

# BOOK OF ABSTRACTS

## SOCIAL DYNAMICS IN ATLANTIC PORTS XIV<sup>TH</sup> - XX<sup>ST</sup> CENTURIES



## VI<sup>TH</sup> INTERNATIONAL COLLOQUIUM OF THE GOVERNANCE OF THE ATLANTIC PORTS XIV<sup>TH</sup> - XX<sup>ST</sup> CENTURIES

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## Introduction

Ports were the main nodes in the network that framed the Atlantic world since the XVI<sup>th</sup> century. They were the focus of commercial life, maritime activities and financial life. These activities created specific social dynamics, which characterized port cities. In this conference, we are going to deal with the broad topic of social relations and dynamics in the Atlantic port cities on both sides of the Atlantic, and both north and south.

The Governance of Atlantic port network was created as an initiative of Spanish, Portuguese and French specialists. It includes also members from other European countries, South America and Northern Africa. We encourage historians working on other parts of the Atlantic to join the network in order to create a real transatlantic port studies network.

The papers address the following fields:

- Social and professional groups (sailors, shipbuilders, dockworkers, ship-owners, merchants, navy)
- Social organization, networks, social mobilization
- The role of women
- Migration, diasporas
- Social problems, poverty, inequality
- Crime, conflict, violence, legal regulation and criminal persecution
- Intervention and policies of public authorities related to these fields

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## Guerre de course et commerce au temps des guerres du règne de Louis XIV : étude du cas néerlandais et notamment zélandais.

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Les guerres à l'époque moderne impactent la poursuite des activités maritimes des différentes provinces. Qu'en est-il aux Pays-Bas et notamment en Zélande lors des conflits menés contre la France entre 1672 et 1713? La guerre de course zélandaise connaît une grande période mais est-elle une activité de reconversion si omnipotente et ne couvre-t-elle pas le maintien d'activités commerciales pas si secondaires. Cette question mérite d'être posée et en dehors des études néerlandaises sur ce point, nous recourons aux sources et archives françaises présentes aux Archives Nationales comme les séries Marine B2 à B4, la série G5, les arrêts du conseil du Roi ainsi que d'autres (BNF, archives départementales). Ces fonds permettront d'apporter des éléments de réponse voire compléteront certaines statistiques tant dans la réalité du succès de cette course zélandaise que du maintien ou de la poursuite d'autres secteurs maritimes durant ces guerres.

Wars in modern times impact the pursuit of maritime activities in different provinces. What about the Netherlands and especially Zeeland during the conflicts against France between 1672 and 1713? The privateering in Zeeland is going on for a long time, but is it such an omnipotent reconversion activity and does not cover the maintenance of not so minor commercial activities. This question is worth asking and apart from the Dutch studies on this point, we resort to the French sources and archives present in the National Archives such as the series Marine B2 to B4, the series G5, the judgments of the King's Council as well as others (BNF, departmental archives). These funds will provide elements of response will see complete statistics in the reality of the success of this zeelanda privateering as the maintenance or pursuit of other maritime sectors during this wars.

Keywords: Privateering; Kaapvaart; Commisseevaart; French document; Commercial activities; Zeeland

# An enclave? Resilience amidst turmoil among Havrais dockers 1936-1956 - Dockers through reform, war, reconstruction and technological change: Le Havre 1936-1956

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Between 1936 and 1956, despite major political, military, economic and technological upheavals in French society and maritime activity, the social organization of Havrais dockers remained stable, so stable in fact that they remained in the exact same trade union, with essentially the same leadership around Jean Le Gall, Augustin Thomas and René Hazard, anti-Stalinist libertarian and increasingly pragmatic trade union leaders. The difference between the evolution in the port of Le Havre and the rest of French society suggests a special kind of population and culture, a sort of enclave.

## I. Major changes in the context 1936 to 1956

A. Popular Front reforms. B. Preparations for war. C. German occupation, bombing and destruction of port. D. Liberation reforms. E. Immigration, reconstruction and technological revolution

To summarize, these changes, some quite traumatic, offered many windows of opportunity during which the work organization, workforce and therefore trade union structures and leadership of Havrais dockers, could have radically changed.

## II. Resilience of the dockers' organization

A. 1936-38. There was no massive influx of new members, and no sudden growth of the influence of the Communist Party as in the metalworkers and other large unions.

B. 1938-1940. The introduction of a « harbour identity card » for security reasons, and unloading of French and British troops helped to keep the union in afloat.

C. 1940-1944. German occupation, work on fortifications, and involvement with Vichy government could have destabilized the union.

D. 1944-1947. The union weathered the reopening of the port under US supervision, recruitment of a large number of new dockers, purges in national unions deemed to have collaborated with Vichy.

E. 1947-1956. It survives again the Cold War split and introduction of technological revolution (forklift and pallet system).

Some earlier works: BARZMAN John, « Chapitre VIII. Le port et l'usine » in *Histoire du Havre* sld E. SAUNIER et J. BARZMAN, Toulouse: Privat, 2017 ; « Les acteurs du transport portuaire, 1939-1945 : notes sur le cas havrais », in M.-N. POLINO, J. BARZMAN, H. JOLY (éd.), *Transports dans la France en guerre, 1939-1945*, Rouen, PURH, 2008 ; *Les dockers du Havre, de la brouette au portique (XIXe-XXe siècles)*, HDR, Université Paris I, 2000 ; « Dock Labour in Le Havre 1790-1970 » in Sam Davies et al., eds, *Dock Workers International Explorations in Comparative Labour History, 1790-1970*, London: Routledge, 2000 ; « Port Labor Relations in Le Havre 1928-1947 », *International Journal of Maritime History*, 1997.

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- M. Pigenet, « Les dockers. Retour sur le long processus de construction d'une identité collective en France, XIXe-XXe siècles », *Genèses* 2001/1 (n° 42).

Keywords: Dockworkers; Ports; France; Trade union; Resilience; Enclave; Technological revolution

# The role of occupations in port cities in the construction of the Atlantic world. The study case of Vila do Conde (1560-1651)

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In the 16th and 17th centuries, the scarce Portuguese population undertook an expansion throughout the globe, establishing their presence in Africa, Asia and America. If, for the major part of the 15th and 16th centuries, this expansion didn't need a great number of migrants, being the military power an advantage against the local populations, with the competition of the other European nations, the Portuguese presence in all these territories started to struggle.

The decadence of the Portuguese State of India led the focus to the Atlantic world, where the commerce of sugar, precious metals and slaves generated a network between both sides of the Atlantic. The plantation of sugar in Brazil and the mining of silver in the Castile Indies absorbed a tremendous quantity of enslaved labor force from Africa and drove the American products to the European markets.

This demonstration intends to determine that the demographic availability is not the main characteristic when trying to establish a colonial empire, but the will to emigrate of a skilled part of the population. A group capable of integrating the local economies and develop networks across the Atlantic, connecting the European, African and American societies and economies through their occupations.

Using the study case of a small village port in Northwest Portugal, Vila do Conde, this presentation will prove that the presence of specific professional groups, such as pilots, sailors and merchants, in specific locations in the Atlantic world guaranteed the integration of those economies in a global network.

Resorting to Vila do Conde's parish and notary records, this presentation will draw the professional profile of the emigrants in the Atlantic archipelagos, Africa and America between 1560 and 1651 with the purpose of understanding how the different conjunctures (economic, political and social) contributed to the dispersion of the migrants and to their establishment in a certain territory.

I argue that crossing this information - the occupations, the period of departure and the different conjunctures - of a small but very active port of the region of Portugal from which the majority of the Portuguese migrants to the overseas were, the Entre-Douro-e-Minho, is vital to understand how the professional skills truly played a role in the choice for a destiny and, consequently, in integrating that destiny in a network built around the specificities of those who were part of it.

This presentation will also seek to demonstrate how the maritime societies of port cities and villages were always aware of the economic opportunities created in the entire Atlantic, and how their peculiar professional status, mainly of seamen and merchants, could take advantage of these prospects, leading port cities to play a unique and important role in the construction of colonial societies and economies, even though their residual demographic dimensions, as it is the case of Vila do Conde.

Keywords: Migration; Occupations; Early Modern Period

# Female immigration, illegitimacy, prostitution and child abandonment in the port city of La Coruña (Spain) during the 19th century

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This paper is about the social problems - poverty, immigration, prostitution and child abandonment - in an Atlantic port city, La Coruña (Galicia, Spain), from the end of the 18th century to the 1900s. This city had 13,000 inhabitants in 1787 and more than 40,000 in 1890 due to intense immigration of both sexes, but above all, to thousands of women came to work whether in domestic service, as well as in textile activities (textile and fishing nets manufacturing) or in small shops and supplying, taverns and lodgings, and also in the Tobacco Factory, founded in 1806 and where worked more than four thousand women. In this context, many of them came from rural Galicia and were linked with sailors, fishermen and especially with men from the army and the navy who had their barracks in La Coruña, although others was also devoted to prostitution, which became a serious social problem for the local authorities and the government of Madrid. This situation caused that La Coruña had the highest illegitimacy rate in Spain during the 19th century and the abandonment of children in the streets became a really difficult problem to solve. This is the reason why in 1793 was created there a Foundling Home to take in these children, where they were baptized and cared in the first moments of their lives. Despite this, more than eighty percent died in the first months, but even the survivors created new problems, as their education and social insertion. Thus, this paper focuses on the causes and consequences of high illegitimacy and prostitution, their relationship with female immigration and the abandonment of children, always comparing with other European port cities of the 19th century.

