

GREEK SEAFARERS

in the second half of the 20th century

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Main questions and crucial issues of the research

a.

- the historical background of Greek shipping and its position in post-war Greek society (as introduction)
- the official policy expressed by Greek social security service “NAT” – (Nautiko Apomahiko Tameio in Greek)
- the educational establishments (Academies)
- the Bureau of crew supply (GENE)
- the role of the PNO (Greek maritime federal Union) and of the PEMEN (the federation of engineers) as well as the role and extent of their involvement in improving working conditions

b.

- birth place, social environment, family tradition
- the features of maritime provinces
- and the reasons of migration to Athens or aboard
- job opportunities and unemployment
- working conditions
- reasons of decreasing numbers

Archives

- ships articles of Greek-owned ships under the Greek flag
Greek Ministry of Shipping (1947, 1953, 1956, 1959, 1963, 1969, 1974)
- Greek Statistics Service (1959 - 2006)
- The censuses of the Greek seafarers (1978 - 2006)
- Legislative Acts
- Actuarial studies of Greek social service (NAT)
- Personal interviews

the birth place of the Greek seafarers and the composition of the crews, desertions and the co-presence of other nationalities in Greek-owned ships



ATHENS-
PIRAEUS

ANDROS

SYROS

CHIOS

Greece has the largest merchant navy in the world as a percentage of the world's total dwt, at 16.2% (2011) an increase from 15.98% in 2010. Although a drop from the capacity of 18.2% of the world's total that the country's merchant fleet controlled in 2006, the Greek merchant navy is still the largest, followed closely by that of Japan, at 15.8%. Additionally, Greece represents 41.49% of all of the European Union's dwt. However, today's fleet roster is smaller than an all-time high of 5,000 ships in the late 1970s.

It accounts for 6% of gross domestic product, employs about 160,000 people (only 4% of the workforce), and corresponds 1/3 of the country's trade deficit. Earnings from shipping amounted to €15.4 billion in 2010, while between 2000 and 2010 Greek shipping contributed a total of €140 billion (half of the country's public debt in 2009 and 3.5 times the receipts from the EU in the period 2000-2013).

	In work	unemployed	Total
Officers	5.415	2.754	8.160
Cadet	2.404	2.827	5.231
Officers /no diploma	889	292	1.181
Inferior crew	23.113	26.484	49.598
out of census			2.190
Total	31.821	32.348	70.869

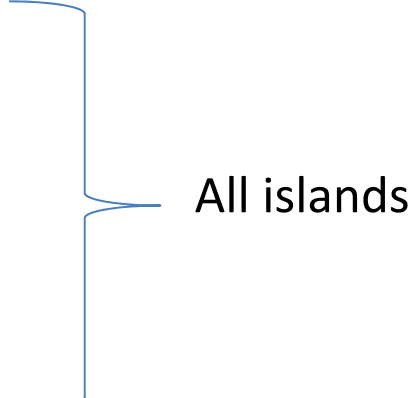
GREEK SEAFARERS

“NAUTIKA CHRONIKA” 1959

Birth place	Seafarers 1959	
	Number	Percent
Piraeus	7.122	11,1%
Athens	3.273	5,1%
Sunburns	1.155	1,8%
Total	11.550	18,0%
Chios	8.085	12.6%
Andros	3.850	6.0%
Kalymnos	2.438	3.8%
Cephalonia	2.310	3.6%
Syros	2.118	3.3%
Karystos	1.733	2.7%
Epidaurus – Limeira	1.283	2.0%
Thira	1.091	1.7%
Rhodes	963	1.5%
Other areas	25.218	39.3%
Asia Minor	2.503	3.9%
Aboard	1.027	1.6%
Total	64.169	100%

Officers 1959

<i>Birth place</i>	<i>Residence</i>	
• 30 %	71.7 %	Athens/Piraeus
• 13.5%	8.3 %	Chios
• 6.6%	3.5 %	Andros
• 4.6%	2.1 %	Syros
• 2.0+ 1.1%	0.7 +0.4%	Kefallinia and Ithaki
• 1.5%	0.7 %	Karystos (Evia island)



All islands

Maritime provinces - features

- Local geographical environment
- Poor job opportunities
- Maritime tradition
- High wages (mainly for the officers) in comparison with mainland jobs

The Greek ship-owners attracted crew from their place of origin and the maritime provinces “produce” both employers and employees of the shipping industry. This conclusion in correlation with other data is clearer during the 50s than in 60s.

Census of ESYE	GREEK FLAG	GREEKS
1978	86.269	58.033
1980	91.872	56.534
1982	52.741	40.647
1984	49.184	40.720
1986	37.830	32.340
1988	37.367	28.735
1990	36.851	26.766
1992	38.995	25.278
1994	39.122	25.842
1996	36.766	23.992
1998	33.699	20.505
2000	29.385	18.450
2002	32.926	18.747
2004	30.920	17.897
2006	29.260	16.074

The vast majority of the labor force migrated from the Maritime Provinces to the capital for a variety of reasons

- The engineers for the private and public educational institutions -ex. Merchant Marine Academy of Aspropirgos.
- The location of the shipping head offices was in Piraeus and the rotation from agency to agency was a common practice both for officers and inferior crew whose birth place had no connection with ship-owners' families.
- Job opportunities for the seafarers' families

Population removal
Urbanization /emigration



Economical and social
change in Greece

Owner- ships choice to
low cost crew



Globalization of labor
market



Marcella Garry, 1967