



Seafaring Lives Getting on Board

First Workshop of the ERC Starting Grant 2016 project
Seafaring Lives in Transition.
Mediterranean Maritime Labour and Transport during Globalization
1850s-1920s

RETHYMNO, 6-7 OCTOBER 2017



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Gopalan Balachandran

(Graduate Institute of International and Development Studies, Geneva)

Sailors beyond ships and seas: modern seafarers in history and society

Historians have long been aware that numbers alone risk understating the importance of seafarers to modern labour and social history. The 'strike' was one of their well-known legacies to the modern working class; seafarers were instrumental in the spread of revolutionary republicanism in the eighteenth century Atlantic world, and promoted the worldwide spread of radical ideas in the aftermath of World War I. They were among the world's first global workers; and among the first to have encountered 'off-shoring' (to use a current term) and the associated patterns of deskilling and modes of recruitment and control whose profound implications for the worldwide division of labour and employment continue to be felt to this day. Recruiting crews from interior villages rather than only from among maritime workers resident at 'home' ports or along coasts, steamship employment began also to reconfigure boundaries of the maritime, as well as national projects more broadly, long before the coming of container transportation and the establishment of inland 'dry ports'. In my presentation I will attempt to address some of these developments in an effort to underscore the wider perspectives that maritime labour history can potentially open up for our understanding of history and society.

Paolo Calcagno

(University of Genoa/NAVLAB)

Sources for the study of shipping in Liguria in the age of transition: the case of Savona (1850s-1920s)

After the negative period of Napoleonic domination over contemporary Liguria, when the maritime trade of Savona suffered from war and from the continental blockade, the first half of the 19th century is marked by stagnation, revealing all the problems of the port city, incapable of assuming another role within the renewed Mediterranean and European economic world, also due to an unfavourable customs policy pursued by the Savoy. Due to its traditional problems (such as the silting affecting the port sea-bottoms), rowing boats and sailing ships (of small and medium tonnage) are the most frequent type of ships landing at the port; they carry primarily agricultural products or local manufactures, sometimes some colonial goods, but still within a limited range, the Tyrrhenian Sea.

As a consequence of the count of Cavour taking over the Department of Agriculture and Trade, Savona enters into an extraordinary growth, both in its political and economic life: in the period 1851-1853, the number of ships and the total tonnage go from 1.923 ships and 69.046 tons to 5.037 and 147.085; moreover, its fleet range expands to the Black Sea and the American Atlantic coasts. But actually, the real breakthrough for the development of Savona's port trade is the introduction of metal industries in the region: in 1852, 80.000 tons of "coke" are unloaded on its docks; in 1870, around 300 ships land every month in Savona; in 1888, within only six months, steamships unload more than 300.000 tons of raw material, intended for local factories.

An evolution as such, obviously, was made possible due to the fundamental innovations introduced in the port main structures. The new dock, entitled to Vittorio Emanuele II, adds 950 meters of quays; port activities raise outstandingly, increasing tenfold in five years (1885-1889), thus holding 13,6 % of the whole region sea trade.

Putting aside statistics, in the opinion of its contemporary intellectuals, the port of Savona appeared as «a huge group of chimneys and foundries, fuelled every day by four or five English steamships full of coal» (Guy de Maupassant). Therefore, the "industrial revolution" of Savona has major implications for shipping: in the first half of 1888, sailing ships total tonnage amounts to 40.000 tons, whereas the one of steamships exceeds 200.000 tons. Indeed, in the first years of the 20th century,

the Mayor of the city, addressing the local Chamber of Commerce, affirms that the centralisation of the coal carried by steamships «*non può fare a meno di addivenir e imbarazzante*»; yet, in those years the port was able to harbour up to 14 steamships at the same time (and – as seen in a document from September, 1918 – most of the male workforce was employed in «*lavori di carico e scarico dei vapori nel porto*»).

With the help of travel reports, released by the captains of the landing ships, and the inspection reports, drawn up by some dedicated naval experts who used to visit departing ships, we will try to present in details the transformations and changes occurred in the port of Savona within the key decades in between of the 19th and the 20th centuries; in this framework, the main topics will be the connections with the Tyrrhenian islands (i.e. Sardinia, Sicily and Malta) in order to trade wheat and salt, the navigation to the Black Sea region and to America, the ships coming from Northern Europe to supply local industry, and, finally, long and dangerous travels from whole new places, such as Asia and Australia.