Keywords: Poverty; Migration; Prostitution; Child abandonment; Port; La Coruña



# Southern-Netherlandish Prize Papers and the Social Organization of Ostend Sailors in the War of the Spanish Succession

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The Prize Papers Collection, preserved at the National Archives in Kew, contains shipboard documents captured from enemy ships by the British Navy during the War of the Spanish Succession (1702-1714). The part of this collection relating to Southern Netherlandish ships and sailors has hitherto remained unexplored. Complemented with additional archival material from other lesser known source collections, such as notarial and public welfare archives, it offers new perspectives on the social relations and organization of sailors in the North Atlantic port of Ostend.

During the War of the Spanish Succession, this port formed an important base for privateering and maritime commerce, and served as a hub for transnational connections between South Atlantic (via Bordeaux and Cadíz) and Scandinavian (Swedish and Norwegian) ports. Therefore, both local and transnational dimensions marked the port's social communities. The local component grants us insight into the social relations among sailors and their families, while the international component influenced the port's social life in its wider connection to the maritime world, through privateering, commerce and labour migration.

The aforementioned sources reveal the mutual solidarity, living and working conditions of Ostend sailors, who organized their own communities in relation to the Atlantic maritime world during wartimes. Investigating this social organization from the perspective of their own communities, rather than a state-centered perspective, the Prize Papers show us a history formed by both local and transnational components. They reveal how social redistribution was organized through distinctions within the maritime working class, and show how the social life of seamen and their families was formed through their maritime labour while facing both crisis and opportunities of war. More specifically, this social life was organized according to a distinct shipboard hierarchy between captains and sailors, which was reflected in patronage relations in the port as well. By following the living- and working conditions of specific sailors, captains, and their families through their own ships' documents, we gain insight into the eighteenth century social relations in the port of Ostend. The Southern-Netherlandish Prize Papers thus form a new and invaluable source which grants us novel insights into the social dynamics of maritime labour in a port for which we have little alternative source material.

The research project on eighteenth century Southern Netherlandish Prize Papers forms a new line of historical research within VLIZ (Flanders Marine Institute). It has been initiated with support of the COST Oceans Past-program, and is being developed together with national- and international partners within a wide scholarly network.

Keywords: Ostend; Maritime history; Social history; Prize Papers; Transatlantic connections; 18<sup>th</sup> century ports

# From submission to retreat: maritime access in Hoeke, an outpost in the harbour system of Bruges (ca.1300-ca.1600)

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In late medieval Flanders, the Zwin estuary was the most important maritime corridor to the city of Bruges, in that period the prime hub of international trade in north-western Europe. The Zwin corridor covered approximately fifteen kilometres between the main markets in the city and the open sea. On the shores of the tidal inlet, several outports emerged, participating in three kinds of maritime cultural landscape: a transport landscape (using the sea as a crossroad and highway), an ecological and resource landscape (using the sea as a fishing ground) and a power landscape (using the sea as a battlefield). Although unlimited maritime access was advantageous for these downstream seaports and port cities, eventually Bruges used it all to its benefit. The outports were incorporated into serving Bruges' economy, food supply and maritime defence. Consequently, they had a subaltern relationship with the capital city, as well as tenuous relations of competition and cooperation with neighbouring outports.

This paper explores the hierarchical relations underpinning the subaltern status of the outports and the changes they faced due to the decreasing maritime access. Our research indicates that arguments of geography are not sufficient to understand the origins and nature of these relations and the resulting status. New insights from other academic disciplines and more recent historical research are required to advance our analysis. First, we will reintroduce the concept of 'harbour systems' and explore the scale free and vaguely defined nature of maritime networks. Additionally, we will advocate the use of the notion 'land-maritime interface' to research a seaport, being a place of exchange and interaction in which multiple functions are linked, changing over time, both in composition and intensity.

Our presentation of argument will focus on Hoeke, a minor hub in the harbour system in the Zwin and in the fifteenth century the smallest city in the medieval County of Flanders. Using the concepts and insights mentioned above, this outpost is used as a case study through which the paradox between unlimited maritime access and subaltern status will be analysed. We will demonstrate how Hoeke's retreat from the waterfront put an end to this paradox, resulting in the departure of this port city from the Zwin harbour system and its integration into a region-specific agricultural production system, transforming the hierarchy in its relations with the capital city and the neighbouring cities.

This transformation of Hoeke will be compared to the development of the neighbouring ports Sint Anna ter Muiden, Monnikerede and Blankenberge, seeking the origins of the diverging paths in their distinct participation in the transport, resource and power landscapes.

Keywords: Maritime cultural landscape; Land-maritime interface; Path dependence; Port city; Transport system; Fish; Battlefield

## Second slavery, working structure and port enclaves in Cuba (1822-1880)

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At the end of the 18<sup>th</sup> century, the massive arrival of enslaved Africans prompted the sugar boom in Cuba. As the plantation economy was implemented, the demographic structure and the commercial dynamics of the island suffered profound transformations. Although the concept of second slavery is associated with the agricultural world, work areas in urban locations were substantially altered as well. The increasing volume in export and import values registered in authorized ports highlighted the demand for labor force to transport the merchandise to the docks and warehouses all throughout the 19<sup>th</sup> century. The port enclaves on the island allowed a heterogeneous labor market to take place, where free and coercive work coexisted, thus differing from the sugar plantations' fields although they proved to be directly linked. We have at our disposal a varying statistical documentation consisting of census, registers of property, directories of professions, merchants and owners, as well as reports of shipping companies' heads, merchandise deposits' and warehouses' heads, who provided us with valuable information on the different existing occupations. In this regard, white, free *pardos* and *morenos* and Asian workers, and slaves used to be stevedores, dock foremen, day laborers and boatmen, among other port-related activities. This paper aims to measure the impact of the second slavery in the working structure of aforementioned areas, based not only on the professional specialization of the workers, but also on the racial component of the occupations.

Keywords: Second slavery; Dock workers; Labor market; Working structure

# Changing Structures within a Spanish Naval Department: Cantabria as a Timber Supplier for the Royal Navy (18<sup>th</sup> Century).

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Forests have been essential ingredients on the building of rural identities all over the Ancien Régime. The borderline between wild nature and civilization shaped specific political, economic and behavioural structures within the communities living in constant struggle to define themselves against all sorts of non-humanized space. As a result of the interaction with the ecological features of a certain area, the local, rural communities developed precise productive strategies, which often implied precise solidarity and neighbourhood ties that were definitive to weave the social cloth.

The peasants living in Cantabria had to coexist with forests that were acknowledged by contemporary geographers to be the best ones at disposal of a European monarch. Therefore it is not surprising that the Spanish Monarchy showed great interest in these wood resources since early dates. However, it was not until the mid-18th century that the Bourbon monarchy actually took over all the useful trees growing 140 km from the coast inland. This control was reached thanks to the establishment of three 'Naval Departments' and the later forest ordinances of 1748, which asserted the royal control over these valuable timber resources. Thus the whole region ended up as a reserve of timber for the royal arsenals, notwithstanding the previous rights of property, the local lawsuits, and the moral economy traditionally linked to the communal forests.

Between the 1740s and 1760, a period of extreme afforestation took place in Cantabria. Observing the historical framework in the region during this time-lapse helps to understand to what extent nature –and its humanization– was a basic feature for structuring the social dynamics of the local villagers. Moreover, forests became a scenery of confrontation among different social groups trying to get exclusive access to the land's limited timber resources. After all, the changes induced in the forests always obeyed to the cravings of a certain collective in detriment of the many others willing to take part in the exploitation and accommodation of nature to their interests. Alterations on the cultural, productive speeches formulated by human communities over the nature thus led to shifting interpersonal relationships both in a horizontal and in a vertical way, that is to say, within each collective dependent on the natural resources, as well as among groups with different statuses and interests, respectively.

The main aim of this proposal is to note the value of introducing an environmental speech to analyse intermodal unrest in a specific, historical scenario. This perspective will also help to understand how maritime issues were not limited to the strictly coastal areas and ports, but happened to redesign human interactions inland. The rich and descriptive litigations that were carried out in the region during this period, as well as the contemporary treatises on geography and environmental matters are very helpful sources for the historian to approach the aforementioned goals.

Keywords: Timber; Navy; Rural communities; Environmental history; 18<sup>th</sup> century

## Pottery to understand the port. The case of Ribadeo (Galicia, Spain).

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The port of Ribadeo is one of the most important throughout history in Galicia region. Located in the Cantabrian Sea, in the limit between Asturias and Galicia, it is one of the few safe estuaries to anchor in an open coastal area between the estuaries of Viveiro and Avilés.

