

**STRUCTURE OF THE INTERNATIONAL NAVIGATION  
AT THE CRIMEAN PORTS AND ITS PLACE IN FOREIGN TRADE  
OF THE RUSSIAN EMPIRE IN THE SECOND HALF XIX –  
THE BEGINNING OF XX CENTURY**

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Features of social and economic development of the Crimean peninsula in the second half XIX – the beginning of XX century caused special interest in research of foreign trade communications of Crimean ports, in particular their participation in the Mediterranean trade. The structurally-chronological description of this process during this period consists in the following:

- On the territory of Crimea situated four basic ports – Yevpatoria, Sevastopol, Feodosiya, Kerch;

- From 1856 till 1914 the role of these ports varied;

- During 1856–1876, after termination of the Crimean (Eastern) war and until the beginning of the russian-turkish war 1877–78, main activity was concentrated in Yevpatoria and Feodosiya;

- In 1875 After the completion of railway's construction between Lozovaya and Sevastopol, the role of Sevastopol has strongly increased. It has appeared to be especially conspicuous in 1878 after the termination of the russian-turkish war (1877–1878);

- In the period from 1878 till 1897 Sevastopol was the basic export centre on the Crimean peninsula;

- In 1892 was finished the construction of a branch line from station Jankoi of the Lozovaya-Sevastopol railway, to Feodosiya. After that freight traffic to Sevastopol, began to be redistributed in a direction of Feodosiya;

- In 1897 process of redistribution of the freight traffic in favour of Feodosiya has been completed, and in 1899 Sevastopol has finally been closed as a trading port. It has become to be directed exclusively towards military goals, functioning as the main naval base of the Chernomorsky Fleet;

- The railway up to Yevpatoria has been constructed only in 1914, therefore in the second half XIX – the beginning of XX century foreign trade activities in Yevpatoria, basically, characterized agricultural area adjacent to the port and local social and economic conditions;

- The foreign trade activity in Kerch also characterized local conditions, however geographical location which stipulated function of inspection of the ships following from the Black sea to the sea of Azov, allowed to characterize all international navigation in the sea of Azov for separate years;

After the termination of the Crimean (Eastern) war the majority of foreign ships coming to two basic ports of the Crimean peninsula, Yevpatoria (**the Diagram 2; the Diagram 4**), and Feodosiya (**the Diagram 1; the Diagram 3**), were Turkish. Turks could ori-

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ent themselves in the local market very well. That's why despite of disorganization of economic life in Crimea their ships while leaving Feodosiya were loaded with the Crimean goods. After the war merchants exported crackers, iron and copper scrap, bones of animals, hempen ropes etc. More than 60% of export was leather and sheep wool. These products were a basis of export.