Korina Doerr

(Centre for Cultural Informatics/ICS/FORTH)

& George Bruseker

(Centre for Cultural Informatics/ICS/FORTH)

The SeaLit Information Management Strategy

The SeaLit research programme proposes a European scale research programme into the changes brought about in maritime labour and shipping during the period 1850-1920, during which period steam power replaced sailing technology bringing important changes to communities' and individuals' lives. It will build its analysis based on extensive research of primary sources held in archives across Europe. These primary resources will be manually digitized in order to make their contents tractable to analytic historical research methodologies. Further, the collected data, from distributed research teams, will need to be integrated into a common format – that nevertheless retains the crucial provenance information from where it was drawn - in order to support the research programme's ability to investigate broad and cross cutting questions in an efficient manner.

To support this goal, SeaLit has partnered with ICS-FORTH to design a robust information system tailored to the needs of this project both with regards to producing accurate and integrated scientific data but also to make this data available to the public and other researchers through a website and an advanced semantic data query and visualization platform. This talk will present the proposed information strategy and its various components, illustrating what tools will be provided to researchers for which activities of the research programme and how they connect together. New technologies allow for a much more flexible interchange and migration of data, making the imposition of a monolithic, central data structure no longer necessary in order to bring data together and make it interoperable. Instead, a strategy of deploying interacting components addressing the specific needs of different steps of the research process allows for greater accuracy and efficiency in initial data production and unprecedented flexibility and extensibility in handling complex documentation and tracing its provenance. Deploying a collection of interrelated components for managing the data life cycle means that systems can be adapted to changing requirements arising through the evolution of understanding of the data obtained through the course of a research project.

The information strategy proposed, therefore, separates data production (through existing and custom tools designed for the project), from data management (to ensure reliability, reproducibility and sharability of results), data transformation tools for generating a common and comparable format, and data exploration/visualization and reporting tools which will be the key tools offered to researchers in order to facilitate their research, interpretation and publication activities. The key systems presented to meet these specific needs include Zotero, FastCat (custom

tool for rapid and faithful manual digitization of structured analogue sources), the SeaLit Data Archive, the 3M Mapping Software, the Research Space Query Platform and the project Website.

Korina Doerr

(Centre for Cultural Informatics/ICS/FORTH)

& Kostas Petrakis

(Centre for Cultural Informatics/ICS/FORTH)

FastCat Quick Manual Digitization System Tutorial

The SeaLit project will found its historical interpretation and analysis on archival research of primary sources located in Archives around Europe. These sources will be used to build invaluable structured, digital, empirically based material on the lives and activities surrounding maritime movements during the period of study. Documents such as ship log books, crew lists, payrolls, private and business correspondence, company records, newspapers, official documents and consulate reports need to be digitized quickly and accurately so that they can then be used to understand the period under question. It is, therefore, crucial in the first place to be able to quickly and accurately copy the document faithfully from its original analogue format into a digital format which preserves the essential aspects of its form. Such digitization must take place by hand because the documents are handwritten and employ various symbolic shortcuts to quickly fill data in the original documents and are therefore not good candidates for automated digitization. For the researcher, then, the manual digitization of these sources forms an essential but laborious initial task. It needs to be made as efficient as possible in order to allow the researcher to maximize their time on site at archives and to dedicate greater time to the synoptic study of the produced data. Traditional data recording systems such as spreadsheets and databases are not well suited to aid in this task. Spreadsheets are limited to a simple matrix of relations, while the source documents often include n+ levels of information in a single line. Database forms, on the other hand, are also unsuitable to the task at hand, since designing one-off forms to faithfully represent the original data structure would require an overly complex backend data model by which to handle these information structures. ICS-FORTH has therefore designed a custom data entry system called FastCat. FastCat is a novel type of input form which resembles a spreadsheet to the end user but has several important innovative features to address the data needs of the historical researcher. FastCat allows the entry of nested tables of information within a single data entry line, allowing data to be entered in a manner faithful to original analogue documents but properly dividing it for later computer aided analysis. FastCat is also enabled with a number of features to allow rapid data entry by specifying fields that should remain the same from one data entry line to the next, to specify auto-incrementation according to integer or date and more. Finally, FastCat stores values entered into the data entry system in the XML format making the data structure both extremely flexible and easy to transform into other formats at any time. The FastCat forms are fully customizable in relation to the type of document to be digitized. In the tutorial, a number of basic templates will be presented which are based on the most common types of records identified from initial research into the archives at this point. These can be further customized according to the needs of different research groups. This tutorial will briefly introduce the theory behind the FastCat system and show how it will integrate with the other digital tools provided to SeaLit researchers and then focus on introducing researchers to the tool through a series of hands on activities. The tutorial will then be the opportunity for a two-way learning process where researchers will be given basic instruction in how to use the tool and can feed back any concerns or additional needs that have not been considered heretofore. The developers of FastCat will be on hand to answer questions and solve problems with users as well as note potential development needs.