Of medieval origin, Ribadeo has an intense activity also in modern and contemporary times, both in the construction of ships, as in the trade of wood, linen and hemp of the Baltic region and later of Iron trade already in contemporary time.

Due to the periodic dredging done to improve the access channel to the docks, a rich archaeological record in its underwater bottoms has been left visible.

Through the numerous visits of a group of amateur divers, the C.A.S. Illa Pancha club, it has been possible to verify a historic anchorage area, in the safest anchorage area of the estuary. There they have been able to document multiple remains of archaeological stuff.

The ancient pottery found there has been studied by us. Through these remains you can understand the origins of the pottery and its chronology, its origin and with it the commercial routes that reached Ribadeo's port, the importance of the commercial volume of some areas of the North Sea and its scales.

All this allows us to understand a historic anchorage space through the underwater archaeological record and with it part of the history of this port in modern and contemporary times.

Keywords: Underwater archaeology; Anchorage; Pottery

## Modernization of Ports in Brazil: a comparative study of Law 8,630 / 1993 - Modernization of Ports Act with Law 12,815 / 2013 - new Ports Act.

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Brazilian ports have been identified as one of main limitations to its economic development, with obstacles in all sectors, including infrastructure, maintenance, political-economic and cultural scenario. Law 8,630/1993 - Port Modernization Law - approved by Decree 6,620/2008, gave to Brazil the right to explore the organized port directly or through private concession, always preceded by a bidding process. It also ensures the right to build, renovate, expand, improve, lease and operate port facilities. The entry of the private sector allowed changes in short and medium term. It aimed to make the ports more agile and competitive in the international trade, since the operational costs were much higher than those executed in others countries. In 2007, the author of this article carried out his master's thesis that had as one of its objectives analyze the impacts that Law 8,630 (Port Modernization Law) led to Brazilians ports. In 2012, provisional measure No. 595/2012 was created, later converted into Law 12,815/2013 - New Port Law - regulated by Decree No. 8,033/2013, which established new regulatory organization to ports zone. One of the main objectives of New Port Law was to provide more agility, seeking to increase efficiency and reduce the costs of operations in Brazilian ports. This article aims to make a comparative survey of the results obtained in 2007 with Law 8,630/1993 - Modernization of Ports Law with current results in relation to Law 12,815/2013 - New Ports Law. The author Master's thesis concluded that the effort to modernize Brazilian port work through Law 8,630 / 1993, despite having brought significant improvements to the sector, did not fully meet the expansion and demand of the country's port activity. Even with resistance to its rollout in some sectors, the law was effective only in the first five years of deployment. In spite of the investments made in the sector after the Law, there were still many difficulties, such as the legislation the ports needed to follow, making difficult especially for the partnership or autonomy of the private initiative. With Law n. 12,815/2013, the New Ports Law, many objectives have been achieved. Among some positive points may be cited the computerised management systems, which brought more speed to port operations. However, many challenges remain to be achieved in the port sector. The methodology of this research has a bibliographic and qualitative model. The author of this article suggests as a continuity of the research a more in depth study of the ports informatization, including the cooperative systems of ports administrations. However, the major changes were achieved on the regulatory mark of ports. The lack of investments in advanced technology is one of the main factors of ports inefficiency, it becomes difficult to establish a relationship with foreign ports. Thus, this study suggests an implementation of mobile technology integrating cooperative ports systems. The Internet of Things (IOT) has emerged in some ports of excellence in the world as a promising tool of strategic efficiency.

Keywords: Port Zone; Law 8,630/1993 - Modernization of Ports Law in Brazil; Law 12,815/2013 - New Ports Law in Brazil

# Ostend, from Queen of Seaside Resorts to Expulsion Gateway: Monitoring the entry, stay and expulsion of foreigners through Ostend (1840-1914)

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Based on the archives of the Foreigners Police and the superintendent of the Maritime Police of Ostend this article will examine how foreigners were monitored in a beach resort. Together with Spa, Ostend developed into the main Belgian tourist hotspots of the nineteenth century. To allow the business to flourish the Foreigners Police, responsible to monitor all aliens on Belgian territory and expel the unwanted, adopted a special regime of control. The article addresses how different this regime was in practice by comparing it to controls conducted in Antwerp. It will highlight that the controls of the Foreigners Police, did not only target unwanted migrants, but also unwanted guests. Without impeding the mobility of tourists and foreign personnel that Ostend attracted during peak season, the F.P did impose measures of registration and control for security reasons. It did not refrain from expelling certain undesirable foreigners. The paper will look at how expulsion procedures were carried out in practice. This will be linked to Ostend's position as primary expulsion gateway from Belgium to England. The paper addresses the bigger question if what scholars have been labelling as migration policies during the nineteenth century, should to some extent be corrected to international mobility policies.

# Policing sexual morality in English ports in the First World War

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The discourse of sexual morality to control women of child-bearing age during the First World War created a moral panic in Britain. It included promiscuity, unmarried mothers, concealed abortion and venereal disease. The prospect of many young women, both married and unmarried, being left on their own with no male to head the household created public anxiety about who would protect these women. Fear spread of unrestrained sexual impropriety. The discourse of sexual morality at the beginning of the war saw the inevitable outcome in investigations attempting to show concealed abortions, increased incidence of illegitimate children and dissolute mothers as the signs of morally bad women. To try to control their activities and to contain the spread of their actions to good women, in which policemen felt ill-suited, many organisations sprang up, not least of which were Women Police and patrols.

Shorncliffe, less than two miles from Folkestone, housed 40,000 Canadian soldiers who had landed in Plymouth in February 1915 on their way to barracks at Shorncliffe, with the officers based in private houses throughout Folkestone. This transformed the previously genteel seaside holiday resort overnight into a home for soldiers, who were welcomed into the town by local people and developed strong ties with them. They were based in Shorncliffe and Folkestone from 1915 to the end of the war, returning for periods of leave from France. Although very much welcomed by the local community, they were portrayed by some residents and the Home Office as having money to spend and inevitably crime developed. The Home Officer were informed that a large number of prostitutes had come to Folkestone from London and elsewhere causing a serious outbreak of venereal disease in the troops, which led to conferences between the Home Office and local authorities resulting in Defence of the Realm Act (DORA) Regulation 13A passed in February 1916. This allowed the police to close four brothels, seen by the Chief Constable in evidence to the Watch Committee as insufficient. In February 1916, 37 convicted prostitutes and brothel keepers who were said to have entered the town since the start of the war, were also evicted from Folkestone.

The example of Folkestone's problems of sexual morality were evident in many British ports and caused huge international tensions with the Dominions, who sent high level deputations in 1917 and again in 1918 to the British government protesting at the state of the streets and railway stations which they said lured their troops into danger and robbed them of their earnings. The pressure by the Dominions led the government into creating ill-considered and highly controversial legislation under the Defence of the Realm Act, which was quickly withdrawn after the war as being unworkable.

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Fraser, M. (in press 2019) Policing the Home Front 1914-1918: The control of the British population at war. Chapter 9: Policing sexual morality pp. 162-191. Abingdon: Routledge Studies in First World War History., research monograph.

Keywords: British Ports 1914-1918; WW1 British Ports; Sexual Morality in WW1; Policing British Ports



# The simple man in the Port Community of Rio de Janeiro

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The Research Group on Ports and Cities of the Atlantic World, registered at the National Research Council of Brazil, is dedicated to studying various aspects of the structuring and configuration of the port region of Rio de Janeiro. It is chronologically concentrated, mainly, in the second half of the XIX century until the first decades of the XX century. The first part of our research analyzed the long and confusing process of transformation of a colonial port, with no port authority with management authority prerogatives, until its nationalization in the early 1930s. Our attention then turned to the analysis of economic community of Rio de Janeiro. We seek to map the port's reproductive capacity, in economic terms, in the region of its surroundings. We considered for this, not only the activities directly linked to the port operation, but also those indirectly dependent on the port as well as the complementary ones. Our current sense of research seeks to advance in the synthesis of the main characteristics of the port community in its social aspects. Our chronological scope is delimited between 1870 and 1920. A complex period because it encompasses the reality of a port and a city, still having colonial characteristics, that has been transformed into capitalist. In this composition, we have focused on the participation of immigrants in the formation of simple port man, making him one of its main agents. Our objective with this communication is to deepen the already presented discussion about the social port community showing several methodological problems that we faced in the search for contact with this part of the population who did not produce their direct reports, the historical sources. The simple port man, to be reached, in his daily struggles and resistances, in the meshes of his day-to-day relationship networks, only became feasible after the solution of some theoretical problems. His documental invisibility has raised the issue of the establishment of alternative sources; raising the following question: how to explore these sources, in the expectation of perceiving the members of this community's perspective?

