EIGHTEENTH CENTURY DUTCH TRADE WITH RUSSIA

by

Jake V. Th. Knoppers

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DUTCH TRADE WITH RUSSIA FROM THE TIME OF PETER I TO ALEXANDER I. A QUANTITATIVE STUDY IN EIGHTEENTH CENTURY SHIPPING

by

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A thesis submitted to the Faculty of Graduate Studies and Research in partial fulfilment of the requirements for the degree of Doctor of Philosophy

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ABSTRACT

Despite the importance of Russia's trade with the West and the dominating role of the Dutch in it, there are no studies devoted to these problems. In particular very little is known about the pattern of shipping and relative position of the Russian ports.

The main emphasis in this study is on the presentation and analysis of ship movements as an indicator of developments and changes both absolute and relative in the maritime commerce between Russia and Holland. The statistical data derived from the Amsterdam Galjootsgeldregisters, the Rotterdam Zeetijdingen, the Sound Toll Accounts and other sources are set out in over 450 pages of original tables and graphs based on over 55,000 ship movements. They show that the pattern and structure of shipping from each of the Russian ports had its own characteristics. The mutual confrontation of the Galjootsgeldregisters and the Sound Toll Accounts offers solutions to some of the basic problems of shipping in the eighteenth century.

The information presented in this dissertation provides a new insight into the basis for Dutch-Russian trade during the period as well as into the changes that took place both in shipping and the commercial methods used by the Dutch in their trade with Russia.

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Title of Thesis: Dutch Trade with Russia from the Time of Peter I to Alexander I. A Quantitative Study in Eighteenth-century Shipping.

Department: History.

Degree: Doctor of Philosophy.

RESUME

Malgré l'importance du commerce entre la Russie et l'Occident et le rôle prépondérant joué par la Hollande dans ce domaine, il n'existe aucune étude sur ce sujet. En particulier, très peu est connu du mode de navigation et de la position relative des ports russes.

Cette étude consistera principalement en une présentation et en une analyse du trafic maritime à titre d'indice des développements et changements absolus et relatifs concernant le commerce maritime entre la Russie et la Hollande. Les données statistiques recueillies des Galjootsgeld-registers d'Amsterdam, des Zeetijdingen de Rotterdam, des Comptes du Sund et des autres sources sont reproduites dans plus de 450 pages contenant des tableaux et chartes originaux basés sur au-delà de 55,000 mouvements de navires. Ces données indiquent que le mode et la structure du commerce maritime de chaque port russe possédait ses propres caractéristiques. La confrontation mutuelle des Galjootsgeldregisters et des Comptes du Sund offrent des solutions à quelques-uns des problèmes fondamentaux à l'égard du commerce maritime au dix-huitième siècle.

Les renseignements contenus dans cette thèse offrent une nouvelle interprétation des bases du commerce russo-hollandais durant cette période ainsi que des changements qui prirent place dans les méthodes de transport et du commerce maritime employées par la Hollande dans leur commerce avec la Russie.

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TABLE OF CONTENTS

	Page
LIST OF TABLES	vii
LIST OF GRAPHS	xxvi
LIST OF MAPS	xxxi
LIST OF ABBREVIATIONS	xxxii
PREFACE	xxxiv

PART ONE: THE EVIDENCE—
CRITICISM AND APPRAISAL OF THE AMSTERDAM GALJOOTSGELDREGISTERS AND OTHER SOURCES

Chapter		
I	THE SOURCES AND PROBLEMS OF INTERPRETATION	1
	A. The Amsterdam Galjootsgeldregisters (GGR)	1
	B. The Sound Toll Accounts (STA)	12
	C. The Dutch Notarial Archives	17
	D. Other Archival Sources	22
	1. Shipping	22
	2. Marine assurance and average	24
	3. The archives of the Brants family	27
	Footnotes	29

TABLE OF CONTENTS (Cont'd)

Chapter		Page
II	EVALUATION AND METHODS	54
	A. The Interpretation of the GGR Variables	56
	1. The "registered" date of arrival	56
	2. The port of departure	60
	3. The homeport of the captain	64
	4. The name of the captain	65
	5. The name of the ship	66
	6. The lastages	67
	a) The lastages of the ship	69
	b) The lastage of the cargo	79
	B. The Amsterdam Galjootsgeldregisters compared with the Sound Toll Accounts	86
	1. The STA date of passage and the GGR "registered" date of arrival	89
	2. The name of the captain	93
	3. The port of departure	94
	4. The port of destination or arrival	96
	5. The homeport of the captain	97
	C. The GGR as a Basis for the Study of Russian (and Baltic) shipping to Amsterdam	103
	Footnotes	112

TABLE OF CONTENTS (Cont'd)