Martin Doerr

(Centre for Cultural Informatics/ICS/FORTH)

Opportunities and challenges of historical research with integrated information management

Historical research can be seen as an attempt to reconstruct a “possible past”, within the limits of known facts and reasoning of plausibility, as well as to understand influences and causalities from the “microfacts” up to larger and larger patterns of evolution. Facts are gathered from critically investigated sources of evidence. The facts as referred in the sources, the facts supporting arguments about the authenticity and credibility of the sources and the facts consolidated from the sources can be seen to form a large network of material and explicitly referred social relationships, stitched together from multiple sources via the individual identities of co-referred persons, objects, events, places and time. Based on the common sense that the material reality of the past is unique regardless our knowledge, this network forms the basis for all higher-level considerations about what happened, how and why. More and more this basic record keeping by historians is moved from notebooks and card boxes to digital data forms.

However only since about 5 years we do have effective, freely available IT tools in our hands that allow for managing such “reified” networks of billions of facts with integrated provenance of knowledge. The great opportunity is to return in new IT environments to the traditional good practice of proof of evidence and well-supported scholarly arguments, and simultaneously be able to share, use and reuse published microfacts and arguments at a scale that has never imaginable before, and thereby being able to continue previous research, widen its scope and continuously enhance the quality and quantity of an immense corpus of supporting facts. Even though in terms of historical reasoning methods a very modest goal - no fears that we make an attempt whatsoever to replace the historian by a machine - the technical and intellectual challenges are already considerable and need a very close cooperation and mutual understanding between IT experts and historians to make the systems adequate, effective and easy to use.

The technical components are: (1) highly ergonomic tools to transcribe archival material; (2) content management for all digital and physical resources; (3) a very large database of integrated facts under a global “ontology” (so-called Triple Stores or Graph databases); (4) effective tools to transform transcribe and legacy data to the global ontology; (5) tools for querying, visualizing and extracting fact base data for research. The intellectual and technical challenges are the interface design of (1),(4) and (5), and the creation of the global ontology.

The Center for Cultural Informatics has the know-how for all those components which have all been developed to a functional maturity, but each new application is a chance to improve the quality of services. In particular we have lead the development of ISO21127 or CIDOC conceptual reference model and its extensions, a global ontology particularly developed and successfully employed for the integration of cultural-historical facts. This new technology may completely change the way to work: new means of exploiting and interpreting results may become so rich that the competition for primary resources may become secondary.

Katerina Galani

(IMS/FORTH)

& Apostolos Delis

(IMS/FORTH)

Maritime communities in transition; A typical case study and the antiparadigm: strength and weaknesses

This paper is a joint effort to investigate the transition from sail to steam in Greece, through the comparative study of two traditional maritime communities: An-

dros and Galaxidi. Although they have been pivotal in the late 18th and 19th centuries, they remain to the present day surprisingly under-studied. Their juxtaposition maps in the most vivid colours the turmoil brought about by technological innovation and the economic and social implications on a local level. While Andros became the cradle of steamship entrepreneurship in Greece, Galaxidi failed to adopt the novel technology and its shipping activity dwindled. This default remains one of the most ardent questions in modern Greek economic history.

In Andros the discovery of exhaustive business records, such as voyage accounts, charter parties, insurance documents and correspondence between ship owners, ship chandlers, attorneys and family members and more provide ample first hand material for the study of many aspects of the transition and integration of a regional sailing fleet to the mechanisms of global shipping.

In the antiparadigm of Galaxidi, emphasis is placed on the changes that occurred in the maritime community primarily through notarial archives, such as the evolution of shipping families and business networks.