Keywords: Social History; Port Community; Documentary Sources

## Cancale et les logiques d'embarquement de ses gens de mer (1680-1730)

Hrodej Philippe

Mon propos est de parler du projet *Gens de mer des temps modernes : carrières maritimes, attaches littorales et état sanitaire* qui concerne le port de Cancale particulièrement. Par rapport à ce que demande le colloque, je peux par exemple traiter de l'organisation des activités maritimes et de la dynamique générale des embarquements, notamment pour Terre-Neuve, aux XVIIe et XVIIIe siècles. Le système des classes mis en place par Colbert a laissé d'importantes archives parmi lesquelles des rôles d'équipages et des registres de matricules. Les carrières de chaque marin peuvent être reconstituées de façon assez précise. À côté de cela, les sources des Baptêmes-Mariages-Sépultures (B.M.S.) de la commune de Cancale (aux Archives Départementales d'Ille-et-Vilaine) fournissent toutes les données relatives à l'environnement familial et corrigent les documents précédents. C'est donc tout l'univers de ces marins, une fois embarqués, qu'il est possible d'analyser, tout comme les activités qui sont les leurs (pêche côtière, cabotage, agriculture) lorsqu'ils restent à terre, au port. Cette population, éloignée d'une vingtaine de kilomètres de Saint-Malo, fournit 10 à 15% des embarquements. Elle connaît peu de migrations : alors que la cité malouine accueille des centaines d'étrangers et des centaines de marins d'autres régions, Cancale reste refermée sur elle-même. Pour autant, l'ouverture sur le monde qui s'amplifie pendant et après la guerre de Succession d'Espagne, provoque une évolution quant au type d'embarquement, à la destination plus variée, à l'absence également du pays mais aussi sur « l'embarquer ensemble ». C'est ce propos qui sera plus particulièrement traité. Cette logique qui pousse les gens de mer à embarquer en famille ou avec des origines géographiques très resserrées. Cet esprit grégaire, cette résilience longtemps affirmée que la conjoncture économique finit par fractionner. L'intervention se ferait en français, le pwp serait en anglais, en y ajoutant les éléments les plus importants.

# Supply mechanisms of Baltic naval provisions for the Spanish seaborne empire, 1570-1600

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In 1572 the Sea Beggars, a confederacy of Calvinist nobles that opposed the Spanish rule, seized the ports of Brielle and Vlissingen in Zeeland. In few years, the Dutch religious uprisings had turned into an international conflict that worsened the already hectic borders of the Hispanic Monarchy. Philip II responded to these events by ordering an embargo upon trade with the rebel territories in 1574, which translated into indiscriminate confiscations of North-European ships anchored in Western Andalusia. The king soon faced a problematic paradox: to fight his North-European enemies, the Monarchy had to rely on North-European traders.

Trade with Northern Europe remained prohibited for a good deal of Philip II's reign, in which three embargoes were ordered (1574-1579, 1585-90 and 1595-1596). However, the king and Seville's council allowed a group of immigrants from Low Countries and German towns to import Baltic supplies and, in exchange, export Andalusian salt. These merchants concentrated in the same area of town (the Reales Atarazanas, a building-complex by the port) and developed an intertwined network of kinship ties and commercial collaboration that extended to the ports of Cadiz and Sanlúcar de Barrameda. Despite commercial prohibitions, the importation of Baltic supplies to Western Andalusia was secured thanks to their activity. These merchants not only supplied Baltic provisions to la Carrera de Indias ships or royal warships hibernating in Andalusia, but also to the construction of royal warships taking place in Cantabrian shipyards. My paper analyzes the contracting practices and supply mechanisms in the Carrera de Indias, a private market, and the practices and supply mechanisms in the Royal Armada.

This contribution is part of my PhD project (Supplying the enemy? North-European suppliers of timber in Seville from 1570 to 1598). In this project, which is currently in its final stage, I study the role of foreigners in the naval apparatus of the Hispanic Monarchy. The thesis is based on more than 3500 notarial deeds from the Archivo Histórico Provincial de Sevilla (Seville notarial archive) and discussions and letters between royal councils and officials held in the Archivo General de Simancas and Archivo General de Indias.

Keywords: Foreigners; European trade; Naval supplies; Hispanic Monarchy

# European dockyards in the long 18<sup>th</sup> century and the technological transfer of shipbuilding knowledge

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During the long 18<sup>th</sup> century, European naval nations engaged in a raging arms race. With numerous wars, perpetual change of alliances and to their disposal weapons considered the most advanced in the pre-industrial era, navies were at the technological forefront.

It is common to apply a national notion to a navy. Navies are often the very symbol of a nation and its defence. However, 18<sup>th</sup> century shipbuilding technology can hardly take a nationality. Ideas, ideals, theories, methods and knowledge was constantly being exchanged across the European borders. Spurred on by the unstable political situation during this period, technology was shared openly as well as clandestinely.

For England and France, nations that spent the larger part of the 18<sup>th</sup> century as enemies at the battle scene, the exchange of knowledge on shipbuilding happened for a great part through the common practice of taking prizes. Conquered ships were transported to the nearest port, where they would be examined and measured, often adjusted as well, before entering into service under new colours. Other places, the 18<sup>th</sup> century was rather quiet, however in no way more politically stable. The Danish navy saw no significant battles during the period. A total of 80 years of peace let Denmark built up their fleet in preparation for an eventual war. The natural inflow of technology through prizes that battling nations were blessed with, was however not for Denmark to enjoy. Technology was to come from aboard by other means: industrial espionage.

The transnational technology exchange during the uneasy 18<sup>th</sup> century linked dockyards across Europe. The most national symbol, the navy, was maybe not so national after all. So, how did these connection come about? Who created the links and how were the foreign technology used in the native naval shipbuilding?

Keywords: Dockyard; Shipbuilding; Technology; 18<sup>th</sup> century

## Council authorities and guilds in Dunkirk during the 17<sup>th</sup> and 18<sup>th</sup> centuries: a special model of governance

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During the seventeenth and eighteenth centuries, the story of Dunkirk has been very hectic. Louis XIV acquired this fishing port in 1662; as this place was strategically well located to control the traffic in the North Sea and in the Channel, Louis XIV decided to transform it into a naval base. In 1713, following the Treaty of Utrecht, France had to destroy the fortifications and the harbour in Dunkirk. The city was ruined. Despite the British close watch, the councillors and traders started to trade through the Atlantic Ocean and carried on with fishing and alcohol smuggling with British people. During the eighteenth century, the development of the city was irregular, with times of crisis (decreasing population, decline in port activities) and periods of prosperity during which the city council had to integrate large foreign populations. So, it was difficult for the aldermen to govern the city. The city council, composed of lawyers and traders, was limited to eleven members. The maintenance of law and order in the city during times of crisis, the development of the harbour and of the trade activities were hard tasks. Furthermore, the aldermen had to protect the urban privileges, which were to be restricted by the royal administration (by the French Admiralty for example).

To reach this goal, the councillors relied on the support of the guilds. The Bruges Act has established the basis of the urban constitution of Flemish cities like Bergues, Gravelines or Ostende, and has given to the councillors some special legal powers; so, they were able to turn guilds into administrative components. But, in Dunkirk, the situation was very particular. Unlike other Flemish cities, the city council controlled very strongly these professional organizations, especially those working in the harbour (dockworkers, shipbuilders, coopers...), through the constable or the vicar. The functioning of the "serment" (governing body of the guild) allows to understand how aldermen and craftsmen have entered into an alliance. To gain peace and quiet in the city, to implement measures favouring the trade or the defence of city's privileges, town elites promoted some governing body's members of the "serment" on the aldermen's bench, strengthened their social and professional position in the city, or protected their professional interests against French fiscal attacks.

This alliance explains how the town elites achieved to safeguard the main part of the city's privileges despite crisis, wars and French monarchy's pressure. But, at the end of the eighteenth century, most of the traders were in favour of the liberalism. Being the majority in the city council and supported by the Chamber of Commerce, the traders disputed the traditional governance of the city, to increase their profits in commercial activities. At the same time, they stopped the social climbing of dominant craftsmen. Strained relationships appeared between aldermen and guilds. Dominant craftsmen used the French royal power to fight against their former protectors. Following the revolution and its disruptions, the aldermen adapted their governance with the aim of preserving their authority on the guilds.

## Pilot-Dockers in French ports during the 17th and 18 th centuries

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We will present the characteristics and evolution of a maritime profession, the pilot-dockers, also known as "Locmans" or "Coastal pilots" in French language. This activity is highly supervised and resulted in a regulation by the Royal State in the sixteenth century which gives the admiraltys the control police at the entrance and exit of the ports and harbours of the kingdom. The Great Marine Ordinance of 1681 confirms this interest in piloting in ports by dedicating him a long Title with several Articles of the law. However, in practice, the organization of the profession, the existence and number of officially recognized pilots, differed according to the ports during the seventeenth and eighteenth centuries. Pilot-docker is a demanding job and hard work, but it entitles some benefits. The control system (age, residence, examination, letter of receipt, fees or taxes) allows the pilots to be checked, to ensure the security of port access, to regulate their number according to the maritime traffic. Progressively, given the advantages of dispensation from the class service on the French Navy, the pilot places are reserved for the "old seafarers". This activity is therefore a very good observatory to approach historical questions of professional skills, access to the activity and trades, monopoly or freedom work in France during the Old Regime.