PART TWO: SHIPPING AND TRADE

Chapter		Page
III	THE INDIVIDUAL AREAS	146
	A. St. Petersburg	146
	B. Narva	174
	C. Riga	186
	D. Viborg and Frederikshamn	204
	E. Reval and Lesser Ports in Estonia and Courland	212
	F. Archangel	219
	Footnotes	243
IV	SHIPPING AND TRADE IN THE BALTIC-EUROPEAN CONTEXT	259
	Footnotes	316
	CONCLUSION	333
	APPENDIX A	339
	APPENDIX B	363
	BIBLIOGRAPHY	365
	TABLES AND GRAPHS	405
	Explanatory Note to Tables and Graphs	405

LIST OF TABLES

Tables I		Page
I.1	Index of shipping from St. Petersburg to Amsterdam, 1715-1823	152
I.2	Index of tonnage of cargo carried from St. Petersburg to Amsterdam, 1715-1823	157
I.3	Index of tonnage of shipping from St. Petersburg to Amsterdam, 1715-1823	160
I.4	Index of average size of ship in tons from St. Petersburg to Amsterdam, 1715-1823	161
I.5	Index of average size of cargo in tons from St. Petersburg to Amsterdam, 1715-1823	162
I.6	Freight prices per last for shipping from St. Petersburg to Amsterdam, c. 1695-1789 contracted at Amsterdam	171
I.7	Freight prices per last for shipping from St. Petersburg to non-Dutch ports, c. 1726-1790 as contracted at Amsterdam	173
I.8	Index of shipping from Narva to Amsterdam, 1715-1825	179
I.9	Index of tonnage of cargo carried from Narva to Amsterdam, 1715-1825	180
I.10	Index of tonnage of shipping from Narva to Amsterdam, 1715-1825	181
I.11	Index of average size of ship in tons from Narva to Amsterdam, 1715-1825	182
I.12	Index of average size of cargo in tons from Narva to Amsterdam, 1715-1825	183
I.13	Freight prices per last for shipping from Narva to Amsterdam and elsewhere, c. 1690-1784 contracted at Amsterdam	185
I.14	Index of shipping from Riga to Amsterdam, 1715-1825	192

LIST OF TABLES (Cont'd)

Tables I		Page
I.15	Index of tonnage of cargo carried from Riga to Amsterdam, 1715-1825	195
I.16	Index of tonnage of shipping from Riga to Amsterdam, 1715-1825	196
I.17	Index of average size of ship in tons from Riga to Amsterdam, 1715-1825	198
I.18	Index of average size of cargo in tons from Riga to Amsterdam, 1715-1825	199
I.19	Freight prices per last for shipping from Riga to Amsterdam, c. 1690-1789 contracted at Amsterdam	202
I.20	Freight prices per last for shipping from Riga to non-Dutch ports, c. 1737-1784 contracted at Amsterdam	203
I.21	Freight prices per last for shipping from Viborg and Frederikshamn to Dutch and non-Dutch ports, c. 1695-1784 contracted at Amsterdam	211
I.22	Freight prices per last for shipping from Reval to Amsterdam and other ports, c. 1690-1788 contracted at Amsterdam	218
I.23	Freight prices per last for shipping from Pernau to Amsterdam and other ports, c. 1701-1784 contracted at Amsterdam	219
I.24	Index of shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam	228
I.25	Index of tonnage of cargo carried from Russian (White Sea) ports (primarily Archangel) to Amsterdam	229
I.26	Index of tonnage of shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam	230
I.27	Index of average size of ship in tons from Russian (White Sea) ports (primarily Archangel) to Amsterdam	231
I.28	Index of average size of cargo in tons from Russian (White Sea) ports (primarily Archangel) to Amsterdam	232

LIST OF TABLES (Cont'd)

Tables I		Page
I.29	Freight prices per last for shipping from Archangel to Amsterdam and non-Dutch ports, c.1710-1784, contracted at Amsterdam	236
I.30	A comparison of shipping from Archangel and St. Petersburg to Amsterdam from 1720-1822	241
I.31	Index of shipping from Russian (Baltic ports) to Amsterdam, 1715-1825	264
I.32	Index of tonnage of shipping from Russian (Baltic ports) to Amsterdam, 1715-1825	267
I.33	Index of tonnage of cargo carried from Russian (Baltic ports) to Amsterdam, 1715-1825	268
I.34	Index of average size of cargo in tons from Russian (Baltic ports) to Amsterdam, 1715-1825	270
I.35	Index of average size of ship in tons from Russian (Baltic ports) to Amsterdam, 1715-1825	271

LIST OF TABLES(Cont'd)

