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研究課題名 (英文) The maritime sector between global and local: indigenous labour, entrepreneurship, and imperial statehood in the African Indian Ocean, 1880s-1930s

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研究成果の概要 (和文) : 二十世紀初頭、いわゆる「有色」船員は、欧州の蒸気船にとってグローバル化する海軍労働市場の一部となった。本研究では、東アフリカからのエンジングルーの募集、航海および民族構成を調査した。特にソマリア人の船員は石炭を蒸気機関に押し込む火夫として雇われた。調査によると、ソマリア人は英国の不定期船のエンジングルーの労働市場でニッチを占めていた。ソマリアの船員がこの市場で雇用される傾向は、雇用主による民族的偏見をある程度反映していた。しかし、ソマリアの船員は彼らの出自に縛られなかった。スエズ運河を通してアジアに入るルートだけでなく、南北大西洋でも民族的に多様なクルーの一員として活動しました。

研究成果の学術的意義や社会的意義

従来「有色人種」船員の機関士は、インドのラスカール船員の研究としてのみ注目されてきた。しかし、アジアの他の地域やアフリカの船員もまた、ヨーロッパの海上労働市場に参入していた。本研究は、グローバル化するヨーロッパの交易における東アフリカ出身の機関士に焦点を合わせることで、グローバル化する労働市場における民族性の役割と個人の主体的活動の重要性を明らかにするものである。英仏独の船会社は、スエズ運河を介してアフリカとアジアに向かう航路を運航していた。1920～30年代には日本人船員も現れており、日本にとっても関係の深いテーマである。資料としては、英仏独の政府や自治体の記録、航海日誌等を幅広く用いた。

研究成果の概要 (英文) : In the early twentieth century “coloured” seamen became part of a globalizing maritime labour market for European steamships. The study investigated the recruitment, voyages, and ethnic composition of engine crews from East Africa. Especially Somali seamen were employed as firemen shoveling coal into the steam engines. The research concluded that Somalis occupied a niche market for engine crews in British tramp shipping. The propensity of Somali seafarers for employment in this market to some extent reflects an ethnic stigmatization by employers. However, the research also showed that Somali seamen were not bound by their ethnic origins and operated as individuals in a globalizing labour market. Somali seamen not only worked on the route through the Suez Canal to Asia, but also on voyages across the Atlantic to North and South America in ethnically diverse crews.

研究分野：history

キーワード：maritime

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1. 研究開始当初の背景

Maritime labour has received increasing attention in historical research in the last twenty years as a category of labour history. More recently, research has also explored links between maritime labour and economic globalization since the late nineteenth century.

The labour market of European merchant navies for seamen was the first global labour market, involving European steamships from Britain, France, and Germany, in particular.

Within this labour market “coloured” seamen occupied an important place, at times making up one third or more of the entire crew of a ship on certain routes.

The case of “lascar” seamen from India has been well investigated with regard to the globalizing labour market for British steamships and with regard to the experiences of workers.

Other cases have received far less attention. Hardly any research exists on seamen from the African Coast of the Western Indian Ocean.

However, seamen from East Africa, especially from different regions of Somalia and from Zanzibar, were a noticeable presence on European ships. These seamen worked especially among the lower ranks and in the engine rooms of steamships as firemen (stokers).

The project has focused on this neglected aspect of research.

2. 研究の目的

The proposed study sought to illuminate the dynamics between local, regional, and European activities in the maritime world of the African coast of the Indian Ocean.

The region was a microcosm of complex webs of relationships between indigenous and external actors and between states and private sectors.

As the Swahili and Somali coast increasingly engaged with the globalizing economies of Europe, Britain, Germany, and France sought maritime labour for trade. The research explored how European firms and states engaged with indigenous labour.

The research also analysed to what extent “coloured” seamen from East Africa competed with European seamen on the emerging global labour market.

3. 研究の方法

The emergence of a global maritime labour market raises questions regarding the processes in which it occurred and regarding its structure. In Africa questions of the role of ethnicity in the employment of seamen require special attention, given the fact that the region came under colonial rule during the period. This colonization involved Britain, France, Germany, and Italy.

The study investigated the recruitment processes of shipping firms, the relations of seamen with shipping firms and with the authorities of the colonial and imperial state, the voyages of seamen, and the ethnic composition of crews. Particular attention has been paid to firemen in engine room crews.

The research was archive-based. The core material analysed consisted of crew lists, log-books, and captains’ reports, apart from online search engines on crews and shipping firms. In addition, consular reports and correspondence by shipping firms, such as the French Messageries Maritimes (MM), have also been consulted.

The research has been carried out in the following archives: The National Archives (London, Kew), Caird Library (London, Greenwich), Imperial and War Museum (London), British Library (London), Glamorgan Archives (Cardiff), Maritime History Archive (Newfoundland), French Lines (Le Havre), Chamber of Commerce (Marseille), Archives nationales d’outre-mer (A.N.O.M., Aix-en-Provence), German Federal

Archives (Berlin-Lichterfelde), and municipal archives at Hamburg and Bremen.