Keywords: Ports; Pilots; Monopoly; Trades; France; Modern and Early Modern period

# Migration trajectories of two generations of seafarers in the port of Antwerp, 1850-1914

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Historians have generally argued that the introduction of steam technology and the creation of an international economy were key elements of the transition of the maritime labour market during the second half of the nineteenth century (Paine 2014). Although it was a rather slow and nonlinear process, the steamship was a catalyst for capital investment and technical innovations (Fischer 1991). In turn, larger vessels required more crew, in particular, because the engine room created a completely new workforce and the commercialisation of passenger travel required far more service related tasks (Russel 2016). As a result, the growth of shipping stimulated migration to maritime commercial nodes (Lawton and Lee 2002).

However, while the migration trajectories of labourers working in port-related sectors on shore have been studied in the context of both labour and migration history, seafarers have proven much more difficult to trace. Two interrelated reasons should be singled out. Mainstream migration historiography mainly defines migration as international moves with a mutation of the principal residence because most studies depend upon varying administrative definitions of migration (Lucassen and Lucassen 2015). Thus, highly mobile labour groups, such as seafarers, challenge the conceptualisation of migration because they often resided in port cities on a temporary basis and hence did not officially register. On the other hand, notwithstanding many maritime historians have studied the geographical origins of seafarers, they seldom use migration as a concept (Lucassen and Smit 2014).

In order to shed new light on a mobile group who has not been properly explored in the nineteenth-century migration context, the aim of this paper is to examine if and how the transformation of the maritime labour market affected the migration trajectories of seafarers. On the basis of the rich and unexplored Antwerp seamen's registry, which registered identity details and listed every voyage of a seafarer on a Belgian merchant vessel, the migration paths of approximately 1,600 seafarers are scrutinised by comparing the years 1850 and 1890. The port of Antwerp serves as an excellent case study because Belgium made the transition from sail to steam relatively fast from 1870 onwards.

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Keywords: Port of Antwerp; Migration trajectories; Seafarers; From sail to steam

## Urban criminal cultures: smuggling and organized crime in 17<sup>th</sup> century Seville

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At speaking on organized crime Hobsbawm-Blok old debate concentrated historical discussion on whether or not many of the main protagonists of crime which needed cooperation had close social links which made easy the development of the activity. In the end scientific debate was centred on whether or not the criminal was socially produced and certainly autonomous or if he or she was socially well-connected and integrated in particular networks and the aim of their criminal activities was not altruist but just due to material interests. In early modern times Seville was one of the main European Atlantic ports dealing with the main colonial American economies and, therefore, the seaport offered many opportunities for legal and illegal trade and activities that the Crown tried to control not always very efficiently.

At the same time, many illegal activities needed wide cooperation of people in different social scales not only out of the administration but also even Crown or municipal officials to judge or supervised business and trade. These circumstances produced urban clandestine cultures which developed values, languages and networks. These urban cultures and networks left a deep footprint in the seaport and in the city activity and governance at the point of constituting a Crown preoccupation particularly in the 17th century when it was a need even to introduce some governance reformations in the city.

This paper concentrates in the analysis of urban criminal cultures which propiciate the development of a wide range of smuggling with the epicentre in Seville in this historical period. Includes a shape of the social cartography, languages and connections of criminal networks, their efficiency and, also, recovers the Hobsbawm-Blok debate to point out social connections and networks which were underneath of the development of many clandestine business that gave urban identity to what Seville was in its Golden Ages.

Keywords: Urban criminal cultures; Smuggling; Organized crime; Seville; 17<sup>th</sup> century; Hobsbawm-Blok debate



# Fishing and religiosity in northwest Galicia (15th-18th centuries): the confraternity of Saint Roch in Ferrol

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The town of Ferrol, located in the north of the kingdom of Galicia, was an important fishing centre in the late Mediaeval and beginning of the Early Modern Period. Mariners from Ferrol belonged to a trade confraternity dedicated to Saint Roch. Using the preserved documentation of this confraternity, this paper will analyse the characteristics of fishing activity in Ferrol before the town became a large urban centre in the middle of the 18th century. It will also analyse the devotional dimension of this religious association and its evolution over the centuries.

Keywords: Ferrol; Confraternities; Fishing; Middle Ages; Early Modern Period

# Foreign merchants in Porto trade in the 18th and 19th centuries: significance and prominence

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HAR2015-64014-C3-2-R.

Since the Middle Ages Porto has been one of Portugal's main ports, with ties to the major European seaports and whose trade was conducted by a rich and powerful class of local and foreign traders. In the epoch I intend to discuss, the most prominent and powerful foreign traders were the British merchants who had in their hands the profitable Port Wine trade. The reason why the Marquis of Pombal, in 1756, created the Companhia Geral da Agricultura das Vinhas do Alto Douro, which lasted almost a century (since the liberal authorities maintained it as late as 1852), was to break the quasi monopoly of the British merchants in this trade.

Besides the British merchants we can find other wine-traders in the 18th and 19th centuries, namely from Spain, France, the United States and Germany. Almost all these countries and states had consuls in Porto, some of whom were merchants themselves, while others were appointed by their governments. However, since there are few studies on these merchants I attempt to gather new information. In fact, I can affirm that all non-British merchants were shadowed by "os Ingleses", the name by which all the subjects of the United Kingdom were known.

The aim of this paper is to show how foreign merchants influenced the Porto trade, having made Port Wine, a world-famous brand and influencing the inhabitant's sociability and even the architecture of the city, which is still visible to the present days. Finally, I will attempt to show how foreign traders, mainly the British, also injected dynamism into the economy of Porto

Keywords: Porto; Seaports; Trade; Foreign merchants

## Women entrepreneurs in maritime activities and commerce in Northwest Iberian Atlantic Ports by the end of the XIX century

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This contribution analyses women's participation on business and commerce in northwest coastal Spain (Coruña-Galicia) and Portugal (Porto) in the second half of the nineteenth century. The study uses census takers' notebooks from 1857, 1899 for the principal Galician coastal port, A Coruña, and for the second important city-port in Portugal, Porto (1864,1890) and links those data with other sources: industrial and commerce taxes, trade directories, newspaper advertisements, and commercial letters from different companies to discover how important was female business participation in local economies, in which economic sectors were located, and if there was social mobility in their professional lives. The study reveals the activities of lower middle-class women in business, especially in commercial enterprises. Women contributed to economic modernization of Spanish Portuguese Atlantic city-ports, creating employment through their participation on different local family business.

Keywords: Gender; Self-employment; Business; Ports

# Manpower of the Empire. Recruitments and migrations of technical agents and seamen in the centuries XVI and XVII

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Between 1481 and the first half of the 17th century, the Portuguese Crown created mechanisms of sustainability and administration, to meet the demands and overcome the challenges it faced, consequences of the relationship it established with the sea. The problems were manifold; chief among them were privateering and smuggling, which in turn necessitated a reinforcement of naval defence. On the other hand, the fluctuations regarding the enticing of seafarers to maritime activities and the avoidance of these positions, which were justified given the high risks and losses, brought about a shortage of manpower for the composition of naval fleets.

In order to valorise and dignify maritime careers, the Crown worked hard to create a standardised professional structure, one framed in the rest of the professional groups, not only through a regulating legislative production but also through its general register, in order to ascertain who and where to recruit. Other systematising actions were taken as measures of recruitment, education and support of these men, whom integrated the workforce whenever it was necessary.

The central powers' dependency on the initiatives of private citizens was evident, for the sustainability of both the commercial routes and naval defence hinged on these enterprises.

In this period, the Crown had an interventive and regulatory role; this is evident through its actions towards these professionals – it promoted the seamen and their competences through the granting of privileges, be they social or professional in nature, certainly to attract them to these jobs but to equally punish them for their failings. The censuses, recruitments, examinations, accreditations and remunerations of routes coordinated by the Crown were under royal jurisdiction, which could result in seafaring men being bestowed the titles of knights, fidalgos (the lowest title of nobility in Portugal) and squires.

It is in this general context that we should understand the evolution of the legislative and normative production of the Crown concerning seafaring men and it is in this very context that I shall focus to discuss not only manners in which the Crown acted but also the fashion in which private agents negotiated with and exerted pressure on the Crown. This study is based on the assumption that the mobility phenomena in the Modern Era were decisive in the formation of knowledge and in the constitution of economic, social and technical structures, which consolidated the Portuguese presence overseas in the sixteenth and seventeenth centuries.