Tables II		Page
II. 1	Baltic shipping from Russia to Amsterdam distributed according to ports of departure and registered month of arrival	409
II. 1. A	Baltic shipping from Russia to Amsterdam distributed according to ports of departure and registered month of arrival in percentages of both	436
II. 2	Breakdown of Baltic shipping from Russia to Amsterdam by size of cargo in tons	463
II. 2. A	Breakdown of shipping from St. Petersburg to Amsterdam by size of cargo in tons	466
II. 2. B	Breakdown of shipping from Narva to Amsterdam by size of cargo in tons	469
II. 2. C	Breakdown of shipping from Riga to Amsterdam by size of cargo in tons	472
II. 2. D	Breakdown of shipping from Viborg to Amsterdam by size of cargo in tons	475
II. 2. E	Breakdown of shipping from Reval to Amsterdam by size of cargo in tons	478
II. 2. F	Breakdown of shipping from Estonia to Amsterdam by size of cargo in tons	481
II. 2. G	Breakdown of shipping from Frederikshamn to Amsterdam by size of cargo in tons	484
II. 2. H	Breakdown of shipping from Courland to Amsterdam by size of cargo in tons	486
II. 3	Breakdown of Baltic shipping from Russia to Amsterdam by size of ship in tons	487
II. 3. A	Breakdown of shipping from St. Petersburg to Amsterdam by size of ship in tons.	490
II. 3. B	Breakdown of shipping from Narva to Amsterdam by size of ship in tons	493

Tables II		Page
II.3.C	Breakdown of shipping from Riga to Amsterdam by size of ship in tons	496
II.3.D	Breakdown of shipping from Viborg to Amsterdam by size of ship in tons	499
II.3.E	Breakdown of shipping from Reval to Amsterdam by size of ship in tons	502
II.3.F	Breakdown of shipping from Estonia to Amsterdam by size of ship in tons	505
II.3.G	Breakdown of shipping from Frederikshamn to Amsterdam by size of ship in tons	508
II.3.H	Breakdown of shipping from Courland to Amsterdam by size of ship in tons	510
II.4	Baltic shipping from Russia to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	511
II.4.A	Shipping from St. Petersburg to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	514
II.4.B	Shipping from Narva to Amsterdam giving total and average tonnages of cargo carried and of size of ship	517
II.4.C	Shipping from Riga to Amsterdam giving total and average tonnages of cargo carried and of size of ship	520
II.4.D	Shipping from Viborg to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	523
II.4.E	Shipping from Reval to Amsterdam giving total and average tonnages of cargo carried and of size of ship	526
II.4.F	Shipping from Estonia to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	529

LIST OF TABLES (Cont'd)

Tables II		Page
II.4.G	Shipping from Frederikshamn to Amsterdam giving total and average tonnages of cargo carried and of size of ship	532
II.4.H	Shipping from Courland to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	534
II.5	Tons of cargo shipped to Amsterdam distributed according to Russian (Baltic) ports of departure . .	535
II.6	Average size of cargoes in tons shipped to Amsterdam distributed according to Russian (Baltic) ports of departure	538
II.7	Tons of Baltic shipping to Amsterdam distributed according to Russian ports of departure.	541
II.8	Average size of ships in tons to Amsterdam distributed according to Russian (Baltic) ports of departure	544
II.9	Total tonnage of cargo shipped to Amsterdam from Russian (Baltic) ports distributed according to registered month of arrival.	547
II.9.A	Total tonnage of cargo shipped to Amsterdam from St. Petersburg distributed according to registered month of arrival.	550
II.9.B	Total tonnage of cargo shipped to Amsterdam from Narva distributed according to registered month of arrival	553
II.9.C	Total tonnage of cargo shipped to Amsterdam from Riga distributed according to registered month of arrival	556
II.9.D	Total tonnage of cargo shipped to Amsterdam from Viborg distributed according to registered month of arrival	559
II.9.E	Total tonnage of cargo shipped to Amsterdam from Reval distributed according to registered month of arrival	562

LIST OF TABLES (cont'd)

Tables II		Page
II.9.F	Total tonnage of cargo shipped to Amsterdam from Estonia distributed according to registered month of arrival	565
II.9.G	Total tonnage of cargo shipped to Amsterdam from Frederikshamn distributed according to registered month of arrival	568
II.9.H	Total tonnage of cargo shipped to Amsterdam from Courland distributed according to registered month of arrival	570
II.10	Average tonnage of cargo shipped from Russian (Baltic) ports to Amsterdam distributed according to registered month of arrival	571
II.10.A	Average tonnage of cargo shipped from St. Petersburg to Amsterdam distributed according to registered month of arrival.	574
II.10.B	Average tonnage of cargo shipped from Narva to Amsterdam distributed according to registered month of arrival.	577
II.10.C	Average tonnage of cargo shipped from Riga to Amsterdam distributed according to registered month of arrival.	580
II.10.D	Average tonnage of cargo shipped from Viborg to Amsterdam distributed according to registered month of arrival.	583
II.10.E	Average tonnage of cargo shipped from Reval to Amsterdam distributed according to registered month of arrival.	586
II.10.F	Average tonnage of cargo shipped from Estonia to Amsterdam distributed according to registered month of arrival.	589
II.10.G	Average tonnage of cargo shipped from Frederikshamn to Amsterdam distributed according to registered month of arrival.	592

LIST OF TABLES (cont'd)