Jordi Ibarz Gelabert

(University of Barcelona) & **Enric Garcia Domingo** (University of Barcelona/Maritime Museum of Barcelona)

Sources for the study of the Maritime Community in Barcelona (1850-1930)

The main objective of Sealit-Barcelona is to study of the maritime community of Barcelona in the transition from sail to steam. We will establish the subject of the research, its definition and its boundaries. Between 1750 and 1870 approximately the Catalan sailing fleet took profit of the possibilities of the Spanish Empire and the old colonies when they became independent. With Barcelona port as the axis, a group of small towns and cities had their own maritime industries (fleets, shipbuilding, coastal trade, etc.) maintained an intense double activity: Mediterranean coastal trade and transatlantic navigation. But mechanization had a strong effect in the Catalan coast, with concentration of activities in Barcelona port and its maritime community, and the disappearing of the rest of the small maritime societies. Moreover, during this process of industrialization in the Spanish merchant marine (from 1830's to 1910's approximately), the centre of gravity of the Spanish maritime activities was in Catalonia, with the Basque Country or Andalucía as second strongpoints, and hence it was there where mechanization had its main field of action.

The core of the Barcelona maritime community was during this period in the Barceloneta district, where most of the activities were done and most of the maritime population live, so its study permit us to understand better the changes in a long term process.

The first stop of our paper will be the Spanish Maritime Administration, for it is necessary to have a clear idea about the legal and administrative framework in which the transition from seal to steam developed. The regulations about labour between the beginning of the XVIII century and the first decades of the XX century must be analysed for different reasons. Not only because they explain the environment of work and workers, and the response of law in front of technical and social changes, but also because we need to keep the track of documents and sources that can help us to understand our topic of research.

The second topic will be short view of the useful sources for SeaLit-Barcelona. We will summarize the main sources in different categories. Anyone of them tells something about the topic, but also shows us possible gaps in our knowledge. The first group are the archives of the Spanish Navy, unfortunately disperse sources, incomplete and difficult to access due to deficiencies in the public services. The second group are the notarial archives, very interesting but only useful for a short period (until 1872) and scarcely useful for steam navigation. The third group are private archive from families or companies, preserved in public institutions or still in private hands.

Due to the deficiencies of the sources, Sealit-Barcelona is developing its own methodology in order to build a network of different sources that, combined, can

permit the reconstruction of personal lives and professional careers. In order to have a clear picture of the maritime community in Barcelona, we are building, at present, a corpus of data about maritime labourers in Barcelona that combines the fragmentary sources available in order to understand the lives and careers of this people, the careers of their fathers, their entourage and the mechanics of their adaptation to changes. Some of the sources are common to any citizen (birth and death certificates, marriage certificates, and so on) but others are privative of the maritime world, especially those linked with the military situation of men (*Matriculados de mar* until 1872 and *Inscritos Marítimos* from 1872 onwards). The mixture of different documents show us a new perspective of sea people, and links directly with the PhD project *Maritime communities in the Spanish Mediterranean, Barceloneta's Case, 1850-1920* (Eduard Page). The exploitation of this database will lead to an absolutely new picture of the maritime Barcelona of the XIX-XX centuries, and this will be another original contribution of SeaLit. Finally, we will collect and introduce in the common database a selection of documents from different kinds that help us to do a reconstruction of the maritime activities from the point of view of the crews (personal documentation, logs, certificates, crew list, and so on).

The sum of the individual contributions of the member of the team will draw a good knowledge of the transition from sail to steam in Catalonia: nominal database of workers in maritime trades and study of dockers (Jordi), recollection of documents and study of seafarers (Enric), study of shipbuilding industry workers (Brendan) and the maritime community at Barceloneta, men and families (Eduard). We will end with the conclusions about the limits and contributions of SeaLit Barcelona, of course a preliminary report.

Alkis Kapokakis

(University of Crete/IMS-FORTH)

Some preliminary aspects of maritime labor in Greece, 1850-1920

The subject of my thesis deals with the maritime labor on ships of Greek ownership from the second half of the 19th century until the end of the World War I, focusing on the transition from sail to steam navigation. The main aim is the presentation of the importance of maritime labor in the development of Greek shipping during the period mentioned above.