Keywords: Manpower; Seamen; Technical agents; Portuguese Maritime Empire

## Tell me how you write, I'll tell you who you are: the graphic culture of merchants from the Portuguese northern ports (1548-1600)

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In this article we will analyze the merchants of Porto and other northern ports of Portugal from the point of view of their graphic culture in the second half of the 16th century. The main goal is to study the literacy levels of merchants (men and women) through their signatures, which are given a level of graphic competence, on a scale of 1 (non-literate) to 4 (cursive / stylized tracing). It is intended, therefore, to know which merchants knew how to sign, where they live, to what family and socio-economic context they belonged, and do they hold any public offices. For this, will be studied the documents preserved in the Livros de Notas of the notaries public of Vila do Conde. The evaluation of these levels will allow to know this professional group from a point of view of their cultural / intellectual power beyond the social and the economic that has been, in most cases, more studied. Cities such as Porto and Vila do Conde have already been the target of several studies for the period in study, which will allow to cross data on some families, to understand the evolution of literacy levels between generations and between siblings (of the same sex and of different sexes). On the other hand, the study of merchants from different port communities will allow comparisons between the results obtained and thus better understand the different cultural dynamics and societies that frame the men and women studied.

Keywords: Merchants; Graphic culture; Portuguese northern ports; 16<sup>th</sup> century

## Port labour on the Medieval Atlantic Facade. A comparative study

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The most visible group of port workers comprised those engaging in loading and unloading tasks as a means of livelihood. They included sailors, meters and packers among others, although, possibly the most significant were the porters or stevedores transporting goods between warehouses and cellars, docks and piers. Despite their These workers, as occurred with other groups of the Middle Ages, eventually organised in confraternities or guilds depending on the importance of the port; this despite their employment being generally seasonal (*mare liberum*) and temporary. Men and women who never touched sea water. Sea people on land who loaded and unloaded goods borne on their backs and heads or employing different devices such as supports, cranes, hoists, or sheaves. Stowage was one of the hardest jobs for the men and women of the coast. The regulation of their activities appears late in the Late Middle Ages. In this proposal we intend to carry out a comparative study of the labour identity of these Atlantic workers from manuscripts and printed, cartographic, iconographic and literary sources of the time to produce a comprehensive analysis of the activity in ports of the Atlantic facade.

Keywords: Middle Ages; Atlantic ports; Stevedores

# The "Maragatos" and the role of Galician ports in trade relations between Galicia and Castile

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The political stability and population and economic growth witnessed in the Crown of Castile during the first half of the 16th century contributed to strengthen trade relations between the Galician coastline and the main urban centres in northeast Spain, especially the town of Madrid. Despite the difficulties presented by the overland route, the arrival in Galician ports of America's principal products, together with increased consumption of fish in the interior, consolidated the hegemony of the *maragato* muleteers and traders, who controlled the only overland route to Galicia and possessed the principal means to monopolise overland trade in northeast Spain. This paper analyses the key elements of these trade relationships, the role of Galician ports and the impact that consumer products such as fish had on Castilian society in the interior, especially as regards dietary habits and the religious directives that contributed to inculcate fish consumption in society.

Keywords: Maragatos; Trade; Ports; Galicia; Leon; Early Modern Period

# Strategies, actions and comparatives of corsary activities between the Canary and Salt Ports (1648-1767)

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Corsair activity was essential as an economic generator for many ports between the seventeenth and eighteenth centuries. In other cases, other ports saw their possibilities of development diminished due to the assaults of the corsairs. A large part of its infrastructures were built financed by the attacks on other ships and the capture of captives, for whom a ransom could be requested. Thousands of people circulated in their ports, transferring knowledge, ideas and cultural incorporations. They also represented a pole of attraction of investments and qualified force as labor. They generated real markets for the sale of stolen merchandise and boats.

In the case of Salé, the main corsair port of Morocco, the benefits of the naval attacks provided a period of economic prosperity but at the same time conditioned its future position in the Atlantic economic gear and its Moroccan port function. Although it was not the only port activity, it was the one that defined it from the outside. However, the Moroccan sultan's intervention transformed his autonomy and the control of the corsair activity.

The Canary Islands were basically defined as a strategic territory of transit to America and sub-Saharan Africa. In addition, its ports were centers of export trade itself (sugar, wine, etc.) and smuggling, which also attracted capital and a significant number of European agents who were located in them. On a regular basis they suffered attacks from both European and North African corsairs but also benefited as ports of sale of goods stolen from other powers and was generating their own corsarism, especially in the eighteenth century.

In our proposal we analyze the two situations, making an in-depth analysis of their ports and the relationship with corsarism. At the same time, we not only work in an individual approach but we do a comparative analysis, with a more global and Atlantic perspective.

Keywords: Corsair; Piracy; Sale; Canary Islands; Ports, Atlantic



# Esclavage et dynamique sociale. Les ports des Caraïbes à l'époque moderne

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Les esclaves et les libres de couleur forment une part variable, mais importante, de la population dans les villes portuaires caribéennes. Les esclaves y sont achetés par des résidents libres de conditions fort variées ou sont installés par des planteurs dans un esprit de diversification des profits, ou encore employés aux durs travaux publics de fortification ou d'urbanisation par les pouvoirs publics. Les libres de couleur y trouvent leur refuge, à l'instar des marrons qui oscillent parfois entre monde urbain et retranchements ruraux.

La double dynamique atlantique, commerciale et militaire, offre une gamme variée d'opportunités susceptibles de se traduire en amélioration des conditions juridiques, économiques, sociales et culturelles dans une société où la contradiction entre la hiérarchisation normative et les transgressions comportementales est poussée à son maximum. L'interpénétration, à dimension variable selon les sites portuaires, entre les commerces légaux et illégaux facilite la rencontre dans des réseaux volatiles en constante recomposition entre des individus aux décalages sociaux avérés. Les filières de la mer, du travail portuaire, du bâtiment, du commerce de détail dans la rue, les marchés et les boutiques, du service des tavernes et du logement, sans oublier la domesticité urbaine tiennent une place essentielle dans une mobilité sociale ascendante. La participation à la défense urbaine contre les agressions maritimes des pirates/corsaires et des escadres peut apporter des récompenses.

La question du genre comme variable de facilitation ou de blocage dans les différentes étapes de la progression mérite toute l'attention. Les sociabilités internes aux esclaves ou libres de couleur, principalement structurées par une dimension religieuse et culturelle, sont aussi à questionner dans leur ambivalence entre espaces de protection, de résistance et de promotion et leur insertion dans une logique de discrimination.

La diversité des réalités impériales qui trouve dans les villes portuaires caribéennes un beau cadre de condensation souligne l'importance de la comparaison. Centrée sur une comparaison entre les ports espagnols et français, l'analyse souhaite aussi intégrer les bases anglaises et hollandaises.

Keywords: Esclavage ; Libres de couleur ; Mobilité sociale ; Ports des Caraïbes

# Policing Portuguese emigrants' exits in the port of Lisbon

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Portuguese emigration to transatlantic countries and the means to frame and manage it were constant topics of discussion in the national political debate since the end of the 19<sup>th</sup> century. More specifically, it was the demand for emigrant protection and the need to stop illegal practices that increasingly called for State intervention. Following these demands, legal procedures were established and a police machine was developed for the surveillance and the repressing of any illegal practices related with the crime of illegal/ clandestine emigration and its promotion.

Port zones were a privileged space for identifying these practices due to the concentration of legal and illegal emigrants waiting for embarkment as well as the multiplication of businesses related with the emigration industry, either legal or illegal. Moreover, port zones were considered to be privileged spaces for catching illegal emigrants red-handed. This facilitated, theoretically, the dismantlement and repression of the agents involved in illegal migratory networks.

Contributing for the understanding of the police culture associated with the control of the migratory dynamic in the context of a sending country, we seek to establish the first bases of police dynamics that the Portuguese migratory movements triggered in the port of Lisbon. Following the development of an administrative culture for framing the migratory exits defined by national regulations, in what way did illegal exits become a state concern and how did the police forces intervened to fight illegal practices? From the interwar period to the 1960s, how each political regime dealt with the illegality and to what extent was there a continuity of police practices? Finally, what vulnerabilities can we identify in police purposes?

Keywords: Portuguese migration; Police culture; Sending Country

# Commons and Politics in the townports of the Cantabrian Coast in the Late Middle Ages

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This oral paper will examine the social dynamics in the Late Medieval townports in Northern Iberia by means of analyzing some key issues relating to the practice of petitioning and the causes and consequences of the alliance between the monarchy and the commons. The kings of Castile played an exceptional role in the politics of the town ports in Northern Iberia, as the monarchy supported the commons' petitions. Kings, allied with commons, gave them rights and privileges that they did not have given in other European and even Castilian cities, since, in Western Europe, with the exception of Northern Italy, royal power diminished the political participation of the commons.

# Ports and their influence on the Economic Activity in Northwestern Africa: Development or Economic Growth? (1850-1939)

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During the economic globalization of the 19<sup>th</sup> century, Northwest Africa played the role of commodity exporter: phosphates, cereals, oil products, gum, rubber, wood, etc. Indeed, the 19<sup>th</sup> century in Africa is characterized by a slow and gradual integration into the economic dynamics of globalization. Since the last third of the century, the relatively small economic and political units were transformed, willingly or unwillingly, being absorbed by larger structures, well off colonial or dependent states on the figure of the Protectorate. Exchanges via ocean ports, replaced the traditional commercial networks within the continent. Thus seaports capitalized trade, becoming strategic hubs for the colonial economy, with land transport networks (railways) allowing quick access to the producing regions of the inland.