Tables II		Page
II.10.H	Average tonnage of cargo shipped from Courland to Amsterdam distributed according to registered month of arrival	594
II.11	Percentage of total tonnage of cargo shipped from Russian (Baltic) ports to Amsterdam distributed according to registered month of arrival.	595
II.11.A	Percentage of cargo tonnage shipped from St. Petersburg to Amsterdam distributed according to registered month of arrival.	598
II.11.B	Percentage of cargo tonnage shipped from Narva to Amsterdam distributed according to registered month of arrival	601
II.11.C	Percentage of cargo tonnage shipped from Riga to Amsterdam distributed according to registered month of arrival	604
II.11.D	Percentage of cargo tonnage shipped from Viborg to Amsterdam distributed according to registered month of arrival	607
II.11.E	Percentage of cargo tonnage shipped from Reval to Amsterdam distributed according to registered month of arrival	610
II.11.F	Percentage of cargo tonnage shipped from Estonia to Amsterdam distributed according to registered month of arrival	613
II.11.G	Percentage of cargo tonnage shipped from Frederikshamn to Amsterdam distributed according to registered month of arrival.	616
II.11.H	Percentage of cargo tonnage shipped from Courland to Amsterdam distributed according to registered month of arrival	618
II.12	Total tonnage of shipping to Amsterdam from Russian (Baltic) ports distributed according to registered month of arrival	619

LIST OF TABLES (cont'd)

Tables II		Page
II.12.A	Total tonnage of shipping to Amsterdam from St. Petersburg distributed according to registered month of arrival	622
II.12.B	Total tonnage of shipping to Amsterdam from Narva distributed according to registered month of arrival	625
II.12.C	Total tonnage of shipping to Amsterdam from Riga distributed according to registered month of arrival	628
II.12.D	Total tonnage of shipping to Amsterdam from Viborg distributed according to registered month of arrival	631
II.12.E	Total tonnage of shipping to Amsterdam from Reval distributed according to registered month of arrival	634
II.12.F	Total tonnage of shipping to Amsterdam from Estonia distributed according to registered month of arrival	637
II.12.G	Total tonnage of shipping to Amsterdam from Frederikshamn distributed according to registered month of arrival	640
II.12.H	Total tonnage of shipping Amsterdam from Courland distributed according to registered month of arrival	642
II.13	Average shipping tonnage from Russian (Baltic) ports to Amsterdam distributed according to registered month of arrival	643
II.13.A	Average shipping tonnage from St. Petersburg to Amsterdam distributed according to registered month of arrival	646
II.13.B	Average shipping tonnage from Narva to Amsterdam distributed according to registered month of arrival	649

LIST OF TABLES (Cont'd)

Tables II		Page
II.13.C	Average shipping tonnage from Riga to Amsterdam distributed according to registered month of arrival	652
II.13.D	Average shipping tonnage from Viborg to Amsterdam distributed according to registered month of arrival	655
II.13.E	Average shipping tonnage from Reval to Amsterdam distributed according to registered month of arrival	658
II.13.F	Average shipping tonnage from Estonia to Amsterdam distributed according to registered month of arrival	661
II.13.G	Average shipping tonnage from Frederikshamn to Amsterdam distributed according to registered month of arrival	664
II.13.H	Average shipping tonnage from Courland to Amsterdam distributed according to registered month of arrival	666
II.14	Percentage of total shipping tonnage from Russian (Baltic) ports to Amsterdam distributed according to registered month of arrival	667
II.14.A	Percentage of shipping tonnage from St. Petersburg to Amsterdam distributed according to registered month of arrival	670
II.14.B	Percentage of shipping tonnage from Narva to Amsterdam distributed according to registered month of arrival	673
II.14.C	Percentage of shipping tonnage from Riga to Amsterdam distributed according to registered month of arrival	676
II.14.D	Percentage of shipping tonnage from Viborg to Amsterdam distributed according to registered month of arrival	679

LIST OF TABLES (Cont'd)

Tables II		Page
II.14.E	Percentage of shipping tonnage from Reval to Amsterdam distributed according to registered month of arrival	682
II.14.F	Percentage of shipping tonnage from Estonia to Amsterdam distributed according to registered month of arrival	685
II.14.G	Percentage of shipping tonnage from Frederikshamn to Amsterdam distributed according to registered month of arrival	688
II.14.H	Percentage of shipping tonnage from Courland to Amsterdam distributed according to registered month of arrival	690
II.15	Average size of cargoes and of ships in tons in each of the size categories of Russian (Baltic) shipping to Amsterdam	691
II.15.A	Average size of cargoes and of ships in tons in each of the size categories of shipping from St. Petersburg to Amsterdam.	694
II.15.B	Average size of cargoes and of ships in tons in each of the size categories of shipping from Narva to Amsterdam	697
II.15.C	Average size of cargoes and of ships in tons in each of the size categories of shipping from Riga to Amsterdam	700
II.15.D	Average size of cargoes and of ships in tons in each of the size categories of shipping from Viborg to Amsterdam	703
II.15.E	Average size of cargoes and of ships in tons in each of the size categories of shipping from Reval to Amsterdam	706
II.15.F	Average size of cargoes and of ships in tons in each of the size categories of shipping from Estonia to Amsterdam	709

