

# ***Commercial Transactions, Leases and Partnerships for Vessels in the South Adriatic Area at the Beginning of the XIX Century\****

**Antonio Di Vittorio**

University of Bari

*This article deals with an important aspect of South Italy's economy, that of the ship market in Apulia in the first fifteen years of the nineteenth century. The primary source used in the study are notary records which, although time-consuming and not easy to consult, are the only source which enables us to explore the business world in minute detail and to throw light on a market such as that of ships. Considering a number of important towns in Apulia in the period under study, the article examines the distribution of ship sales, the total volume of business generated by the sales, the type of ship and related prices, ships' names and the setting up of boat companies. The picture that emerges of the ship market in Apulia is that although it was not absent in the various sectors (sales, freight and companies), overall it was rather weak.*

During the Napoleonic era there was an enormous increase in the availability of documentary sources, and this includes quantitative data such as statistics<sup>1</sup>.

Due to the availability of these sources, and the distinctive features of the period<sup>2</sup>, historical research has been carried out mainly in the public sector, and a great abundance of private deeds specifically

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<sup>1</sup> Cf. *Statistica del Regno di Napoli nel 1811*, edited by D. Demarco, Rome, Accademia Nazionale dei Lincei, 1988, Vols. I-IV.

<sup>2</sup> Much attention has been devoted to this identity by P. Villani, *Italia napoleonica*, (Naples, Guida, 1979, pp. 117-133); in particular, by the same author the *Prolozione* at the 2nd *Convegno di Studi sul Risorgimento* in Apulia in *Il Decennio francese (1806-1815)*, Proceedings, (Bari, Bracciodieta, 1981), pp. 29-46.

regarding economic life has been left in the shadows<sup>3</sup>. This paper sets out to examine one particular sector in the private economy of southern Italy in the Napoleonic era, namely the market for maritime vessels in Apulia during the first fifteen years of the nineteenth century.

The market for maritime vessels refers to commercial transactions regarding vessels – or part-shares in vessels, the lease of vessels, and the forming of boat companies and maritime transport companies. Our study covers a significant number of coastal towns on the coast of Apulia, namely Manfredonia, Barletta, Trani, Bari, Mola, Brindisi and Taranto.

The sources we investigated were notarial records<sup>4</sup>. This type of record is notoriously wide-ranging, but at the same time is the only one that effectively opens up the minute world of commerce, and throws light on the market for vessels, which in many respects is quite unique. The total number of 410 deeds concerning the Apulian market for vessels between 1801 and 1815 in these towns was extrapolated from a total of no less than 45,911 notarial deeds for the same towns and the same period<sup>5</sup>. For our research purposes this amounts to about 1.1 % of the total number of deeds drawn up between 1801 and 1815 in the seven towns<sup>6</sup>.

*Table 1* shows the distribution of deeds for commercial transactions regarding vessels – or part-shares in vessels – for the period. Allowing for the fact that at the time of the research for Bari only the years 1808-1815 were available, it is apparent that deeds relating to Barletta, Trani

<sup>3</sup> In this connection see E. V. Tarle, *La vita economica dell'Italia napoleonica*, (Turin, Binaudi, 1950), a classic on the subject. However, even the few points made about "private" aspects of the economic life in the Napoleonic period are tied to "public" documents (especially Chap. 2).

<sup>4</sup> Investigation into the notarial deeds was carried out by D. Alicino, M. R. M. Riccheo, S. Alicino, D. Armenise, C. Calabrese, A. Corvino, G. Pavese: in the State Archives of Bari (henceforward A.S.B.) for the sections of Bari and Trani; in those of Foggia (A.S.F.) for the sections of Foggia and Lucera; in those of Brindisi (A.S.Br.); and in those of Taranto (A.S.T.).

<sup>5</sup> The presence of indexes would later make research easier, but these were only introduced in 1828, at least in Southern Italy.

<sup>6</sup> 0.89% to be precise.

and Mola were relatively numerous. In one single year, 1808 – which was the first year the Continental System was reinforced – out of a total of 278, more than thirty deeds (31) were drawn up. This is equal to 11%.