The export of raw materials and imports of goods demanded the construction of a major transport infrastructure, particularly ports. Indeed, between 1880 and 1920 important works in new ocean ports were carried in the area, which replaced the old maritime enclaves that had served to navigation during the Early Modern period. These ports played a key factor role in the continued expansion of foreign trade, so that economic extraversion, dependence and unbalanced growth were observed.

The academic literature has analyzed some aspects of trade, but no sound assessment of its influence on growth, regional economy and social development. We propose that the extractive nature of the colonial institutional model hampered and conditioned the possibilities of economic development, as well as the diversification of productive activities in this region. This meant a deepening of the Great Divergence in northwest Africa, which started centuries earlier, against the industrialized areas leading the globalization process.

Based on the proposals of the new economic geography and institutional theory, this paper is an approach to the role of port infrastructure in economic development in Northwest Africa (Morocco, Senegal, Canary Islands, Cape Verde) . Several factors will be analyzed to accomplish this task: a) The volume, nature and value of goods handled in ports; b) new transport infrastructure. In order to do so, trade statistics, GDP, regional port activity and population growth (urbanization and living conditions) will be correlated.

Keywords: Ports; Globalization; Imperialism; Economic Growth; Path Dependence

## Construindo o Bem comum.: Um tema em comum na urbanização das cidades portuárias euro-atlânticas?

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Este artigo propõe analisar até que ponto cidades portuárias atlânticas com forte presença mercantil seguiam os preceitos do Bem Comum como fio condutor das suas operações urbanísticas. Não deixando de analisar os demais poderes intervenientes na construção da cidade, tais como a Coroa, o Concelho, e o Clero, queremos perceber se o carácter mercantil conferia às cidades portuárias uma diferente posição face aos ideais do Bem comum. Do mesmo modo, queremos também refletir sobre a urbanização da cidade portuária através do confronto entre dois fatores, aparentemente antagónicos, mas intrinsecamente presentes na sua construção: os ideais pretendidos pelo homem para o seu espaço, e a pragmática realidade inerente à vida urbana.

Utilizaremos para isso os casos de estudo do Porto e de Bristol na transição da Idade Média para a Época Moderna, tendo em conta que são duas cidades portuárias com um forte carácter mercantil, um relevo marítimo comparável, e um concelho urbano onde a nobreza e o rei não tinham a mesma presença que noutras cidades com o mesmo poder económico.

Diversos autores da época em estudo, como Sánchez de Arévalo, Eiximenis, Leon Battista Alberti, destacam a beleza e o bem comum no seus planos ideais da cidade. Mas para Francisco Eiximenis a cidade ideal seria a cidade marítima de signo pré-capitalista, que era escolhida não so pelo seu dinamismo, mas também por razões comerciais, de comunicação e estéticas. Esta cidade receberia livremente um governo, que variaria de acordo com suas estruturas políticas e económico-sociais, mas que seria imbuído de um espírito "comunal", onde os assuntos públicos são uma preocupação exclusiva dos cidadãos em seus vários estratos. Todavia, e segundo autores coevos, o regime da cidade ideal teria de ser oligárquico, porque a multidão não estaria qualificada para assumir as funções do governo. Sendo assim, torna-se pertinente estudar de que modo uma elite mercantil concelhia conseguia chamar a si os valores do Bem Comum e atuar em nome do todos os restantes cidadãos.

Para dar cumprimento aos objetivos a que nos propomos, estruturámos este trabalho em três partes. Na primeira fazemos algumas considerações prévias sobre os conceitos de Bem Comum e Cidade Ideal para situar a temática em apreço num contexto sociológico e político mais amplo. Posteriormente, abordamos algumas formas de materialização dos poderes no espaço urbano, designadamente os espaços/posturas que resultaram da atuação dessas entidades (não só a mercantil, mas também a régia, episcopal e concelhia). Por fim, analisamos de que forma as construções e espaços urbanos se traduzem em exemplos de bem comum, ou se pelo contrário, devem a sua forma a razões de cariz privado.

O nosso estudo incidirá preferencialmente sobre as cidades de Porto e Bristol, cidades que estamos a estudar no nosso doutoramento, muito embora pontualmente sejam utilizados outros casos de estudo concretos.

A metodologia utilizada baseou-se no cruzamento das diferentes fontes disponíveis, com particular preponderância para as fontes escritas, mas também iconográficas e cartográficas.

Keywords: Urbanismo; posturas urbanas; bem comum; cidades-portuárias

# La manutention portuaire dans les ports de la France atlantique aux XIVe et XVe siècles

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Cette présentation a pour but de mettre en évidence la complexité qui entourait les opérations de manutention dans les ports de la France atlantique. Des acteurs de toutes nationalités, aux multiples métiers, s'afféraient entre les navires et les lieux de stockage, depuis les eaux du port jusqu'au cœur même de la ville. Chacun y défendait son intérêt et sa subsistance, brandissant les privilèges qui l'obligeaient mais aussi le protégeaient et lui garantissaient une source de revenu. Chacun pouvait aussi rechercher à contourner le cadre d'exercice de son activité pour tirer avantage d'une opportunité où échapper à ses responsabilités. Il revenait donc aux autorités compétentes dans l'espace portuaire d'encadrer cette population hétérogène et d'assurer le bon respect de la réglementation en vigueur. Le maintien de l'ordre en dépendait ; la sécurité des agents du trafic maritime, de leurs biens et de leurs entreprises également.

Keywords: Métiers portuaires

## The influence of the port city on the creation of the marine necropolis (on the example of St. Petersburg XVIII-XX centuries)

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During two centuries St. Petersburg was the capital of the Russian Empire, the center of its political, economic and cultural life. St. Petersburg is considered as the sea capital of Russia, was founded by Peter The Great as a seaport. As St. Petersburg city and first vessels of Russian fleet were built at the same time, they could be considered as coevals. A significant number of people were involved in the construction of the city and the fleet, including marine workers. St. Petersburg was built according to the regular plan. With the development of the city, new territories were mastered, and accents in the urban space changed. At first the center of St. Petersburg was near the Peter-Pavel's Fortress, then Vasilevsky Island, eventually Palace Square. However, since Peter's time the dominant feature of the city plan is Nevsky prospect, at the beginning of which the Admiralty was built, at the end – the Alexander Nevsky monastery. According to Peter's plan, the first necropolis was created here, near the Alexander Nevsky monastery. This necropolis has retained its importance to the present day. The formation of these cemeteries began in 1713-1717. Only the nobles were buried here at the behest of, and often in the presence of Peter I. So, in 1719, General count B. P. Sheremetev was buried here, which opened a tradition of burial in the Nevsky monastery prominent generals. The St. Petersburg necropolis is the chronicle of the city, keeping thousands of names of statesmen, soldiers, scientists, artists, writers, painters, musicians, who was the most famous in the cultural and political life of Russia. The value of the port of St. Petersburg has led to a focus in the necropolis burials of the leaders of the Navy Department. With the expansion of the boundaries of the city the first city necropolises gradually appeared inside it and were destroyed in the 1770s, as a result it is not possible to identify the names of all sailors of the Peter's time (for example Sampson cemetery). In the second half of the XVIII century several new cemeteries appeared, some of which were destroyed in the XX century. For example, the marine necropolis was Mitrofanevskoe cemetery, where were buried many number of remarkable sailors, mostly officers, admirals, generals of the Russian fleet.

Keywords: Saint Petersburg; Seaport; Necropolis; Sailor

## Programme of the symposium

Wednesday 24<sup>th</sup> April

**9:00 Opening session**

**9:30 Session 1 – General session**

*Chair: Miguel Suarez Bosa (University of Las Palmas de Gran Canaria)*

- Social interactions in Portuguese Atlantic Ports – 15th to 17th centuries  
*Amândio Barros (School of Polytechnic Education Porto / CITCEM)*
- Esclavage et dynamique sociale. Les ports des Caraïbes à l'époque modern  
*Guy Saupin (University of Nantes)*
- Homem simples da comunidade portuária do Rio de Janeiro  
*Cesar Honorato, Alcidesio De Oliveira Júnior (Fluminense Federal University)*

**11:00 Coffee break**

**11:30 Session 2 – General session**

*Chair: Michael Limberger*

- Navy, city and revolution: Patterns of daily life of Saint-Petersburg-Petrograd in 1900-s-1924  
*Kirill Nazarenko (St-Petersburg State University)*
- Cancale et les loquiques d'embarquement de ses gens de mer (1680-1730)  
*Philippe Hrodej (Université Bretagne Sud)*
- The ports of cruise ship in the area of the Eastern Middle North Atlantic. 1990 - 2017  
*Alejandro González and Antonio Ramón (Universidad de Las Palmas de Gran Canaria)*