LIST OF TABLES (Cont'd)

Tables II		Page
II.15.G	Average size of cargoes and of ships in tons in each of the size categories of shipping from Frederikshamn to Amsterdam	712
II.15.H	Average size of cargoes and of ships in tons in each of the size categories of shipping from Courland to Amsterdam	714
II.16	Relation of size of cargo carried to size of ship in each of the ship size categories of Russian (Baltic) shipping to Amsterdam.	715
II.16.A	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from St. Petersburg to Amsterdam.	718
II.16.B	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Narva to Amsterdam.	721
II.16.C	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Riga to Amsterdam	724
II.16.D	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Viborg to Amsterdam	727
II.16.E	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Reval to Amsterdam	730
II.16.F	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Estonia to Amsterdam	733
II.16.G	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Frederikshamn to Amsterdam.	736
II.16.H	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Courland to Amsterdam	738

LIST OF TABLES (cont'd)

Tables III		Page
III.1	Shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	740
III.1.A	Shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival by percentages .	748
III.2	Breakdown of White Sea shipping (primarily Archangel) to Amsterdam by size of cargo in tons	751
III.3	Breakdown of White Sea (primarily Archangel) to Amsterdam by size of ship in tons	754
III.4	White Sea shipping from Russia (primarily Archangel) to Amsterdam giving total and average tonnages of cargo carried and of size of ship.	757
III.5	Total tonnage of cargo shipped from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival. . . .	760
III.6	Average tonnage of cargo shipped from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	763
III.7	Percentage tonnage of cargo shipped from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	766
III.8	Total tonnage of White Sea shipping from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	769
III.9	Average tonnage of White Sea shipping from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	772
III.10	Percentage tonnage of White Sea shipping from White Sea ports (primarily Archangel) to Amsterdam distributed according to registered month of arrival.	774

LIST OF TABLES (Cont'd)

Tables III		Page
III.11	Average size of cargoes and of ships in tons in each of the size categories of shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam	778
III.12	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping from Russian (White Sea) ports (primarily Archangel) to Amsterdam	781
III.13	Russian White Sea shipping (primarily Archangel) compared to Russian (Baltic) and total Russian (Baltic + White Sea) shipping to Amsterdam, 1717-1823	784
III.14	Shipping to Amsterdam from the White Sea (primarily Archangel) compared with that from St. Petersburg, 1717-1823	787

LIST OF TABLES (Cont'd)

Tables IV		Page
IV.1	Baltic shipping to Amsterdam at five year intervals, 1709-1824 distributed according to registered month of arrival	791
IV.1.A	Baltic shipping to Amsterdam at five year intervals, 1709-1824, distributed according to registered month of arrival in percentages.	792
IV.2	Breakdown of Baltic shipping to Amsterdam by size of cargo in tons at five year intervals, 1709-1824	793
IV.3	Breakdown of Baltic shipping to Amsterdam by size of ship in tons at five year intervals, 1709-1824	794
IV.4	Baltic shipping to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824.	795
IV.4.A	Baltic shipping from Danish ports and ports in the Duchies to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824	796
IV.4.B	Baltic shipping from Swedish ports (including those in Finland) to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824.	797
IV.4.C	Baltic shipping from ports in Courland to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824	798
IV.4.D	Baltic shipping from Elbing, Konigsberg, and Pillau to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824	799
IV.4.E	Baltic shipping from Danzig to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824 . .	800

Tables IV		Page
IV.4.F	Baltic shipping from other East Prussian ports (including Memel) to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824.	801
IV.4.G	Baltic shipping from Stettin to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824.	802
IV.4.H	Baltic shipping from other German ports to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824	803
IV.4.I	Shipping from unspecified Baltic ports to Amsterdam giving total and average tonnages of cargo carried and size of ship at five year intervals, 1709-1824	804
IV.5	Total tonnage of cargo shipped to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival.	805
IV.6	Average tonnage of cargo shipped to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival.	806
IV.7	Percentage of Total Tonnage of cargo shipped to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival	807
IV.8	Total tonnage of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival.	808
IV.9	Average shipping tonnage to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival.	809

LIST OF TABLES (Cont'd)

Tables IV		Page
IV.10	Percentage of total tonnage of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival	810
IV.11	Average size of cargoes and of ships in tons in each of the size categories of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824.	811
IV.12	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824	812
IV.13	Shipping from Russia as a percentage of all shipping from the Baltic to Amsterdam at five year intervals, 1709-1824	813
IV.14	Tonnage movements from the Baltic and Russia to Amsterdam, 1764-1825	814

LIST OF TABLES (Cont'd)