Crew lists have been collected from the maritime archives at Greenwich, Cardiff, St. John's, and from the British national archives and the Bremen municipal archives. The French Lines archives and the archives of the Marseille Chamber of Commerce contain captains' reports and records of French shipping agents in overseas ports. Documents on recruitment agents in Aden are part of the India Office Records and have been consulted at the British Library. Material on the port of Djibouti has been obtained from A.N.O.M. at Aix-en-Provence. Documents on German shipping regulations and colonial shipping affairs in German East Africa have been consulted at Berlin-Lichterfelde.

Research on ship crews, and especially on the lower end of the labour market in the engine rooms faces particular challenges.

First, the lower echelons of maritime labour have sometimes only been recorded as aggregate figures rather than with the names and origins of individual seamen.

Second, in some cases and periods seamen, notably lascars, have been recruited under specific regulations and have been recorded differently from European seamen. These records have not always survived.

Third, there are difficulties regarding the quantity of material. The number of available crew lists is massive. Maritime archives and state archives have facilitated access to information about the existence and location of crew lists. In some cases archives on British shipping have established search engines on crews. However, these have focused on two years: 1880 and 1915.

For historical research, the available material is, therefore, very uneven. Moreover, the existence and availability of relevant sources varies considerably between countries. Material on British ships is in principle easily available, though researching original crew lists is time consuming.

In Germany, some crew lists exist, though lists from Hamburg are extremely sketchy. In France, lists have not been systematically archived. However, the lack of this source can to some extent be compensated by captains' reports, which contained a mandatory section on engine crews.

The research on crews set out from the available online sources and proceeded backward in time with the help of the 'previous ship' category that most lists indicate for individual seamen.

For the period of the 1920s and 1930s also files on individual seamen from British archives (so-called seamen's "pouches") have been used.

4 . 研究成果

Market structure

The focus on maritime steamship labour from East Africa has confirmed a clear division in the labour market between Somali seamen and seamen from Zanzibar. The two operated in separate labour markets.

Comparisons between Djibouti and Aden also show that French and British shipping firms operated in mainly separate labour markets for most of the period under review. In the 1930s, however, the two markets began to overlap.

Recruitment and shipping firms

The research indicates that some European shipping firms showed regional and ethnic preferences in recruiting seamen. These preferences, however, changed over time. The French MM, for instance, recruited most of its firemen crews from Yemen between the 1890s and 1910s.

In the 1920s and 1930s, this policy changed. Seamen were now increasingly recruited from Indochina and engine crews from India and from China. The shift was partly due

to changes in legislation that re-categorized seamen from French colonies as “French” instead of “foreign”.

Niche markets

The case of Somali seamen suggests that their recruitment occurred mainly in a specific niche of maritime labour. Somalis worked virtually exclusively as firemen on British ships. Moreover, there was a correlation between Somali maritime labour and British tramp shipping. Somali seamen worked primarily on small and medium-size British tramp steamships. On tramp ships they were part of engine room crews of between 5 and 25 men. Only rarely did Somali firemen work on large passenger ships or large cargo ships with 25 to 45 firemen. It is also noteworthy that tramp ships included early oil tankers.

The French MM did not recruit Somalis on its ships before the 1930s. It is, however, unclear whether French tramp ships pursued different recruitment policies.

Ethnicity and ethnic clusters in a globalizing labour market

The case of the MM, which until the early 1920s recruited most of its engine room crews in Djibouti, consciously discriminated against Somali seamen. This stigmatization only changed in the 1930s. The reason for this shift in policy was twofold: trade union pressure from an association of Somali seamen, and the intervention by the French state due to concerns of political unrest in Djibouti.

The recruitment of Somalis on British ships did not show the same discriminatory attitude. However, here Somali seamen did fall into a specific segment of labour. Moreover, during the war, British officials considered Somalis as particular suitable seamen due to assumptions of “martial race” doctrine.

To a greater extent than seamen from Zanzibar, Somalis clustered on certain ships in groups of three or four. Moreover, given the fact that Somalis sometimes indicated Aden as their origin it is difficult to disambiguate them from Adenese seamen. In some cases, names indicate the Somali origin of Adenese who worked in engine crews with Somalis.

Seamen's experiences and agency

Seamen from East Africa, both Somalis and Zanzibaris, also worked on European ships as individual seamen and not only in groups that corresponded to their origin. Moreover, firemen from these regions can be found not only on routes through the Suez Canal between Port Said and Aden, but also on routes to South Asia and Southeast Asia.

It is also striking that many of these men worked on tramp ships that travelled across the Atlantic to North and South America, notably transporting coal. In the North Atlantic, they seem to have been a substitute for lascar seamen, who under British maritime regulations in certain periods were legally barred from working on these routes.

States, shipping firms, and the global labour market

States increasingly tried to regulate the globalizing maritime labour market in line with categories of colonial subject status and in order to protect national labour markets in Europe.

Shipping firms, meanwhile, showed preferences that structured niche markets, in some cases by invoking ethnic categories. Yet the research also shows that individual seamen operated on the global maritime market in ways that were not defined by their ethnic origins, even if these “coloured” seamen were in some cases confined to specific occupations on ships.

5 . 主な発表論文等

[学会発表](計 1件)

Gerold Krozewski, “Hidden Seamen from East Africa: Somali Firemen, Europe’s

Steamship Labour, and Ethnicity, 1880s-1930s”, presented at the workshop “Maritime Labour across the Oceans”, Osaka University, 14-15 December 2018.

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