In addition, the thesis emphasizes on working conditions, work experience and on the configuration of employment relationship on board. In this context, I'll try to examine the effects of the technological innovation on board, the emergence of new specialization and the decrease or disappearance of others.

Luca Lo Basso

(University of Genoa/NAVLAB)

Sources to study the shipping in Liguria in the age of transition: the case of Genoa (1850s-1920s)

Aiming to study the shipping in the second half of the 19th century, and in the first decades of the following one, in maritime historians' perspective the case of Genoa seems to be highly interesting in order to understand the changes occurred both in technical and social fields in a decisive period for the transition from sail, and wood, to steam and iron.

Starting from the 1850, Genoa appears as divided between innovators, willing to introduce the steam engine on their new ships, and conservatives, more confident on their solid wooden sailing ships, trusting their well-established sea routes. Despite the aforementioned, and well-known, contradictions, most of the seafaring coastal communities of Liguria, all of them orbiting around Genoa and its maritime institu-

tions, kept being active, and growing, in the middle decades of the 19th century, within a framework of innovation and permanencies, again, in maritime labour.

In order to better comprehend a social environment as such, where Ligurian sailors work and live, we will try to analyse three different main types of sources: logbooks, sea reports, and crew lists. All of them prove to be useful in order to collect both qualitative and quantitative data about seafarers from Liguria, especially in their specific working environment, i.e. shipboard life. Once again, ships turn out to be an outstanding vantage point on labour market, at the very moment when industrialization and globalization were drastically changing the working class all over the world. Therefore, it will be possible to observe the globalization of shipping business, the consequences of the introduction of steam on labour market, the rise of new positions on board and, more widely, all the transformations which, between the 19th and 20th centuries, had been introduced in shipping.

Finally, still with the intention to survey the maritime working methods, we will try to use trial papers, both from Genoa Trade Court and the Savoy consular courts, especially in the Constantinople seat, well attended by the ships and the Ligurian seafarers in the middle 19th century, and located on the Black Sea wheat route. It is especially thanks to the inner conflict spread among the seafarers that is possible to capture more details about the seafarers working life, since they usually never appear elsewhere.

Erica Mezzoli

(IMS/FORTH)

Nautical Training in a Changing Scenario: Upper and Eastern Adriatic in the Second Half of the 19th Century. A Plan of Research

In the history of the Austrian Empire, 1848 represents a crucial date.

In the aftermath of those events, the requests of the “Springtime of People” were silenced by the establishment of a neo-absolutist regime where the position of the Emperor was strengthened and the national nature of the Empire was strongly emphasized.

The years 1848-49 certainly represented the mortification of the national identity aspirations of the peoples of the Empire. However, from the point of view of economic history, they represented the beginning of a period of rethinking and rearrangement of the economic policies. In other words, those years marked the beginning of what Herbert Matis defined as a “revolution from above” in the economic and institutional organization of the Austrian Empire. Also the maritime sector was included in this reorganization process.

The need to rebuild the Austrian fleet without a predominant Italian character after the tensions of the Venetian revolution in March 1848 – where Habsburg officials and sailors of Italian nationality played a major role – and the detachment from Prussia on maritime policy led the Austrians to focus the attention and the efforts on the eastern sector of the Adriatic basin. The question of nautical training is located just at the point of convergence of all the issues above mentioned. Since the early 1850s – beside the oldest and most important Academy of commerce and nautical sciences of Trieste – a galaxy of public nautical schools began to be established in Istria and Dalmatia. Until the collapse of the Empire, these schools represented the nursery and the basin of recruitment of maritime personnel and, especially, of the Habsburg seafaring *elite* (captains and officers).

According to the statutory provisions, these public schools were designed to provide the nautical vocational education to people of all social classes and conditions.

In particular, the training was addressed, on one hand, to all the boys who wanted to take up a seafaring career and, on the other hand, to the workers already employed in the Imperial maritime industry who wanted/needed a professional re-training and/or upgrading.

Along with a more detailed historiographic picture, the communication will re-

gard the archives, the set of issues and the analytical framework of a research that concerns, for its linguistic and national varieties, one of the more complex social environments of the Mediterranean basin.