Tables IV		Page
IV.10	Percentage of total tonnage of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824, distributed according to registered month of arrival	810
IV.11	Average size of cargoes and of ships in tons in each of the size categories of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824.	811
IV.12	Relation of size of cargo carried to size of ship in each of the ship size categories of shipping to Amsterdam from the Baltic at five year intervals, 1709-1824	812
IV.13	Shipping from Russia as a percentage of all shipping from the Baltic to Amsterdam at five year intervals, 1709-1824	813
IV.14	Tonnage movements from the Baltic and Russia to Amsterdam, 1764-1825	814

LIST OF TABLES (cont'd)

Tables V		Page
V.1	A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Galjootsgeldregisters for 1724.	818
V.2	A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Galjootsgeldregisters for 1725.	819
V.3	A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Galjootsgeldregisters for 1784.	820
V.4	A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Galjootsgeldregisters for 1785.	821
V.5	Passages of west-bound ships through the Sound from Russian ports to Holland and elsewhere according to the Sound Toll Accounts, 1715-1783	822
V.6	Percentage distribution of passages through the Sound from Russian ports to Holland and elsewhere according to the Sound Toll Accounts, 1715-1783.	824

LIST OF TABLES (Cont'd)

Tables VI		Page
VI. 1	Shipping between Russian ports and Rotterdam, 1765-1822	826
VI. 2	Rates of assurance on shipping between Dutch and Baltic (primarily Russian) ports from 1724-1825.	827

LIST OF GRAPHS

Graphs I		Page
I.1	Observed (*) versus Estimated (X) Registered Lastage of Registered Lastage of the ship and the Measured Lastage according to the charter-parties	76
I.2	Observed (*) versus Estimated (X) Registered Lastage of the Registered Lastage in timber lasts and the cargo capacity in rye lasts according to the charterparties	77
I.3	Observed (*) versus Estimated (X) Cargo Lastage of the Cargo Lastage and the Measured Lastage according to the charterparties.	81
I.4	Observed (*) versus Estimated (X) Cargo Lastage of Cargo Lastage and the Cargo Capacity in rye lasts according to the charterparties.	83

LIST OF GRAPHS (Cont'd)

Graphs II		Page
II.1	Shipping from the Baltic and Russia (Baltic ports only) to Amsterdam (1716 - 1824)	829
II.1.A	Shipping from Russia (Baltic & White Sea ports), Archangel & St. Petersburg to Amsterdam (1717 - 1822)	830
II.1.B	Shipping from Narva, Reval & Riga to Amsterdam (1716 - 1824)	831
II.1.C	Shipping from Estonia, Viborg, Frederikshamn & Courland to Amsterdam (1716 - 1824)	832
II.2 (1)	Proportions of Baltic shipping from Russia to Amsterdam according to size of cargo (1715 - 1825)	833
II.2 (2)	Proportions of cargo tonnage carried from Baltic Russia to Amsterdam according to size of cargo (1715 - 1825)	834
II.2.A (1)	Proportions of shipping from St. Petersburg to Amsterdam according to size of cargo (1717 - 1822)	835
II.2.A (2)	Proportions of cargo tonnage carried from St. Petersburg to Amsterdam according to size of cargo (1717-1822).	836
II.2.B (1)	Proportions of shipping from Narva to Amsterdam according to size of cargo (1719 - 1825)	837
II.2.B (2)	Proportions of cargo tonnage carried from Narva to Amsterdam according to size of cargo (1719 - 1825)	838
II.2.C (1)	Proportions of shipping from Riga to Amsterdam according to size of cargo (1715 - 1825)	839
II.2.C (2)	Proportions of cargo tonnage carried from Riga to Amsterdam according to size of cargo (1715 - 1825)	840

LIST OF GRAPHS (Cont'd)

Graphs II		Page
II.3 (1)	Proportions of Baltic shipping from Russia to Amsterdam according to size of ship (1715 - 1825)	841
II.3 (2)	Proportions of shipping tonnage from Baltic Russia to Amsterdam according to size of ship (1715 - 1825)	842
II.3.A (1)	Proportions of shipping from St. Petersburg to Amsterdam according to size of ship (1717 - 1822)	843
II.3.A (2)	Proportions of shipping tonnage carried from St. Petersburg to Amsterdam according to size of ship (1717 - 1822)	844
II.3.B (1)	Proportions of shipping from Narva to Amsterdam according to size of ship (1719 - 1825)	845
II.3.B (2)	Proportions of shipping tonnage carried from Narva to Amsterdam according to size of ship (1719 - 1825)	846
II.3.C (1)	Proportions of shipping from Riga to Amsterdam according to size of ship (1715 - 1825)	847
II.3.C (2)	Proportions of shipping tonnage carried from Riga to Amsterdam according to size of ship (1715 - 1825)	848
II.4	Ship & tonnage movements from Russia (Baltic ports only) to Amsterdam (1716 - 1824)	849
II.4.A	Ship & tonnage movements from St. Petersburg to Amsterdam (1716 - 1822).	850
II.4.B	Ship & tonnage movements from Narva to Amsterdam (1716 - 1824)	851
II.4.C	Ship & tonnage movements from Riga to Amsterdam (1716 - 1824)	852
II.4.D	Ship & tonnage movements from Viborg to Amsterdam (1716 - 1824)	853