Diagram 1. A national identity of the ships arrived to Feodosiya in 1856 - 1913

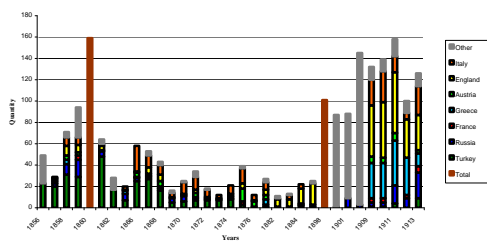


Diagram 2. A national identity of the ships arrived to Evpatoria in 1858 - 1901

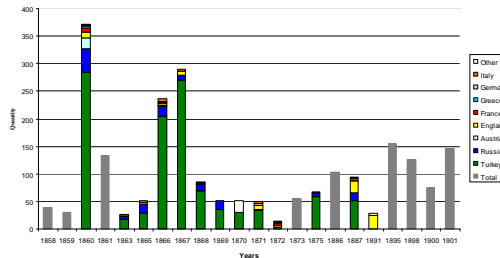


Diagram 3. A national identity of the ships arrived to Feodosiya in 1856 - 1913

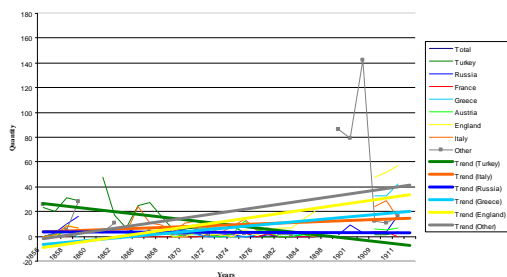
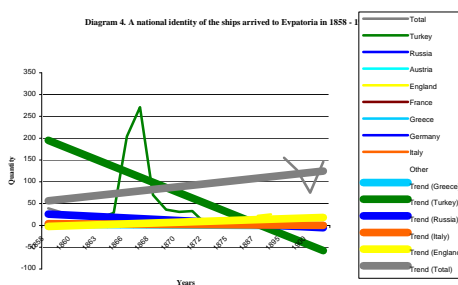


Diagram 4. A national identity of the ships arrived to Evpatoria in 1858 - 1901



The quantity of the turkish ships entering Crimean ports was usually stable. It corresponded to the structure of trade relations that have changed little since the times of the Crimean khanate.

Year 1860 was an exception because of a big number of ships transported the Tatars who were emigrating to Turkey. This event had a tremendous impact on a further development of international trade in Crimea, in particular, and all economy of peninsula, as a whole. Almost 50% reduction of population of Crimea has lowered financial resources of a local merchant class, especially in connection with decline of sheep breeding and sharp decrease of import purchases. The main reason of this was that the basic consumers of the goods from Turkey were Crimean tatars. This reason, and also more and more intensive presence of European states in the grain market of the Northern Black Sea Coast after the Crimean (Eastern) war on the terms of free trade custom duty caused gradual but steady reduction of turk's involvement in trade with Crimea. To the beginning of the russian-turkish war in 1877–1878 trade with Turkey for Crimea was not of great importance any more.

One more exception – the second half 60th of XIX century when the Turks were actively exporting salt from Crimea. To realize the necessary sum for purchase of salt, the Turks usually imported the duty-free wood and baskets which value as a result made a significant sum. This illicit craft was so profitable that in 1864 and 1866 the significant amount of salt was imported from Feodosiya, from where salt has never been imported before. In years 1866 and 1867 crimean salt has been intensively exported from Yevpatoria with small

size ships on average tonnage of 31,2 tons. Turkish government has taken strict measures against smugglers, however in 1868 the order has not reached the remote provinces of Turkey and the Turks in 1868 and 1869 had time to export large parties of salt from Crimea.

Against a background of decrease of a role of Turkey more and more trading ships under the flags of the European countries were coming to the Crimean ports for grain bread. It was an evidence of essential re-structuring of the market.

The merchant marine fleet also underwent qualitative changes. So, if in 1856 steamships were only a twentieth part of all coming ships, in 1893 their number reached 71%. From 1875 average capacity of all steamships has increased from 709 up to 978 tons. It is well visible from **Diagrams 5–12**, describing navigation through Kerch strait to the sea of Azov.

Geographical position of Kerch allows to supervise all navigation through Kerch strait, from the Black sea to Azov. Such a supervision was one of the port custom-house's functions in the second half XIX – the beginning of XX century. Unfortunately, we have no data for every year, however even available data are informative and illustrative enough. (**diagrams 5–12**)

Diagram 5. A national identity of the steamships lasted through Kerch strait to sea of Azov in 1887 - 1903r. (quantity).

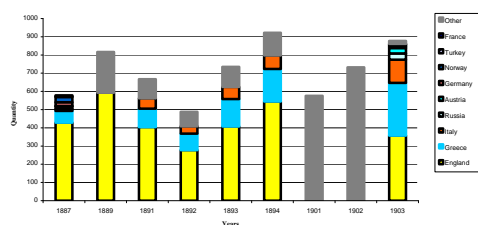


Diagram 6. A national identity of the steamships lasted through Kerch strait to sea of Azov in 1887 - 1903 (quantity).