**13:00 Lunch break**

**14:00 Parallel sessions**

**Session 3A – Migration**

*Chair: Hilde Greefs (University of Antwerp)*

- The role of port cities occupations in the construction of the Atlantic world. The study case of Vila do Conde (1560-1651)  
*Diogo Cardoso (University of Porto, CITCEM)*
- Migration trajectories of two generations of seafarers in the port of Antwerp, 1850-1914  
*Kristof Loockx (University of Antwerp, Free University of Brussels)*
- Ostend, from Queen of Seaside Resorts to Expulsion Gateway: Monitoring the entry, stay and expulsion of foreigners through Ostend (1840-1914)  
*Torsten Feys (Free University of Brussels)*





### **Session 3B – Merchants & Entrepreneurs**

*Chair: Sylviane Llinares (Université Bretagne Sud)*

- The “Maragatos” and the role of Galician ports in trade relations between Galicia and Castile (16<sup>th</sup> century)  
*Laureano Rubio Pérez and María José Pérez Álvarez (University of León)*
- Foreign merchants in Porto in the 18th and 19th centuries: significance and prominence  
*Jorge Ribeiro (University of Porto)*
- Merchants and the Port: Case of St. Petersburg in the XVIII<sup>th</sup> – early XX<sup>th</sup> centuries  
*Maria Smirnova (National Library of Russia)*
- Women entrepreneurs in maritime activities and commerce in Northwest Iberian Atlantic Ports by the end of the XIX century  
*Luisa Muñoz-Abeledo (University of Santiago de Compostela)*

**15:30 Coffee break**

### **16:00 Session 4 – Port Planning**

*Chair: Amélia Polonia (University of Porto)*

- Construindo o Bem comum.: Um tema em comum na urbanização das cidades portuárias euro-atlânticas?  
*Helene Teixeira (CITCEM, University of Porto)*
- A palavra "Estrangeira" está equivocada, em realidade é "Estrangeira". The role of Brazilian engineers in the “Compagnie du Port de Rio de Janeiro”  
*Thiago Mantuano (Fluminense Federal University)*
- The application of the Rule and the Model (“La Règle et le Modèle”) in Urban Planning for portuary cities in the XIX<sup>th</sup> century and in post-modern society. The particular case of Rio de Janeiro.  
*Oliveira Mariana Martins (CITCEM, University of Porto)*

**17:30 End of the day programme**

**19:30 Conference dinner**

**Thursday 25<sup>th</sup> April**

**9:00 Parallel sessions**

### **Session 5A – Specialized Labour**

*Chair: Cesar Honorato (Fluminense Federal University)*

- Manpower of the Empire. Recruitment and migration of technical agents and seamen in the XVI<sup>th</sup> and XVII<sup>th</sup> centuries  
*Liliana Oliveira and Amândio Barros (CITCEM, University of Porto)*
- Pilot-dockers in French ports during the 17th and 18th centuries  
*Sylviane Llinares (Université Bretagne Sud)*

- European dockyards in the long 18th century and the technological transfer of shipbuilding knowledge  
*Ida Jorgensen (University of Portsmouth)*

### **Session 5B – Privateering**

*Chair: Guy Saupin (University of Nantes)*

- Guerre de course et commerce au temps des guerres du règne de Louis XIV : étude du cas néerlandais et notamment zélandais.  
*Roberto Barazzutti (IUT Paris Descartes)*
- Southern-Netherlandish Prize Papers and the Social Organization of Ostend Sailors in the War of the Spanish Succession  
*Wim De Winter (Flanders Marine Institute)*
- Strategies, Actions and Comparisons of Privateering Activity between the Ports of the Canary Islands and Salé (1648-1767)  
*German Santana (University of Las Palmas) & Leila Maziane (Hassan II University Casablanca)*

**10:30 Coffee break**

**11:00 Parallel sessions**

### **Session 6A – Dockworkers**

*Chair: Torsten Feys (Free University of Brussels)*

- Dockers through reform, war, reconstruction and technological change: Le Havre 1936-1956  
*John Barzman (CNRS/Université Le Havre Normandie)*
- Second slavery, working structure and port enclaves in Cuba (1822-1880)  
*David Domínguez Cabrera (Universitat Jaume I, Castellón)*
- Workers on strike in the shipyards of Bilbao in the 1980's  
*Alexandre Fernandez (CEMMC, Université Bordeaux-Montaigne)*

### **Session 6B – Illegitimacy, Sex & Crime**

*Chair: Anne Winter (Free University of Brussels)*

- Female immigration, illegitimacy, prostitution and child abandonment in the port city of La Coruña (Spain) during the 19th century  
*Rubén Castro Redondo and Ofelia Rey Castelao (University of Santiago de Compostela)*
- Policing sexual morality in English ports in the First World War  
*Mary Fraser (Royal Philosophical Society of Glasgow)*
- Urban Criminal Cultures: Smuggling and organized crime in 17th-century Seville  
*Tomás Mantecón (University of Cantabria)*

**13:00 Lunch break**

**14:00 Excursion to the Archeological Museum of Raversyde**

**15.30 Session 7 – Social Dynamics in Medieval Ports** - NOTE: This session takes place at Raversyde  
*Chair: Michael Limberger (Ghent University)*

- La manutention portuaire dans les ports de la France atlantique aux XIVe et XVe siècles  
*Mathias Tranchant (Université Bretagne Sud)*
- Commons and Politics in the townports of the Cantabrian Coast in the Late Middle Ages  
*Jesús Solórzano Telechea (University of Cantabria, Spain)*
- Port labour on the Medieval Atlantic Facade. A comparative study  
*Ana María Rivera Medina (Universidad Nacional de Educación a Distancia)*
- From submission to retreat: maritime access in Hoeke, an outport in the harbour system of Bruges (ca.1300 - ca.1600)  
*Kristiaan Dillen (Ghent University)*

## Friday 26<sup>th</sup> April

### 9:00 Parallel sessions

#### **Session 8A – Port Authorities**

*Chair: Wim De Winter (Flanders Marine Institute)*

- Council Authorities and Guilds in Dunkirk during the Seventeenth- and Eighteenth Centuries: A Special Model of Governance  
*Agathe Leyssens (Université du Littoral Côte d'Opale)*
- Policing Portuguese emigrants' exits in the port of Lisbon  
*Yvette Santos (Universidade Nova de Lisboa)*
- Modernization of Ports in Brazil: A comparative study of Law 8,630/1993 - Modernization of Ports Act with Law 12,815/2013 - new Ports Act.  
*Giselly Ferreira (Federal University of Maranhão, Fernando Pessoa University)*

#### **Session 8B: Trade and economic dynamics**

*Chair: Ida Jorgensen (University of Portsmouth)*

- Social dynamics and trade flow in harbour areas of Ribadeo, Viveiro and Santa Marta de Ortigueira between the 12<sup>th</sup> and 16<sup>th</sup> centuries  
*Carlos Andrés González-Paz (Instituto de Estudios Gallegos Padre Sarmiento, CSIC)*
- Supply mechanisms of Baltic naval provisions for the Spanish seaborne empire, 1570-1600 (to be confirmed)  
*Germán Jiménez Montes (University of Groningen)*
- Changing Structures within a Spanish Naval Department: Cantabria as a Timber Supplier for the Royal Navy (18th Century)  
*Marina Fernández (Universidad de Cantabria)*
- Ports and their influence on the Economic Activity in Northwestern Africa: Development or Economic Growth? (1850-1939)  
*Miguel Suárez Bosa, Daniel Castillo Hidalgo, Luis Cabrera Armas (University of Las Palmas de Gran Canaria)*

### 10:30 Coffee break

**11:00 Parallel sessions**

**Session 9A – Archeology and Material Culture**

*Chair: Michael Limberger (Ghent University)*

- Pottery to understand the port. The case of Ribadeo (Galicia, Spain)  
*David Fernández Abella and Javier Gallego (Santiago de Compostela University)*
- Fishing and religiosity in northwest Galicia (15th-18th centuries): the confraternity of Saint Roch in Ferrol  
*Raquel Martínez Peñin and Alfredo Martín García (Universidad de León)*
- Tell me how you write, I'll tell you who you are: the graphic culture of merchants from the Portuguese northern ports (1548-1600)  
*Maria Joao Oliveira e Silva (CITCEM, University of Porto)*
- The influence of the port city on the creation of the marine necropolis (on the example of St. Petersburg XVIII-XX centuries)  
*Karina Valegina & Anna Boganova (St-Petersburg State University)*

**Session 9B – Round Table: The Atlantic ports and their influence in economic and social development / Los puertos Atlánticos y su influencia en el desarrollo integral económico y social**

*Chair: Miguel Suarez Bosa (University of Las Palmas de Gran Canaria)*

**Participants:** Amélia Polonia, Ana María Rivera Medina, Sylviane Llinares, Guy Saupin, Ofelia Rey, Alejandro González, Antonio Ramón, Germán Santana, Leila Maziane, Eduardo Aznar, Jesús-Angel Solórzano Telechea, Cezar Honorato, Luis Cabrera

**13:00 Lunch break**

**14:00 General Assembly of the Network of Atlantic Ports**

**16:00 Closing Session – General Comments**