LIST OF GRAPHS (Cont'd)

Graphs II		Page
II.4.E	Ship & tonnage movements from Reval to Amsterdam (1716 - 1824)	854
II.4.F	Ship & tonnage movements from Estonia to Amsterdam (1716 - 1824)	855
II.4.G	Ship & tonnage movements from Frederikshamn to Amsterdam (1744 - 1824)	856
II.4.H	Ship & tonnage movements from Courland to Amsterdam (1796 - 1824)	857
II.5	Proportions of Baltic shipping from Russian ports to Amsterdam (1715 - 1825)	858
II.6	Proportions of cargo tonnage of Baltic shipping from Russian ports to Amsterdam (1715 - 1825)	859
II.7	Proportions of ship tonnage of Baltic shipping from Russian ports to Amsterdam (1715 - 1825)	860

LIST OF GRAPHS (Cont'd)

Graphs III		Page
III. 1	Ship & tonnage movements from Russian White Sea ports (primarily Archangel) & from St. Petersburg to Amsterdam (1717-1822)	861
III. 2(1)	Proportions of shipping from the White Sea (primarily Archangel) to Amsterdam according to size of cargo (1717-1822)	862
III. 2(2)	Proportions of cargo tonnage carried from the White Sea (primarily Archangel), to Amsterdam according to size of cargo (1717-1822)	863
III. 3(1)	Proportions of shipping from the White Sea (primarily Archangel) to Amsterdam according to size of ship (1717-1822).	864
III. 3(2)	Proportions of shipping tonnage carried from the White Sea (primarily Archangel) to Amsterdam according to size of ship (1717-1822).	865
III. 4	Ship & tonnage movements from Russian White Sea ports (primarily Archangel) to Amsterdam (1717-1822)	866

LIST OF MAPS

Map		Page
1	Map of the eastern coast of the Baltic Sea, c. 1697 taken from, "Paskaart van de Oost-Zee" in J. Loots, Paskaertboek, Amsterdam, 1697	147
2	Map of approaches to Kronstadt and St. Petersburg, c.1796-1801	159
3	Map of the Baltic coastline near Riga	188
4	Map of the Dvina River channel from Riga to the Baltic	190
5	Maps of the harbours and surrounding areas of the ports of Frederikshamn and Viborg	205
6	Map of the harbour of Reval and surrounding area . . .	213
7	Map of Archangel and the White Sea region	223
8	Map of the eastern section of the Gulf of Finland	302

LIST OF ABBREVIATIONS

A.A.G. Bijdragen	Afdeling Agrarische Geschiedenis Landbouwhogeschool, Wageningen
A.B.D.M.	Archief Burgemeesters, Diplomatieke Missiven, G.A.A.
A.R.A.	Algemeen Rijksarchief 's Gravenhage
A.S.E.E.R.	American Slavic and East European Review
B.M.H.G.	Bijdragen en Mededeelingen Historisch Genootschap
Büsching's Magazine	Magazin für die neue Historie und Geographie angelegt von Dr. Anton Büsching, Hamburg, 1767-1771 and Halle, 1773-1793
B.V.G.O.	Bijdragen voor Vaderlandsche Geschiedenis en Oudheidkunde
C.M.R.S.	Cahiers du Monde Russe et Soviétique
Ec.H.Jrbk.	Economisch-Historisch Jaarboek
Ec.H.R.	Economic History Review
G.A.A.	Gemeente Archief Amsterdam
G.A.R.	Gemeente Archief Rotterdam
H.G.	Hansische Geschichtsblätter
J.Ec.H.	Journal of Economic History
J.M.H.	Journal of Modern History
Jrbk.	Jaarboek
M.N.V.Z.	Mededelingen van de Nederlandse Vereniging voor Zeegeschiedenis

LIST OF ABBREVIATIONS (Cont'd)

N.A.	Notariële Archieven, G.A.A. or G.A.R.
PA6	Archief van de Directie van de Moscovische Handel, G.A.A.
PA38	Archief van de Waterschout, G.A.A.
PA78	Archief van de Directie van de Oostersche Handel, G.A.A.
PA88	Archief Brants, G.A.A.
R.A.	Rechterlijk Archief, G.A.A.
Sc.Ec.H.R.	Scandinavian Economic History Review
S.E.E.R.	Slavonic and East European Review
TvG	Tijdschrift voor Geschiedenis

PREFACE

In 1721 the Treaty of Nystadt put an end to the Great Northern War, the struggle between Sweden and Russia for control of the Baltic provinces in which the latter emerged victorious. While the war was still in progress, Peter I, Tsar of Russia, had begun the construction of St. Petersburg. The building of this port stressed the urgency of the desire of the Tsar to have Russia's commerce with Europe travel via her own ports and in her own ships in the Baltic. For the only all-Russian trade route with the West at that time was the White Sea route via Archangel. Other ports such as Viborg, Narva, Reval and Riga were ceded to Russia by Sweden. The result was that Russia now controlled all the principal trade routes by which her imports and exports were made with the West.