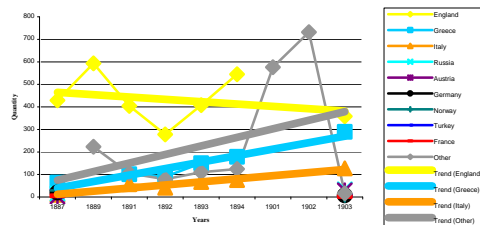


Diagram 7. A national identity of the steamships lasted through Kerch strait to sea of Azov in 1891 - 1903 (tonnage).

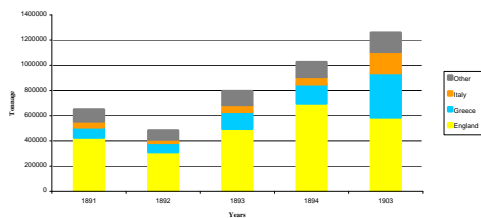


Diagram 8. A national identity of the steamships lasted through Kerch strait to sea of Azov in 1891 - 1903 (tonnage)

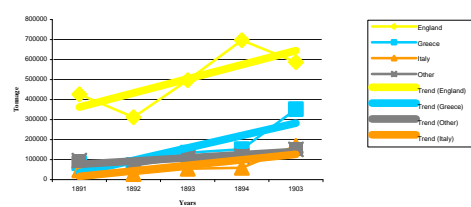


Diagram 9. A national identity of the sailing ships lasted through Kerch strait to sea of Azov in 1887 - 1903 (quantity).

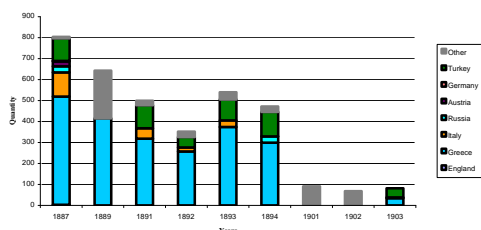
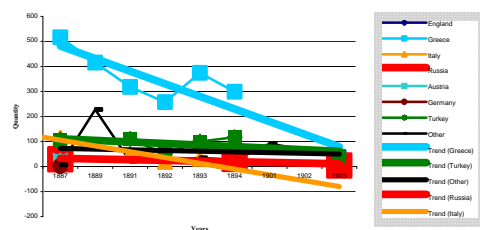


Diagram 10. A national identity of the sailing ships lasted through Kerch strait to sea of Azov in 1887 - 1903 (quantity).



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Diagram 11. A national identity of the sailing ships lasted through Kerch strait to sea of Azov in 1891 - 1903 (tonnage).

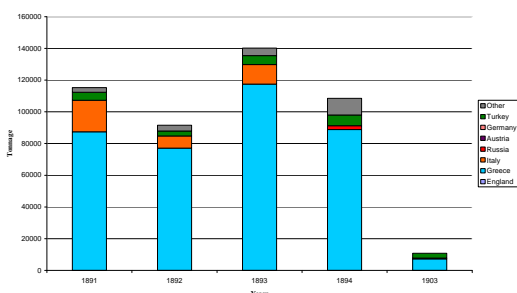
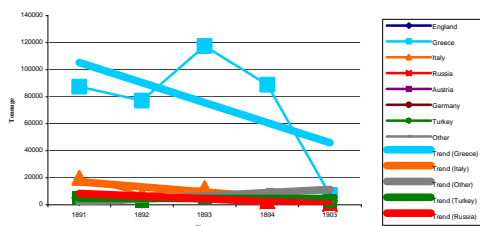


Diagram 12. A national identity of the sailing ships lasted through Kerch strait to sea of Azov in 1891 - 1903 (tonnage).



This data serve as an evidence of full prevalence of British, Greek and Italian steam and sailing merchant marine fleets in water area of the sea of Azov.

