

enthalt des Schiffs in Amsterdam wurde von den Erben des Burggrafen dem Narvaer Magistrat auch am 22. Oktober 1702 bestätigt. Mehr als ein halbes Jahr später, am 13. Juni 1703, passierte die „A.B.“ den Öresund auf der Reise aus Saint Ubes nach Riga. Dass das Schiff den Erben Jürgen Tunderfeldts gehörte, wurde dem Narvaer Magistrat erneut am 28. September 1703 bestätigt. Ab 2. Oktober segelte das Schiff von dem an der Nordsee liegenden Kungsbacka nach Amsterdam sowie von Kungsbacka nach Saint Ubes, obwohl es nicht einleuchtend ist, warum diese Reisen im Öresund registriert wurden. Die letzte bekannte Notiz über die „A.B.“ wurde im Öresund am 20. November 1704 gemacht. Es ist nicht klar, wer zu dieser Zeit die Schiffseigner waren.

SUMMARY

*Swedish Marine Policy, International
Trade Fluctuation and the Formation
of Narva Merchant Marine in the
Second Half of the 17th Century*

This article discusses measures adopted by the central authorities of Sweden to encourage bodies of merchants to procure cargo ships. For this purpose a system of tax concessions was implemented, according to which boats owned by Swedish subjects paid up to one-third less toll tax upon arrival at Swedish ports. According to the Treaty of Brömsebro signed in 1645 by Sweden and Denmark the vessels of Swedish subjects were exempted from the toll on ships passing through the Danish straits. Tax concessions at Swedish ports and tax exemption in Öresund greatly facilitated the formation of merchant marines in Swedish coastal towns. The central authorities hoped to eliminate competition with the Netherlands, the British, and other maritime countries on the Baltic Sea, and also seize control of East-West trade. National merchant marines served also an important military-political function. The construction of ships in the eastern part of the Baltic Sea was similarly favoured by the trade fluctuation in Western Europe at the end of the 17th century. The growing demand in the Netherlands and the United Kingdom for the timber trade of Sweden and its provinces (shipbuilding parts, masts, pitch, tar, and firewood) offered the local merchants an opportunity to build cargo vessels and export goods to Western Europe. The necessary technologies and resources for shipbuilding were imported from the Dutch. The second part of the article explores the influence of Swedish marine policy

and international trade fluctuations on the formation of Narva merchant marine. While in the 1650s–1670s the merchants of Narva owned two or three cargo vessels, from the second half of the 1680s onward they owned already twenty or so vessels. The total number of cargo ships owned by Narva merchants in the last quarter of the 1680s was reportedly 80. Most of these plied between their home town and the ports of Western Europe (Amsterdam, London).