Generally speaking, the early years of the nineteenth century record a greater number of transactions annually, compared to the years after 1809; this is probably a sign of the effects of the Continental System, which was intensified at the end of 1807, as has been noted. It is no coincidence that in 1814 and 1815, with the conclusion of the Napoleonic venture and the removal of the block at the end of 1813<sup>7</sup>, there was a resumption of transactions, with 25 and 19 respectively.

Table 2 shows the types of vessels involved in the transactions. A considerable number of these vessels are clearly of the *paranza* type (lateen-rigged fishing boats): complete *paranza* (65) and one-masted boats (*paranza*) (55). These account for 43% of the total number. With the addition of other types of fishing vessel (13), mixed vessels (1) and rowing vessels for coastal fishing (29), this adds up to 163, and is around 59% of the total number. The remaining vessels were used in maritime transport (cargo and passengers), with the exclusion of the eight that are not specified. There are 107 of these vessels, and they account for about 39% of the total; there is a great variety of types, reflecting the wide-ranging maritime world of the Adriatic. *Trabaccoli* (small sailing boats) and *pielaghi* (and *pielagotti*), 36 and 21 respectively (20% of the total number) easily outnumber the other vessels, which include *polacche* (3), *brigantini* (4), *pinchi* (1), *sciabecchi* (2), *feluche* (1), *pipari* (3), *tartanoni* (5), (a) *libbi* (5), *leuti* (1), and *bastimenti* (1). Thirteen vessels 'for journeys', and one leased out, show that the transport of passengers over short to medium distances by sea played a significant role. The predominance of *trabaccoli* and *pielaghi* in the transactions imply that they formed the basis of the local mercantile fleet in Apulia too<sup>8</sup>.

<sup>7</sup> Decree of 11 November 1813, n. 1957.

<sup>8</sup> Cfr. M. Marzari, *Trabaccoli e pielaghi nella Marineria tradizionale dell'Adriatico*, Milan, Mursia, 1988.

The question of prices is complicated by the fact that, in most of the cases recorded, neither the tonnage nor the condition of the vessel is specified. Thus the data in *Table 3* do not actually reconstruct a price *trend*, but rather show minimum and maximum prices per type of boat and local market, and compare the respective data. For example, judging from the prices for the *paranze*, it is reasonable to assume that the average tonnage of the *paranze* in the contracts in Mola was lower than that of those in the contracts in Barletta or Trani. This is not the case for the *trabaccoli* and *pielaghi*. Prices for the latter are more or less in line with those of Bari, whereas some of the prices for *trabaccoli* are in line with those of Barletta and Trani. Others very probably reflect a lower average tonnage, and indicate the limited size of the port, and the role of a fishing, rather than a mercantile, centre, in the case of Mola. The most expensive vessels are the *polacche* (between 4,500 and 6,000 ducats) and the *brigantini* (between 4,000 and 10,500 ducats): there are only a few contracts for these, and this can be imputed to the small amount of traffic generated by the local mercantile fleet.

*Table 4* shows the overall amount of business from the commercial transactions relating to vessels – or part-shares in them. It should be pointed out that *Table 4* records the actual payments made when stipulating the deeds for the commercial transaction, whereas the prices in *Table 3* were obtained from the sale of complete vessels, or have been reconstructed if sales were for part-shares in vessels. The amounts are recorded in ducats, with a few exceptions in lire and *colonnate*. The data in *Table 4* indicates that Barletta, with almost 50,000 ducats, was the most important of these markets for transactions involving vessels; Bari and Brindisi follow, with around 35,000 ducats each (the usual proviso being made for Bari, which has data only for 1808-1815). Trani and Mola are the least important, with about 28,000 ducats each.

As regards method of payment, the price was generally paid in cash. More seldom, it was paid partly in cash and partly deferred, generally over a year, with or without interest, and more rarely over two years. Interest generally fluctuated between 6% and 8%.

As regards the purchasers and vendors, they were mainly local people, but among the buyers there were also foreigners, such as the

Frenchman Alfonso Augusto Keynhard Piquet, who on 27th October 1806 bought a *sciabecco* from Paolo Foti at Taranto for 400 ducats<sup>9</sup>. There were also foreign vendors, such as, for example, a Greek dealer named Papagiorgio, who sold "*Elefante*", a one-masted *mezza paranza* at Barletta in 1803, to another Greek dealer, for 320 ducats<sup>10</sup>. At Barletta there were also buyers and vendors from Ragusa, as well as dealers from the "Imperial Nation" and Malta<sup>11</sup>. The most cosmopolitan market was apparently Brindisi, where contracts show Ragusans, Greeks from Corfu, Venetians and dealers from Trieste acting as both buyers and vendors<sup>12</sup>.