Thus through Kerch strait to the Azov ports in navigation of 1886 proceeded 1011 ships, among which 421 steamship with general tonnage of 382622 tons, from them of 304517 tons or 79,6% – under British flag; 590 sailing vessels, tonnage in 139619 tons, from which 90787 tons or 65% under the Greek and 34717 tons or 24,9% under Italian flags.

From 524585 tons of tonnage of the steamships, which have proceeded through Kerch strait in 1887, 407941 tons were British and 48218 tons – greek; from 209551 tons of tonnage of sailing vessels of 141290 tons were Greek and 43543 tons Italian. The picture of navigation characterizes well not only a qualitative and quantitative level of the merchant marine fleets served the Azov ports, but also specificity of the trade. There were much less ships coming loaded with the goods, than with a ballast. The vessels loaded by the ballast were destined to transport grain and belonged in overwhelming majority of cases to the European shipowners.

At the same time fast technical improvement of British steamships was is visible. Despite of some decrease in their quantity, the total tonnage, nevertheless, has essentially increased. Thus 74,9% from 32708 register tons of the ships which have left Yevpatoria in 1885, belonged to the Great Britain. From 31 ships, departed from Feodosiya, – 20 were British steamships. Tonnage of 29 turkish ships which have left in 1885 Yevpatoria has made only 1712 tons. Average carrying capacity of a British, French, Greek or Italian steamship made almost one thousand tons, and a turkish sailing vessel was no more than sixty. In 1903 in the strait it has been looked inspected on 158 vessels more, than in 1902 and on 290 more, than in 1901. Has been taken out cargoes from the Azov ports (including Kerch) 164385000 poods, i.e. on the average 171412 poods on each vessel. The share of the sailing ships promptly decreased, and the tonnage of steamships enlarged.

As to sailing ships, here we can see full advantage of Greece, both by quantity, and on the tonnage. However, the quantity of sailing vessels was inevitably reducing in favour of the steam merchant marine fleet.

In 1885 on volumes of grain export from 121 export points of the empire Sevastopol occupied 12 place (7 681 010 poods), Feodosiya – 19 place (2 402 559 poods), Kerch – 26 place (1 439 538 poods), Yevpatoria – 27 place (1 157 474 poods).

However in Russia - the country of great concentration and poorly developed capitalism, enormous gap between leaders and outsiders was a normal phenomenon. So, the

same year from Odessa was exported 75 617 207 poods of bread, Nikolaev – 17 580 667 poods, Taganrog – 14 937 923 poods, Berdyansk – 10 633 628 poods.

Diagram 13. Export of grain, including wheat, through the Black Sea, Azov Sea and Crimean ports in 1878 - 1914 (poods)

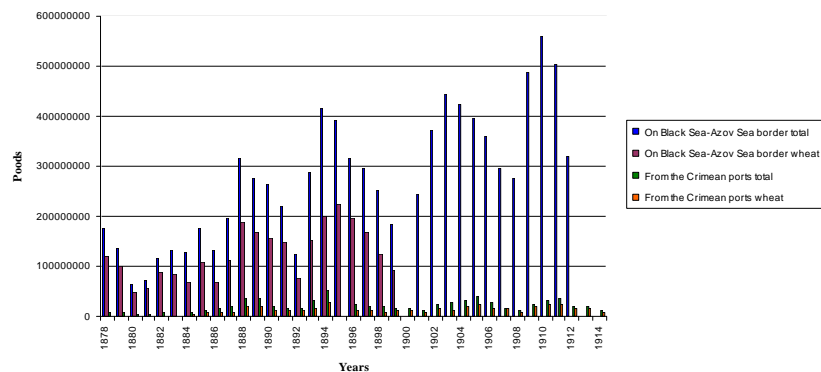


Table 4. Ports of the Russian empire on the general turn of capacity of ships of long voyage (the sum of the tonnage of the arrived and departed ships):

