria-Hungary, known also as the Dual Monarchy, undertook numerous activities to support the maritime merchant business on its east Adriatic coast in order to advance the trading activities on the global market. Simultaneously, the shipping business moved from sailing-ship family owners to steamship companies which prevailed in ships' number and tonnage by the early 1880s. The remaining 38 years of Dual Monarchy existence saw the steady decrease in the sailing ships and their trading business.

This paper would link to present the analysis of the several key elements in ownership of the sailing-ships during the period of rise (up to 1880s) and the fall (to the end of WW I), including the following: types of ownership, the owners, their background and how they succeeded in business, distribution according to the place of origin, partnerships, female inheritors (widows and sisters), business by proxy and children as shipowners. Finally, in the period of dissolution of sailing-ships I would like to explore the strategies of expenditure, decommissioning and closure of shipping businesses. Also, I would like to explore potential owners who tried to move to steamship business without the help of state or corporate support.

Keywords

sailing-ship owners, dissolution of sailing-ship business, transition, Austria-Hungary, merchant business

Biography

Mateo Bratanić is associate professor of maritime history and modern history at the University of Zadar. His research interest mostly lays in the transition from sailing ship to steam ship era and the modernity of the second half of 19th and early 20th century and how it influenced eastern Adriatic societies. Currently he is researching for a book about the fall of sailing ships business on the east Adriatic in the period of Austria-Hungary. He is also interested in the British perspective on Dalmatia during the long 19th century. He wrote several articles and a book about maritime transition of the island of Hvar in the 19th century.

He is teaching several courses on Maritime History at the Department of History University of Zadar including: Maritime History of Croatia, Shipping on the eastern Adriatic Coast during 19th century etc.

The Defence of British Trade in the Northern Irish Sea, 1692-1748

KAYOKO YUKIMURA (Graduate School of Humanities, Kobe University, Japan)

Abstract

French privateering renewed under the reign of Louis XIV considerably confused British maritime trade, which triggered the development of British convoys (escort ships) and cruisers system. Patrick Crowhurst, *The Defence of British Trade 1689-1815* (Folkestone, 1977) has explained how this naval service developed in Britain and its dependencies. However, as his work more focused on London and major English yards, much remains obscure as to how this new system was accepted and employed by people in remote areas. Particularly, no naval historians have discussed how different ‘kingdoms’ within the British Isles—Ireland and Scotland—accepted, or even could contribute to the protection of trade system managed by the Royal Navy in London.

To answer this question, this paper, based on documents of the Admiralty, Dublin government, and a Whitehaven coal trader (the Lowthers), shows how merchants and ship owners at English, Irish and Scottish ports in the northern Irish Sea employed the embryonic convoys and cruisers service provided by the Royal Navy to defend their shipping from French privateers. Firstly, this paper explains the history of naval convoys and cruisers in Britain, as well as the trade pattern in the northern Irish Sea. Then by analysing the cases of sharing naval warships among ports in the northern Irish Sea during the French wars in 1692-97, 1702-14, and 1744-48, it will be demonstrated that merchants and ship owners who wished safe voyages of their ships off the Irish coast relied on convoys and cruisers sent not only from English naval bases but also from Dublin, where the Lord Lieutenant of Ireland had a command authority of some small warships given by the Royal Navy. The findings in this case study will reveal the initiative of the Dublin government in the local protection of trade system during the French privateering wars, which has never been considered in British naval history.

Keywords

Ireland, British History, Royal Navy, Commercial History

Biography

Kayoko YUKIMURA is a Japanese researcher of early modern Irish history. Her main research interest is the relationship between Ireland and the Royal Navy during the Second Hundred Years’ war (1689-1815). Her Ph. D. project analysed the Irish aspects of British maritime wars from 1692 to 1713, and she earned Ph. D. from the University of Dublin by a dissertation, ‘The Impact on Ireland of French Maritime Warfare, 1692-1713.’ During her postdoctoral career in Japan, she develops research on a naval yard at Kinsale. This study earned papers such as ‘Ire-

land and the Royal Navy during the Second Hundred Years' War' [7th IMEHA International Congress of Maritime History (Murdoch University, Perth, Western Australia), 27 June-1 July 2016] and "French Prison' in Kinsale?: Prisoners of war at sea in eighteenth-century Ireland' [2018 annual conference of the Eighteenth-Century Ireland Society (Waterford City Hall, Waterford, Ireland), 8 June 2018].