

**S. 7.2. – CONNECTING EMPIRES AND MARITIME ROUTES**

**Chair: Teele Saar**  
(Eesti Meremuuseum)

## *Between the Mediterranean and the Ocean: Genoa and Venice (Thirteenth-Fifteenth Century)*

NICOLA CAROTENUTO (Graduate Student (DPHil), Faculty of History, U. of Oxford)

### **Abstract**

The Mediterranean and the Atlantic Ocean are two communicating liquid surfaces. Yet, the vast majority of the existing studies focuses on their connexion after the ‘Age of discovery’ and the sixteenth century. I will explore the role of the ocean for Venice and Genoa between the thirteenth and the fifteenth century, highlighting the significance of the Atlantic coast of Portugal and Spain for the commercial ventures of the two Italian cities. I will argue that there was a profound interconnexion between the Atlantic Ocean and the Mediterranean during the Late Middle Ages.

Since 1291, when the Vivaldi brothers set sail for ‘the Ocean Sea towards the territories of the Indies’, Genoese and Venetians have constantly travelled along the route connecting their ‘old sea’ with the Ocean. In my paper, I will explain how Spain and Portugal were crucially important for Venetian and Genoese ships headed towards Northern Europe. I will thus consider the economic importance of this sea-lane for Genoa and Venice. As the crucial passing point towards England, Flanders, Portugal and Spain, the ocean was a vital avenue of late medieval traffic. I will also use signed treaties and commercial documents to reconstruct the routes and precise the typologies of items traded along this sea route.

I will use an interdisciplinary approach based on maps, geographical descriptions, treaties, chronicles, and commercial sources to reconstruct the links between old and new seas. I will argue that the Atlantic Ocean was a crucial crossing point for both Genoa and Venice. I will try to reconstruct the actors, the chronology, and the typologies of goods traded along this route. I will use a *longue durée* approach to understand how the knowledge of the Atlantic ocean evolved over time in Genoa and Venice, from discovery travels to commercial enterprises, and cartographical representation. In short, I will reflect on the connexions between the Atlantic and the Mediterranean over a long time span.

### **Keywords**

Ocean, Mediterranean, Merchants, Genoa, Venice

### **Biography**

Nicola Carotenuto is a second-year Dphil (PhD) student at the University of Oxford. He has previously studied at the University of Pisa and at Scuola Normale Superiore (Pisa). He has also been an exchange student at the École Normale Supérieure (Paris). He is currently study-

ing the networks of medieval traders across the Mediterranean in the fourteenth century. He has participated to several conferences both in Europe and in the US. A complete list of his past conferences and papers can be found on Academia (<https://oxford.academia.edu/NicolaCarotenuto>).

# *For a global history of maritime policies. The example of France in the 18th century between reform and modernization*

SYLVIANE LLINARES (Université Bretagne Sud)

## **Abstract**

If we refer to the questions about the validity of the concept of maritime history, then we must also question the relevance of the definition of a so-called maritime policy. Indeed, this definition implies the mobilization of several historical fields, and ultimately refers to a whole series of historical glances focused on the “maritime fact”. However, no one is thinking today of denying the existence of a maritime policy of the States. The current context of the 21st century strongly prompts a new consideration of the political history of the “maritime fact”. It presents a challenge to the historian because of the complexity of the sources and methods it must mobilize. It calls for the implementation of transdisciplinarity to better understand the interaction between environmental, economic, social and cultural systems. Nevertheless, the time has come for the necessary gathering of all the actors also suggests to the historian a return to his own temporalities, from where he can to question the mature action at the center of power and the processes of change in the use of the sea and the coastline territory. The aim of this communication is therefore to reflect on the conceptual frameworks used by historians to define and analyse maritime policies in Europe in the modern era. From the example of France in the 18th century, we will see that it is possible and even necessary to conceive the idea of a comprehensive policy implemented by the secretariat of state of the Navy which acts as a large ministry of the sea and which connects all maritime activity. At the heart of the modernization and adaptation processes there is the royal state, which collects information to think about its political action and whose reform objective then becomes systemic.

## **Keywords**

maritime policy, state, power, XVIIIth, France

## **Biography**

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## *Connecting Empires: Steamship and Mobility in the Black Sea (1830s-1850s)*

CONSTANTIN ARDELEANU (The Lower Danube University of Galati/New Europe College, Bucharest)

### **Abstract**

In 1829 the Russian–Ottoman Treaty of Adrianople opened the Black Sea to international trade and shipping. This marked a new stage in the integration of the region’s staples into the global market. A concurrent phenomenon is however less studied in a comparative and global perspective: the coming of steamship in the Black Sea. Already in the early 1830s several steamship companies were established and, with generous subsidies from interested governments, opened connections between Istanbul and Odessa, Istanbul and Vienna (via the Danube), Istanbul and Trebizond, Odessa and Danube, etc. In less than a decade the main port-cities of the Black Sea were regularly connected via steamships, which allowed for a growing mobility of persons, goods, capital and ideas.

This paper aims to look comparatively to the early ventures of Russian, Austrian and British steamship companies that completely changed the economic and political relevance of the Black Sea, with transportation brought into the age of predictability and with tens of thousands of travellers hurrying to little known regions. Based on a variety of archival and literary sources, the paper will extend the comparison to other maritime regions and explore the role of state authorities in encouraging innovation in transportation. It will also look at how steamship mobility accelerated processes of standardization in, for example, customs or quarantine regulations.

### **Keywords**

Black Sea, steamship, navigation, port-cities

### **Biography**

Constantin Ardeleanu is Professor of Modern Romanian history at the Department of History, Philosophy and Sociology of “The Lower Danube” University of Galați, where he teaches courses on modern and contemporary Romanian history and the economic development of the Danubian, Black Sea and South-Eastern European areas. During the past years, he has been a Long-Term Fellow of the New Europe College, an Institute for Advanced Study in Bucharest, where he coordinates the “Pontica Magna” Fellowship Program. He has recently been a research fellow at Utrecht University, within the ERC project “Securing Europe, Fighting its Enemies. The Making of a Security Culture in Europe and Beyond, 1815–1914”. This resulted in the completion of the monograph, now in print: *The European Commission of the Danube. ‘An Experiment in International Administration’, 1856–1948*, Brill, 2020.