Ports	1856	%	1881	%	1893	%
Odessa	662748	18,6	1849750	21,4	2666234	17,5
St.-Petersburg	979008	27,5	1701504	19,6	2364444	15,5
Riga	562112	15,8	1616554	18,7	1593060	10,5
Batum	-	-	298862	3,5	1581002	10,4
Taganrog	552076	15,5	495874	5,7	1212078	7,9
Nikolaev	10496	0,3	373324	4,3	989286	6,5
Libava	24726	0,7	492668	5,7	958560	6,3
<b>Sevastopol</b>	-	-	<b>199616</b>	<b>2,3</b>	<b>663472</b>	<b>4,4</b>
Novorossisk	-	-	3894	0,05	601532	3,9
Revel	35802	1,0	562142	6,5	349844	2,3
Arkhangelsk	258982	7,3	277712	3,2	343580	2,2
Mariupol	112070	3,1	50790	0,6	288620	1,9
Berdyansk	169458	4,8	124338	1,4	229378	1,5
Poti	-	-	140714	1,6	219936	1,4
<b>Yevpatoria</b>	<b>11630</b>	<b>0,3</b>	<b>11416</b>	<b>0,1</b>	<b>190518</b>	<b>1,3</b>
<b>Kerch</b>	<b>19656</b>	<b>0,6</b>	<b>56310</b>	<b>0,7</b>	<b>181768</b>	<b>1,2</b>
<b>Feodosiya</b>	<b>12902</b>	<b>0,4</b>	<b>17500</b>	<b>0,2</b>	<b>103506</b>	<b>0,7</b>
Other ports	148998	4,2	365060	4,2	698702	4,6
<b>Including the Black Sea – Azov Sea ports:</b>		<b>43,6</b>		<b>41,9</b>		<b>58,6</b>
<b>Including ports of Crimea:</b>		<b>1,3</b>		<b>3,3</b>		<b>7,6</b>
<b>Total</b>	<b>3560664</b>		<b>8638028</b>		<b>15235520</b>	

In the beginning of XIX century from seaports of Russia the first place on number of departing and coming ships was occupied by St.-Petersburg. Behind it there were Riga, Revel, Libava, Narva, Pernov, Arensburg, Arkhangelsk, Odessa, Taganrog, Yevpatoria, Feodosiya, Kerch and Astrakhan. In the end of a century all these ports still took part in foreign trade, but their relative value has changed. In 1900 among 86 ports leading statistics, Feodosiya occupied 13 place, and Yevpatoria – 17.

To a total sum of sea transportations contributed all the settlements located along coast. If to be limited to the points considered by customs statistics (not less than 50000 poods a year, including big and small cabotage), by Black and Azov seas their number was 45, including in Crimea: Bakal, Yevpatoria, Sevastopol, Балаклава, Yalta, Alushta, Sudak, Feodosiya and Kerch.

In 1908 on a full turnover of goods they occupied accordingly places: Feodosiya – 10, Kerch – 11, Yevpatoria – 13, Sevastopol – 19, Yalta – 20, Bakal – 28, Alushta – 38, Sudak – 41, Balaklava – 44.

However Yevpatoria, Sevastopol, Feodosiya and Kerch participated in export only.

**Table 5. Distribution of 76,4 % of export of wheat on the Black Sea – Azov Sea border of the Russian empire in 1909г.:**

<b>Item of sending</b>	<b>Millions poods</b>	<b>%</b>
Rostov	48,8	20,3
Nikolaev	46,5	19,4
Novorossiysk	32,7	13,6
Kherson	25,5	10,6
Taganrog	24,4	10,2
Berdyansk	18,6	7,7
<b>Feodosiya</b>	<b>16,1</b>	<b>6,7</b>
Mariupol	9,8	4,1
Odessa	7,8	3,2
Yeysk	5,6	2,3
Genichesk	4,3	1,8