From these series of contracts we also gain an insight into the names of the vessels in this particular market. They show how names were almost exclusively inspired by religious devotion and local veneration. Out of 81 different names, only 14 (that is 17%) reflect a "non-religious" motivation in the choice of name (see *Table 5*).

We mentioned that Brindisi was a cosmopolitan market. However it was not the main centre for the leasing market. This was Barletta, and partly Bari, where respectively 25 and 20 deeds of lease out of 70 are recorded for the period, accounting for 36% and 29% of the total number of deeds (see *Table 6*). It should be noted that some of the leases stipulated in Barletta in 1802 and 1805 involved the transport of French officers and troops from Barletta to Marseilles and Ancona respectively, as well as the transport of "hospitals and provisions" to Ancona. Otherwise leases mainly concerned the transport of goods and, in a few rare cases, the transport of passengers.

As regards the type of vessel, in first place we find *paranze* and *paranze* boats, 10 and 25 units respectively; this makes a total of 35, and represents 50% of the vessels leased out (see *Table 7*). This figure

<sup>9</sup> A.S.T., *Protocolli Notarili*, Taranto, Notary Tommaso Valentini, 27/10/1806.

<sup>10</sup> A.S.B., Trani section, *Protocolli notarili*, Barletta, Notary Giacomo Lupoli, 2/7/1803.

<sup>11</sup> *Ibid.*, Notary F. Barracchia (Nov. 1803), G. Lupoli (Sept. 1804, May 1808, February 1809).

<sup>12</sup> A.S.Br., *Protocolli notarili*, Brindisi, Notary Francesco Giaconelli, 17/6/1804, 29/6/1807; Notary Vito D'Aprile, 3/5/1803; Notary Giuseppe Pasquale Mazzotta, 12/7/1808; Notary Oronzo Nisi, 20/6/1808, 15/7/1808.

reveals not only a twofold function for these vessels, but also, perhaps, an insufficient number of vessels leased out for the transport of goods. The remaining 50% of vessel types is made up of typical Adriatic boats for transport. In the first place, *trabaccoli* (8) and *pielaghi* (4), but also the more capacious *polacche* (6), *brigantini* (2) and *pinchi* (2). The *tartana*, a typical cargo vessel of the Tyrrhenian coast, was almost non-existent on the Adriatic side. A single *tartana* was leased at Barletta in 1805, and only one *tartanone* at Trani in 1815.

Though vessels could also be leased empty, the goods that were transported included grain from Manfredonia, Barletta and Taranto; oil from Manfredonia, Trani and Bari; wine from Trani and Taranto; brandy and carobs from Manfredonia; barley from Barletta and Trani; and salt from Barletta<sup>13</sup>. There were also citrus fruits and broad beans from Trani, gall nuts (used in tanning and dyeing and in ink), dried fruit and nuts from Bari (see *Table 8*)<sup>14</sup>.

The most frequent destinations were Trieste and Naples from Manfredonia; Pescara and Ancona from Barletta; Venice from Bari; and Messina from Taranto. *Table 8* shows the destinations and frequencies.

It is not possible to form a picture of the amounts of money made from the leases, since the methods of payment were so varied. Bari and Barletta were the most important leasing markets, with amounts of between 10,000 and 12,000 ducats; Brindisi and Manfredonia follow, with 5-6,000 ducats each, and Taranto with a little over 1,000 ducats<sup>15</sup>.

The third segment of the market for vessels regards the boat companies and maritime transport companies. In the first fifteen years of 1800, 62 companies were set up out of a total of 197 (see *Table 9*), which is about 32%.

Before examining this segment of the market in more detail, it is worth pointing out that the notion of forming a company was practically non-existent for the entire early-modern era in southern Italy. Throughout the eighteenth century, companies appear very rarely

<sup>13</sup> Cf. the sources indicated below *Table 1*.