Eduard Page Campos

(University of Barcelona)

The historical and spatial configuration of an urban-maritime community: the case of Barceloneta (1753-1857)

Barceloneta, the maritime neighborhood of Barcelona, was built up in 1753 on a land owned by the Spanish army in order to deal with both the growing activity of the Barcelona port and the increase of the city population, becoming immediately the main residence of the people whose lives depended upon the sea. The spatial context of Barceloneta, as well as its process of construction, its primary development and the factors that shaped its evolution during its first century of history, are aspects described in this paper and constitute the starting point of our PhD project. The link of the neighborhood population with the maritime work and life was challenged and re-configured in the context of the process of industrialization and technological change that took place from the central decades of the 19th century to the first decades of the 20th century. The main objective of the project is to reconstruct the evolution of Barceloneta population along this period through the construction of a database based on sociodemographic sources which will help us to recreate the patterns of labor transformation, spatial segregation, mobility and migration. Expounding our project design to accomplish the aims of our research constitutes the second part of the paper.

Olivier Raveux

(TELEMME/CNRS/University Aix-Marseille)

Les mécaniciens des navires à vapeur du port de Marseille (1831-1864) : apparition d'un métier et construction d'une profession maritime

À travers la figure du mécanicien chargé de la maintenance, de la conduite et de la réparation des machines à vapeur placées sur les bateaux de commerce du port de Marseille, ce travail examine les contours de la naissance d'un métier et d'une nouvelle profession dans la navigation maritime en Méditerranée entre 1831 et 1864. Il s'agit de comprendre comment ces hommes se sont identifiés à leur milieu d'exercice et comment ils ont trouvé leur place dans le milieu conservateur des gens de mer. Au début de la navigation à vapeur, en France comme ailleurs, le fait d'être mécanicien était avant tout lié à la notion de métier, c'est-à-dire lié à un savoir-faire et à une pratique sur un objet et des tâches spécifiques. C'est au cours du temps que ce métier devient une profession, c'est-à-dire une activité réglementée et s'appuyant sur la délivrance d'un certificat de capacités pensées par les pouvoirs publics comme nécessaires à l'exercice de la mécanique sur un navire de haute-mer. Le deuxième élément intéressant est que ce métier est à l'origine exogène au monde maritime. De ce fait, à bord des bateaux comme devant les lois, le mécanicien garde longtemps une place, un statut, des pouvoirs et des responsabilités au mieux incertaines au pire indéterminées. C'est avec le temps et avec l'usage, que la mécanique maritime devient une profession maritime réglementée et pleinement intégrée aux équipages des navires. Enfin, dernier point, le personnel de la machine effectue des travaux inédits et travaille dans des conditions aussi particulières qu'originales. Avec cette recherche, il s'agit de restituer le travail du quotidien de ces hommes sur les paquebots à roues et les premiers navires propulsés par une hélice, notamment pour évaluer l'importance de leur rôle dans le fonctionnement et l'efficacité de l'entreprise maritime de la Révolution industrielle en Méditerranée.

Dimitra Samiou

(Independent Researcher)

The private records of a shipowner's family of Andros (1920-1960): managing to make history from bits and pieces

By mentioning the characteristics of the Moraitis' family record and especially its data deficiencies I will first present the difficulties that I face trying to write this family history: Moraitis' record was found fragmented, which means that no full series of documents of the family ships management are provided. Nevertheless, I will try to present the file's historical interest which relies on the fact that it provides documents that many private records of the kind do not include (personal correspondence between its family members, accidents of the crew etc.). The first part of this family record goes from 1920 up to 1935 and the second one concerns the years after the Second World War up to 1960's.

Leonardo Scavino

(University of Genoa/NAVLAB)

Sources for the study of a seafaring community: the case of Camogli (1850s-1920s)

Unlike the most important maritime centres in the region, the seafaring town of Camogli does not benefit from any dedicated, academically oriented, historiographical tradition; indeed, a research about Camogli and its evolution during the 19th century can only rely on "amateurish" works, as well as on archival sources, which have never been adequately studied so far. However, some historians, together with non-professional researchers, dealt with the extraordinary participation of this seafaring community to the shipping movement of Liguria as a whole, up to play, being a town of 8.224 people in 1861, a key role in it, both in numbers (310 ships were insured with the "local mutual insurance society" in 1882, 181.974 tons of tonnage) and in its geographical expansion (seafarers from Camogli are frequently found in the Black Sea, but also in Atlantic and Pacific American ports and in South Asian main sea centres). Indeed, the dissemination of «camoglini» in the furthest places in the world represents a key-factor for this research: therefore, the actual "surnames", the authentic familiar dynasties of sailors, captains and ship-owners, proved to be a fundamental starting point, one of the most relevant clues to study the history and the evolution of a seafaring community as such.