**Note:**

All digital data in article are calculated on the basis of materials of State Archive funds of the Autonomous Republic of Crimea, including:

- Yevpatoria seaport custom house (fund 369);
- Kerch seaport custom house (fund 359);
- Feodosiya seaport custom house (fund 221);
- Yalta seaport custom house (fund 220);
- The chief of the Taganrog customs district (fund 600);
- The chief of the Crimean customs district (fund 361);
- Office of Kerch-Enikale town governor (fund 162);
- Yevpatoria commercial port administration (fund 737);
- Commercial port of Kerch (fund 601);

Commercial port of Feodosiya (fund 481);  
 Commercial port of Yalta (fund 158);  
 Crimean railways Society (fund 152);  
 Taurian provincial statistical committee (fund 39).

**Марциновский П. Н.** Структура международного судоходства в крымских портах и его место во внешней торговле Российской империи во второй половине XIX – начале XX века / П. Н. Марциновский // Ученые записки Таврического национального университета имени В. И. Вернадского. Серия «Исторические науки». – 2013. – Т. 26 (65), № 2 – С. 180–186.

Проанализированы структуры международного судоходства в крымских портах, а также месту и значению этих портов во внешней торговле Российской империи во второй половине XIX – начале XX века с учетом особенностей социально-экономического развития Крымского полуострова в этот период. Представлено структурно – хронологическое описание этого процесса при помощи математических методов на основе массива цифровых данных, которые содержатся в делах, хранящихся в Государственном архиве в Автономной Республике Крым. Определены роль и место торговых флотов отдельных государств в судоходстве при крымских портах. Выявлены и описаны изменения в участии различных флотов в международной торговле в Крыму в контексте становления отечественного рынка.

**Ключевые слова:** судоходство, торговля, флот, грузооборот, рынок.

**Марциновський П. М.** Структура міжнародного судноплавства в кримських портах та його місце у зовнішній торгівлі Російської імперії в другій половині XIX – початку XX століття / П. М. Марциновський // Вчені записки Таврійського національного університету імені В. І. Вернадського. Серія «Історичні науки». – 2013. – Т. 26 (65), № 2 – С. 180–186.

Проаналізовано структури міжнародного судноплавства в кримських портах, а також місце і значенню цих портів у зовнішній торгівлі Російської імперії в другій половині XIX – початку XX століття з урахуванням особливостей соціально-економічного розвитку Кримського півострова в цей період. Представлено структурно-хронологічний опис цього процесу за допомогою математичних методів на основі масиву цифрових даних, які містяться в справах, що зберігаються в Державному архіві в Автономній Республіці Крим. Визначено роль і місце торгових флотів окремих держав в судноплавстві при кримських портах. Виявлено та описано зміни в участі різних флотів у міжнародній торгівлі в Криму в контексті становлення вітчизняного ринку.

**Ключові слова:** судноплавство, торгівля, флот, вантажообіг, ринок.

**Martsynovsky P. N.** Structure of the international navigation at the Crimean ports and its place in foreign trade of the Russian empire in the second half XIX – the beginning of XX century / Scientific notes of Navrida V. I. Vernadsky National University. – Series «Historical Science». – 2013. – Vol. 26 (65), No 2 – P. 180–186.

This article is devoted to analyzes the structure of international shipping in the Crimean ports, as well as the place and importance of these ports in the foreign trade of the Russian Empire in the second half of XIX – early XX century, taking into account the features of the socio-economic development of the Crimean peninsula during this period. There is structural and chronological description of the process by means of mathematical methods, based on an array of digital data that is contained in archival file stored in the National Archives in the Autonomous Republic of Crimea. Define the role and place of merchant fleets of varied states in the navigation at the Crimean ports. Identified and described the changes in the participation of the various fleets in international trade in the Crimea in the context of developing the domestic market.

**Keywords:** shipping, trade, fleet turnover, market.

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