<sup>14</sup> *Ibid.*

<sup>15</sup> *Ibid.*

in notary deeds; this applies not only to the inland towns, but also to the coastal towns, which were generally more active economically. Towards the end of the eighteenth century, and in the early nineteenth century, the Apulian notary sources once again record companies, mainly, but not exclusively, connected with agricultural activity. Towards the middle of the century, they gradually became more numerous, but without ever becoming particularly significant<sup>16</sup>. This is a clear sign of the sluggish and problematic nature of the Apulian, and indeed of Southern Italian economy generally, throughout the first half of the nineteenth century, until the Unification of Italy.

An important factor in this connection was the approval of the Napoleonic Code of Commerce in 1807, and its enforcement in the Kingdom of Naples on 1 January 1808. The text was translated from French in 1808 and approved on 10 November. It came into effect on 1 January 1809<sup>17</sup>.

The Napoleonic Code envisaged two main types of company: namely general partnerships and limited partnerships<sup>18</sup>. Boat companies were mainly general partnerships, and had been such even before the Napoleonic system regulated the subject of companies. This was the simplest form of company, "made up of two or more persons with the aim of trading under a company name"<sup>19</sup>. Only the names of the partners formed the company name. In particular, two (or more) owners of vessels chose to form a company so as to gain better returns and share out the profit equally. Withdrawals from the company, its termination, and any supplementary clauses added by the partners, were all regulated.

The greatest number of companies set up was in Barletta; out of a total of 62, there are records regarding the forming of 38 boat

<sup>16</sup> These details are emerging from a widespread survey of notarial deeds drawn up in a number of Apulian towns (including those mentioned in this paper) between the mid-eighteenth century and the mid-nineteenth century.

<sup>17</sup> Cfr. *Codice di Commercio dell'impero francese adottato nel Regno di Napoli per ordine di S. M.*, (Naples, Stamperia Simoniana), 1809.

<sup>18</sup> *Ibid.*, p. 6.

<sup>19</sup> *Ibid.*

companies (and maritime transport companies); this is over 61% of the total. It confirms Barletta as the most active maritime centre in Apulia during the Napoleonic era. The other Apulian coastal towns are a long way behind Barletta with regard to the forming of companies<sup>20</sup>.

In the years following the introduction of the Code of Commerce, records show there were more new boat companies (and maritime transport companies) than in the years immediately before<sup>21</sup>.

As already mentioned, even before the Napoleonic Code of Commerce came into effect, general partnerships had been more numerous, though there had also been limited partnerships for vessels (and for maritime transport)<sup>22</sup>. However the Code brought a juridical safeguard and better guarantees, and, once the Napoleonic upheavals were over, the number of deeds regarding the forming of companies increased, as early as the period of the Restoration. The general principles regarding the forming of companies were taken up in the 1819 Civil Code of the Kingdom of the Two Sicilies under heading X entitled "On company contract", having been adopted from the Napoleonic Code of Commerce<sup>23</sup>.

How long the companies lasted was not indicated in Trani, nor in Bari in some cases. In other places, their duration fluctuated between two and four years; in Taranto they lasted from six months to a year. In Barletta, companies lasted from one to four or six years. A year was the most frequent, but there was one case of six months. In Barletta, a "shipping company" also appeared as a "commercial maritime company", which was still a general partnership<sup>24</sup>.

It would be possible to gain even more details regarding the market for vessels from the sources we have used. But those we have examined to date are probably more than sufficient to highlight how invaluable this source is for throwing light onto a sector of some

<sup>20</sup> Cfr. *Table 3*.

<sup>21</sup> *Ibid.*

<sup>22</sup> A.S.T., *Protocolli notarili*, Taranto, Notary Pasquale De Quarto, 28/4/1811.

<sup>23</sup> Cfr. *Codice per il Regno delle Due Sicilie. Leggi Civili*, (Naples, Royal Printers of the State Ministry), 1819, pp. 339 *et seq.*

<sup>24</sup> Cf. sources at *Table 1*.

importance for the economy of Apulia – and of the South of Italy – during the Napoleonic era. We have no terms of comparison with other situations in the Kingdom of the Two Sicilies (or even with Italy), due to the notorious difficulty of access to notarial sources, but the indication from our investigations is that, although a market for vessels existed in various forms – such as commercial transactions, leases, and the forming of companies – this market was generally a weak one. The question remains whether this was a consequence – or a cause – of the more general state of the Southern Italian economy.