Accordingly, this paper is intended to provide an introductory presentation about the wide variety of sources which proved to be useful to our research. Indeed, it draws upon several different types of sources: the paper will focus on three main categories, notarial sources, commercial courts files and consular correspondence. Every type will be introduced by referring to their nature, their location (and availability) and their usefulness for the research.

In order to study the daily life of a community, notarial sources turn out to be one among the most useful: testaments, inventories, dowries, ships' shares can be used as a basis to rebuild an accurate record of properties and of the average standards of living. Therefore, notarial sources offer the possibility to draw a reliable image of the economic evolution of Camogli within the project specific timeframe (1850s-1920s). Then, few words will be spent about "papers of attorney", documents sent by captains, sailors and migrants to their families for legal and commercial issues; indeed, they might prove very useful to analyse the changes occurred in family ties and marital relationships.

Then, the paper will deal with some sources produced by public institutions: very active in such an economically developed area as Liguria, commercial courts constitute an interesting case. Introduced in the region during Napoleonic era in partial substitution of ancient regime consular courts (they also inherited some attributions of the peculiar Genoese institution of Conservatori del mare), commercial courts played a key role in the Italian business administration until their deletion, in

1888. Their files have never been adequately studied, thus giving historians a huge opportunity to enhance our understanding of the period.

Finally, due to the extraordinary participation of Camogli community both in trade activities and in migratory phenomena, consular correspondence represents another important source of information. Indeed, especially if used in conjunction with some related sources, such as harbour lists of arrivals and departures or passenger lists, consular correspondence provides a lot of information about how seafarers and immigrants settled abroad, and, as a result, about how they lived and behaved there.

In conclusion, the paper will present some further opportunities to improve the research: indeed, the consultation of some chosen foreign archives can be a breakthrough for our purposes (i.e. the ones in the Black Sea region or in Istanbul, but also in South America, Buenos Aires, Montevideo, Lima and Valparaiso).

Anna Sydorenko

(IMS/FORTH)

Maritime Odessa: what do archives tell us?

Odessa is the most important maritime center in the Black Sea, but its maritime dimension remains under-researched. The port-city of Odessa developed as the largest commercial and shipping center of the Black Sea that was transformed to the largest grain-exporting area in the world integrated in the global economy during the second half of the 19th century until the beginning of the 20th century. The aim of this paper is to present a methodological model of analysis of the maritime center of Odessa during the transition from the sailing ship to the steamship era. The rich archival material provided by the State Archive of the Periphery of Odessa, offer ample evidence for an overall picture of Maritime Odessa: ships, seamen, shipping companies, agencies and ship chandlers, shipbuilding and shiprepairing, port infrastructure and port authorities.

Popi Vasilaki

(University of Crete/IMS-FORTH)

The maritime communities of the French Mediterranean (1850-1920): main research questions

During the Industrial Revolution, a series of technological breakthroughs such as the transition from sail to steam in navigation, have resulted in a drastic transformation of the shipping industry. Shipbuilding and port infrastructures have been radically changed concluding to a reflective alteration of navigation and seafaring lives. In the French Mediterranean, this transformation had a profound impact on maritime and coastal communities at large, and, eventually, led to a new socio-economic model. However, the social implications of this transition have yet to be studied in depth. In this regard, the research project aims to explore the mutation process of maritime communities and their adjustment to a new socio-economic reality. In this presentation, the core questions of my research project regarding maritime communities and seafaring practices from 1850 to 1920 will be elaborated and the methods to be followed will be discussed.



Seafaring Lives in Transition

Seafaring Lives Getting on Board

First Workshop of the ERC Starting Grant 2016 project
Seafaring Lives in Transition.
Mediterranean Maritime Labour and Transport during Globalization
1850s-1920s

RETHYMNO, 6-7 OCTOBER 2017

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European Research Council
Established by the European Commission

This project has received funding from the European Research Council (ERC) under the European Union's Horizon 2020 research and innovation programme (grant agreement No 714437).

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