

**S. 2.4. – FINANCE AND OPERATIONS OF LATE 18<sup>TH</sup> AND EARLY 19<sup>TH</sup>-CENTURY  
SHIPPING**

**Chair:** Sarah Palmer  
(University of Greenwich)

## *Hanseatic twilight? Lübeck's shipping networks in the latter half of the 18th century*

YRJÖ KAUKIAINEN (University of Helsinki)

### **Abstract**

Since the late 16th century, shipping in the Baltic Sea region experienced profound changes. The rising maritime powers, the Dutch Republic and Great Britain penetrated the area and the old Hanseatic masters seem to have been reduced a passive role. Important aspects of these changes are illuminated by the Sound Toll records but, in contrast, archival sources of intra-Baltic shipping are so fragmentary and imperfect that, we don't know how much the traditional Baltic shipping was affected. Fortunately, there are printed sources, newspapers which also published local shipping news, which may shed light on intra-Baltic shipping. One such paper was the *Lübeckische Anzeigen*, in which lists of shipping movements in the city's port since the early 1750s be found. As Lübeck was still overwhelmingly oriented to the Baltic, this source can open a view which differs strongly from the picture painted by the Sound Toll Registers.

### **Keywords**

eighteenth century, Baltic shipping, shipping through the Sound, Lubeck

### **Biography**

Yrjö Kaukiainen is Emeritus Professor of European History (previously of Economic history) at the University of Helsinki and a former President of the International Maritime Economic History Association. His research has focussed, in particular, on the history of shipping in the eighteenth, nineteenth and twentieth centuries, as well as the history of information transmission in the 19th century. Concerning the eighteenth century, he has published i.a. "Dutch Shipping and the Swedish Navigation Act (1724) – A Case Study," in Leo Akveld et al. (eds.), *In het kielzog. Maritiem-historische studies aangeboden aan Jaap R. Bruijn bij zijn vertrek als hoogleraar geschiedenis aan de Universiteit Leiden*. Amsterdam, De Bataafsche Leeuw 1998, p. 452-61.

## *From trade to war: The participation of the merchant fleet of Hydra in the formation of the Greek Navy during the Greek Revolution of 1821. Financial and operation costs.*

MINAS ANTYPAS (University of Crete/School of Philosophy - Department of History and Archaeology)

### **Abstract**

It is well known that the great development of the Greek-owned merchant fleet took place since the second half of the 18th century and culminated during the period of the Napoleonic Wars. Taking advantage of the continental blockade and the withdrawal of European merchant ships, the Ottoman Greeks' merchant fleet emerged as one of the most dynamic carriers of the eastern Mediterranean. During this period the fleet of island of Hydra in the Aegean Sea excelled. On the eve of the Greek Revolution of 1821 Hydra had a remarkable merchant fleet of about 120 ships, which was owned by a group of powerful ship-owners who were, usually, the ruling «heads» of the island.

When Hydra entered the Revolution many things had to be taken under consideration. The very operation of the ships that would constitute the revolutionary Navy would burden especially the ship-owners. Ships had to be constantly on the move to confront the Ottoman Navy. It was also necessary to ensure the flow of supplies and especially the payment of the crews. Ship-owners still had to support a series of complementary activities such as the operation of the fire-ships and a «smaller» supply fleet.

These topics concern this presentation. Based on documents from the island's archives and the Greek General State Archives I will try to examine the ship-owners' strategies for the fleet's finance and operation. Behind their constant pressure on the Provisionary Greek Government to finance the Navy, laid their goal to obtain Government's revenues. They also had to deal with the defection of sailors who, when their monthly payment was delayed, resorted to piracy and privateering. Through my presentation I will, also, try to show that the participation of the Hydriot vessels in the Greek Navy was not only for profit. Hydriot ship-owners sought, through their involvement in the war, to strengthen their position among the revolutionaries, with an eye towards the future administration of the new Greek state.

### **Keywords**

Ottoman Empire, Greek Revolution, Hydra, naval warfare

**Biography**

I was born in 1990 in Athens and I'm currently living in Piraeus, Greece. In 2014, I graduated from the National and Kapodistrian University of Athens/Department of History and Archaeology. In 2017, I took a Master's Degree in Modern and Contemporary History from Panteion University of Social and Political Sciences/Department of Political Science and History, Athens. Since October 2017 I'm a PhD Candidate in the Department of History and Archaeology of University of Crete, with Gelina Harlaftis, as PhD advisor. My dissertation's title is "Society and Economy in Hydra (1815-1850). The ship-owner's group of the island and the change of its orientations during the transition from the Ottoman rule to the modern Greek state". My research interests include the development of the maritime communities of Ionian and Aegean Seas during 18th – 19th centuries and the incorporation of their ruling elites to the new Greek state, as well as the economic aspects of the Greek Revolution of 1821.

## *A remarkable survivor-100 Years of Graig Shipping plc of Cardiff, 1919-2019 (?)*

DAVID JENKINS (Amgueddfa Cymru (National Museum of Wales))

### **Abstract**

Craig Shipping plc, one of Cardiff's two remaining shipping companies, celebrated its centenary in November 2019. Founded as a typical tramping concern in the 'coal out, grain in' trades, it acquired its first motor ships in the early 1950s, and was the first Cardiff firm to acquire bulk carriers in the 1960s and has more recently been involved in the supervision of vessel construction for third parties in Chinese shipyards, as well as continuing to operate and manage bulk carriers. Over the century, the descendants of the principal founder, Idwal Williams, have also consolidated their hold on the company, changing from a joint-stock limited liability enterprise to a private company wholly owned by the family.

### **Biography**

David Jenkins has been a honorary researcher at *Amgueddfa Cymru* (National Museum of Wales) since 2017 and was previously the museum's principal curator of transport. Descended from a long line of Welsh seafarers, he has written widely on aspects of Welsh maritime, transport and industrial history. He remains a research fellow at the University of Swansea, is co-editor of *Cymru a'r Mor* (Maritime Wales) and is secretary of the British Commission for Maritime History.