# *Appendix*

Commercial Transactions, Leases and Partnerships  
for Vessels in the South Adriatic Area at the Beginning  
of the XIX Century

**TABLE 1: Deeds for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	Tot. Transactions	Tot. Deeds
Manfredonia					2							1		1		4	340	2,303
Barletta	9	7	6	7	3	3	6	8	2	2	4	6	5	10	6	84	2,457	12,855
Trani	7	8	4	4	5	3	6	6	2		4		4	4	3	60	1,183	7,077
Bari	/	/	/	/	/	/	/	6		3	1	7	8	5	7	37	715	4,800
Mola	5	8	9	6	8	4	3	6	1	3	1	1		4	2	61	1,916	5,872
Brindisi			2	2		1	1	4		1	2		1		1	15	768	2,442
Taranto	1	1			4	1		1	1	1	3	2		2		17	1,172	10,562
Total	22	24	21	19	22	12	16	31	6	10	15	17	18	25	19	278	8,557	45,911
<b>Total transactions (278) + leases (70) + companies (62) = 410 (0.89%)</b>																		
<p>Source: A.S.B. Bari section, Notarial Protocols, Bari, 1808-1815; Mola, 1801-1815; Trani, Notarial Protocols, Trani, 1801-1815; Barletta, 1801-1815; A.S.F. Foggia and Lucera, Notarial Protocols, Manfredonia, 1801-1815; A.S.Br. Notarial Protocols, Brindisi, 1801-1815; A.S.T., Notarial Protocols, Taranto, 1801-1815</p>																		

**TABLE 2: Types of vessels involved in deeds relating to commercial transactions in Apulia, 1801-1815**

Ports	Manfredonia	Barietta	Trani	Bari (A)	Mola	Brindisi	Taranto	Total
Paranza - Paranzella - Paranzanella	2	10	22	10	14	3	4	65
One-masted boat		43		12 (B)				55
Two-masted boat		7						7
Rowing boat - Barchetta	1	3		4	17	2	2	29
Fishing boat		1	11				1	13
Passenger boat		1	11				1	13
Leased boat							1	1
Mixed boat (fishing and passenger)			1					1
Trabaccolo		6	5		29	3	2	36
Pielago - Pielagotto				9	9	2	1	21
Polacca	1					2		3
Brigantino		1				2 (C)	1	4
Pinco		1						1
Sciabecco							2	2
Feluca		1						1
Piparo				2	1			3
Tartanone		3	2					5
(A) Libbo		5						5
Bastimento						1		1
Legno		1					2 (D)	3
Leuto		1						1
Boat unspecified			8					8
<b>Total</b>	<b>4</b>	<b>84</b>	<b>60</b>	<b>37</b>	<b>61</b>	<b>15</b>	<b>17</b>	<b>278</b>

A) For Bari only the years 1808-1815 are considered - B) Paranza boats - C) Of the two, one is the hull only- D) Of the two, one is Turkish.  
Source: Cfr. Table 1.

**TABLE 3: Prices for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	Manfredonia Ducats/Year	Barletta Ducats/Year	Trani Ducats/Year	Bari Ducats/Year	Mola Ducats/Year	Brindisi Ducats/Year	Taranto Ducats/Year
Paranza	400/1805	1,600/1801	1,600/1801	1,200/1814	386/1804	365/1810	380/1809
		1,260/1802	1,800/1801	1,936/1815	600/1805	125/1811	144/1810
		640/1803	2,660/1801		560/1805		
		400/1805	948/1802		508/1806		
		1,000/1814	1,625/1808		800/1807		
		1,000/1814	2,690/1811		896/1808		
		1,000/1814	3,820/1814		440/1808		
		850/1815			440/1808		
		850/1815			438/1808		
					424/1810		
Paranzella		916/1815			172/1801	200 colon./1807	200/1811
							200/1811
Barchetta di paranza		200/1802					
		200/1802					
		400/1802					
Barca di paranza		342/1801		325/1810			
		700/1807		288/1810			
		580/1807		200/1812			
		306/1807		200/1812			
		590/1808		200/1812			
	350/1808		1,320/1813				

