Proposal for the 3rd MMHN Conference

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The growth of the Southern Italy Marine in the ocean seas and the role of the Eastern Mediterranean routes through the log books (XIX Century)

The Mediterranean shipping companies could not rely on the development of the import-export trade among the countries on the sea and - except for the those working in the maritime centres as Barcelona, Marseille, Genoa and Trieste, directly involved in the process of financial and industrial transformation taking place in the central and northern Europe – they were greatly disadvantaged if compared to those working in North Atlantic and North European countries. The ship-owners from the gulf of Naples successfully entered the international freight trading only in 19th century, when the eastern Mediterranean and the Black Sea routes were available for the international trade.

Actually, as we can infer from several ship journal (log book), the shipping companies had to match up two different kinds of routes: those heading to export corn, salt, sulphur; that is raw materials and agricultural products from Mediterranean to the ports of the urban and manufacturing areas in the North Europe and North America, without taking on ballast. So, when they sailed out of the Mediterranean, they tried to find other possible cargoes to transport from one side to the other of the Atlantic coasts, but also towards South America and, for the ships which could sail long course, towards the Pacific Ocean and the Indian Ocean, while waiting for another cargo in the Mediterranean.
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