*Continued*

*Continued* **TABLE 3: Prices for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	Manfredonia Ducats/Year	Barletta Ducats/Year	Trani Ducats/Year	Bari Ducats/Year	Mola Ducats/Year	Brindisi Ducats/Year	Taranto Ducats/Year
Barca di paranza		660/1808		1,822/1813			
		1,050/1808		1,024/1813			
		1,400/1811		1,000/1813			
		1,200/1812		1,000/1814			
		1,370/1812					
		1,118/1812					
		1,000/1813					
		1,474/1813					
		1,400/1814					
		1,000/1814					
		1,320/1815					
Fishing vessel		666/1801	750/1802				
		460/1801	271/1803				
		150/1801	552/1803				
		171/1802	1,981/1808				
		270/1803	1,200/1811				
		1,200/1805	1,225/1814				
		360/1806	1,730/1814				
		1,400/1810	960/1815				
One-masted vessel		360/1801					
		250/1802					
		200/1802					

*Continued*



Continued **TABLE 3: Prices for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	Manfredonia Ducats/Year	Barletta Ducats/Year	Trani Ducats/Year	Bari Ducats/Year	Mola Ducats/Year	Brindisi Ducats/Year	Taranto Ducats/Year
Barchetta					164/1803		
					146/1804		
					160/1805		
					105/1806		
					65/1806		
					80/1814		
					336/1814		
					140/1815		
					161/1815		
Passenger vessel	1,320/1812		410/1801				205/1805
			1,816/1802				600/1814
			539/1803				
			650/1805				
			100/1806				
			60/1807				
			392/1808				
Fishing and passenger vessel			969/1809				
Pielago				3,370/1808	4,500/1802	3,150/1808	
				3,000/1808	1,983/1804	3,600/1808	
				1,397/1808	2,115/1805		
				1,087/1810	1,331/1807		
				1,200/1811	1,200/1808		

Continued

Continued **TABLE 3: Prices for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	Manfredonia Ducats/Year	Barietta Ducats/Year	Trani Ducats/Year	Bari Ducats/Year	Mola Ducats/Year	Brindisi Ducats/Year	Taranto Ducats/Year
Pielago				1,626/1815			
Pielagotto				600/1814	900/1802		
				600/1814	700/1814		
Trabaccolo		1,200/1802	696/1801	250/1801	2,955	colon/1803	200/1812
		1,600/1803	1,000/1804		700/1802	5,000/1804	300/1812
		3,200/1803	1,300/1805		1,800/1803	5,000/1804	
					1,280/1803		
					1,400/1803		
					1,600/1803		
					1,500/1804		
					2,115/1804		
					1,260/1805		
					960/1805		
					1,620/1805		
					1,320/1805		
					700/1806		
					900/1807		
					1,728/1808		
					2,400/1811		
Trabacchetto		302/1806					
		440/1806					
		972/1808					

Continued

Continued **TABLE 3: Prices for commercial transactions regarding vessels or part-shares in vessels in Apulia (1801-1815)**

	Manfredonia Ducats/Year	Barletta Ducats/Year	Trani Ducats/Year	Bari Ducats/Year	Mola Ducats/Year	Brindisi Ducats/Year	Taranto Ducats/Year
Tartanone		1,800/1814	560/1801				
		600/1815	2,196/1813				
		1,500/1815					
Leuto (two-masted)		700/1803					
Libbo (two-masted)		960/1801					
		1,020/1801					
		1,050/1805					
		1,350/1807					
		1,380/1807					
Bracciera		85/1814					
Polacca	4,500/1805					4,500/1806	
						6,000/1808	
Brigantino		10,450/1809				4,000/1808	900/1805
Pinco		1,500 colon/1809					
Bastimento (two-masted)						977/1803	
Legno turco							466/1808
Sciabecco							400/1805
							400/1806
Piparo				1,000/1813			
				1,000/1815			
Feluca		50/1813					

Source: Cfr. Table 1.

**TABLE 4: Amounts (in ducats) of commercial transactions relating to vessels or part-shares in vessels in Apulia, 1801-1815\***

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	Tot. Sales
Manfredonia					5,584							15		150		5,749	172,596
Barletta	2,470	2,506	6,050	11,677	1,050	1,102	2,153	4,368	89	2,500	2,130	4,398	1,870	4,685	2,573	49,621	596,733
<i>colonnate</i>																1,500	1,500
Trani	2,916	3,727	1,229	1,971	2,989	411	1,996	1,298	1,546		1,907		1,216	3,045	996	28,247	522,127
Bari								6,949		1,700	600	1,600	3,976	3,400	18,664	36,889	342,658
Mola	862	6,454	4,055	4,005	4,950	997	1,831	2,293	374	352	800			908	301	28,232	429,941
<i>liras</i>													1,188	528		1,716	179,604
Brindisi			977	10,000		4,500		16,750		730	525		450		250	34,182	164,816
<i>colonnate</i>			2,955				200									3,155	3,155
Taranto	120	100			2,456	400		466	380	144	410	550		1,030		6,056	566,837
<i>liras</i>																	440,887

\*To nearest round figure.  
Source: Cfr. Table 1.

**TABLE 5: Nautical names in Apulia, 1801-1815**

<b>Manfredonia</b>	
- Paranza:	The Soul of Purgatory
- Polacca:	L'abbondanza
<b>Bridoli</b>	
- Paranza-Paranzella:	Speranza
- Barca:	The Souls of Purgatory
	The Soul of Purgatory
	The Madonna of the Vernesi
- Trabaccolo:	Divine Providence
	St. Spiridion and Madonna of Casoppo
- Pielago:	The Archangel Raphael
- Brigantino:	Stefano
- Polacca:	Unione
	Dalmazia
<b>Taranto</b>	
- Paranza-Paranzella:	The Souls of Purgatory
	The Souls of Purgatory
	The Blessed Souls of Purgatory
	Our Lady of Sorrows
- Barca (two-masted):	The soul of Purgatory and the Madonna of Constantinople
- Barca (tarantina):	St. Mary of Constantinople
- Barca (for charter):	La Felice
- Trabaccolo:	Buon Padre
	Bel Fiore
- Brigantino:	The Madonna of Constantinople
- Legno (Turkish):	Bombarda
<b>Barfetta</b>	
- Paranza:	St. Mary of Carmel
	Our Lady of the Sterpeto
	St. Mary of the Sterpeto
	St. Nicholas
	La Caviera
- Barca di paranza:	The Madonna of the Sterpeto
	The Madonna of Carmel
	The Madonna of the Martyrs
	The Madonna of the Conception
	Our Lady of Sorrows
	St. Mary of the Sterpeto
	Souls of Purgatory
	St. Nicholas
	<i>Continued</i>

**Continued TABLE 5: Nautical names in Apulia, 1801-1815**

- Barca di paranza:	St. Michael La bella Lucia
- Fishing Vessel:	The Madonna of Carmel The Madonna of the Crown The Madonna of the Sterpeto St. Mary of the Sterpeto The Madonna of the Snows The Most Holy Virgin of the Sterpeto The Souls of Purgatory
- Journey Vessel:	The Madonna of the Sterpeto
- Barca-Barchetta:	The Madonna of Carmel St. Mary of Carmel The Madonna of Constantinople The Madonna of the Sterpeto The Virgin of the Sterpeto Our Lady of Sorrows Immaculate Conception Souls of Purgatory St. Nicholas
- (A) Libbo:	Our Lady of Sorrows Immaculate Conception Souls of Purgatory
- Trabaccolo:	Our Lady of Sorrows St. Nicholas
- Brigantino:	St. John the Baptist
- Feluca:	Madonna of the Sterpeto St. Michael
- Paranza-Paranzella:	Souls of Purgatory St. Nicholas and Souls of Purgatory The Immaculate Conception and Souls of Purgatory The Virgin of the Sorrows and Souls of Purgatory
- Barchetta:	St. Joseph Souls of Purgatory
- Trabaccolo:	Immaculate Conception and Souls of Purgatory Immaculate Conception, Archangel Michael and Souls of Purgatory Angel Raphael, Immaculate Conception and Souls of Purgatory Our Lady of Sorrows and Souls of Purgatory Most Holy Mary, St. Joseph and Souls of Purgatory

*Continued*

<i>Continued</i> <b>TABLE 5: Nautical names in Apulia, 1801-1815</b>	
- Trabaccolo	Mary of Sorrows
	Immaculate Conception, St. Martin and Souls of Purgatory
	Madonna of the Conception, St. Michael and Souls of Purgatory
	Virgin of Sorrows
	Immaculate Conception and St. Joseph
	Most Holy Virgin of Grace and Souls of Purgatory
	Immaculate Conception
- Pielago-Pielagotto:	Souls of Purgatory
	St. Joseph
	St. Anthony
	Divine Providence
	Madonna of Grace and Souls of Purgatory
	Stella Volante
	Maria Giovanna
Il Giusto	
Source: Cfr. <i>Table 1</i> .	

**TABLE 6: Deeds relating to lease of vessels in Apulia, 1801-1815\***

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	Tot. Deeds
Manfredonia	1									2				3	1	7	2,303
Barletta	4	3		1	11		1	2					1		2	25	12,855
Trani				1						3	3	1			1	9	7,077
Bari	-	-	-	-	-	-	-			5	15					20	4,800
Mola							1									1	5,872
Brindisi							2									2	2,442
Taranto	3	1		1								1				6	10,562
<b>Total</b>	<b>8</b>	<b>4</b>		<b>3</b>	<b>11</b>		<b>4</b>	<b>2</b>		<b>10</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>70</b>	<b>45,911</b>

Source: Cfr. Table 1.

<b>TABLE 7: Types of boats leased in Apulia, 1801-1815</b>	
Paranza:	10
Paranza boat:	25
One-masted boat:	
One-masted barchetta:	3
Fishing boat:	1
Two-masted boat:	1
Passenger boat:	1
Tartana:	1
Tartanone:	1
Trabaccolo:	8
Pielago:	4
Felucca:	1
Brigantino:	2
Polacca:	6
Pinco:	2
Ship:	1
Unspecified:	3
<b>TOTAL</b>	<b>70</b>
<i>Source: Cfr. Table 1.</i>	

**TABLE 8: Destination of vessels leased in Apulia and products transported, 1801-1815**

Port leased from	Destination	Frequency	Products transported
Manfredonia	Naples	2	wheat
	Trieste	4	brandy
	Venice	1	carobs oil
Barletta	Pesaro	5	straw
	Ancona	5	barley
	Rimini	1	salt
	Monopoli	1	wheat
	S. Cataldo	2	gunpowder and cannon
	Otranto	1	
	Taranto	1	officers (1805)
	Corfu	1	'hospitals' (1805)
	Ragusa	1	troops (1805)
Marseilles (1805)	1		
Trani	Venice		barley
	Ancona		oil
	Ferrara		broad beans
	Trieste		citrus fruits
	Pescara		wine
	Brindisi		

*Continued*

*Continued* **TABLE 8: Destination of vessels leased in Apulia and products transported, 1801-1815**

<b>Port leased from</b>	<b>Destination</b>	<b>Frequency</b>	<b>Products transported</b>
Bari	Ponte di Lagoscuro	3	oil
	Venice	13	oil, dried fruit and nuts
	Ferrara	2	oil and gall nuts
	Ancona	1	
Taranto	Messina	3	wheat
	Corfu	1	wine
	Gallipoli	1	

*Source: Cfr. Table 1.*

**TABLE 9: Deeds relating to the forming of companies for vessels and transport in Apulia, 1801-1815**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	Tot. Transactions	Tot. Deeds
Manfredonia										1	1				1	3	15	2,303
Barletta	1	2	4		1			1		1	7	4	5	6	6	38	66	12,855
Trani		2		2				2							1	7	20	7,077
Bari	-	-	-	-	-	-	-	1					2	2		5	15	4,800
Mola	1					1		1						1		4	7	5,872
Brindisi							1							1		2	17	2,442
Taranto											1	1			1	3	57	10,562
Total	2	4	4	2	1	1	1	5		2	9	5	7	10	9	62	197	45,911

Source: Cfr. Table 1

# notes

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in Two Early Renaissance Money Markets