The Baltic region and Russia were the principal suppliers of commodities which were vital to the economies of the Western European countries. These were such items as rye, wheat, barley and other cereals as well as hemp, flax, timber, tar, pitch and other naval stores. The volume of this trade was so vast that the Dutch quite justifiably called it "the mother trade."[1]

At the same time in Western Europe, the Treaty of Utrecht in 1713 terminated the War of the Spanish Succession, the last of a long series of wars in which the Dutch, English, French and other European powers had been involved. By the end of this war, it had become apparent to all that although the Dutch Republic and Amsterdam in particular remained

the commercial centre of Europe, the Republic no longer was a first-rate naval power having been replaced in this respect by England. English shipowners and merchants under the protection of the Navigation Acts and the Royal Navy set out to surpass and replace their traditional Dutch competitors.

Still, during the first half of the eighteenth century more than 50% of the ships which carried Russia's exports to Western Europe were Dutch and of these Dutch ships all, except a handful, brought their cargoes to the Republic, primarily to Amsterdam. Even during the second half of the century, right up to the time of the Fourth Anglo-Dutch War, Dutch ships, while no longer commanding an absolute majority of shipping from Russia, still accounted for about 40% of all ships from Russia which carried cargoes through the Sound. And the Dutch market continued to absorb at least one-third of Russia's exports.[2]

Given the fundamental changes in the political and military relations of Russia with the Baltic and Europe, and the vital nature of the Baltic-Russia trade for the West, one would expect that these problems would have received ample attention from scholars in the form of extensive and detailed studies. This, however, is not the case. As a matter of fact, one of the outstanding features of eighteenth-century Dutch commerce with the Baltic and Russia is the noticeable disproportion between the importance ascribed to this trade in general histories and the specialized studies that have been done. In view of the great abundance of primary source material, the absence of monographs and, to a lesser degree, articles is the more striking.

With the exception of a few studies, Russo-Dutch trade relations between the Petrine era and the death of Alexander I have been a singularly neglected subject. The work of Jacob Scheltema, written more than a century and a half ago, was limited largely to events before and during the reign of Peter I.[3] The doctoral dissertation of Max Gideonse, written in 1932, dealt with eighteenth century Dutch trade with the Baltic as a whole and devoted just one chapter to Russia.[4] Apart from the works by Scheltema and Gideonse and a few articles by S. van Brakel and D.S. van Zuiden,[5] written at the beginning of the twentieth century, there are virtually no studies devoted to any aspect of Russo-Dutch relations in the eighteenth century.[6]

By contrast, the commercial, military and political developments between Europe and the Baltic and White Seas regions during the sixteenth and seventeenth centuries have been extensively treated by West and East European scholars alike. The works by Erik Amburger, Sven-Erik Aström, Artur Attman, Maria Bogucka, Aksel Christensen, E. Dunsdorf, Raymond Fisher, Simon Hart, R.W. Hinton, Pierre Jeannin, G. Jensch, Pieter Klein, Andrew Larsen, Ina Lubimenko, A. Öhberg, N.W. Posthumus, and T.S. Willan, to name a few, provide detailed and penetrating accounts of Baltic and Russian trade relations with Western Europe up to the time of Peter I.[7] It is true that in recent years, the commercial connections of eighteenth-century Russia with Western Europe in general and Holland in particular have begun to attract the interest of Russian scholars such as M.I. Belov, Vasili Doroshenko, P.I. Kozintseva and E. Vinter, but again these studies concentrate on the time of Peter I.[8] Also, German

scholars like Elizabeth Harder-Gersdorff and Christopher Menke have recently completed valuable studies on eighteenth-century trade of German ports such as Lubeck and Hamburg with Baltic Russia while Herman Kellenbenz has surveyed the trade of Archangel with Western Europe.[9] Yet the commerce of Russia's two principal and competing trading partners, namely, the Dutch and the English, remains an unexplored area of research.[10]

One of the main reasons for the lack of an overall appraisal of Dutch shipping and trade with Russia during the eighteenth century is the fact that very little is known about the pattern of shipping and the relative position of each of the Russian ports. The opening statement with which Aksel Christensen introduced his pioneering work on Dutch trade to the Baltic at the end of the sixteenth century applies equally to this study and deserves to be quoted here:

> "The work here presented has been termed 'Studies.' By this term I want to emphasize that it is not a comprehensive and balanced monograph. My object has been quite different: that of providing positive and concrete information on this important trade route through the Sound in its true relations. The centre of gravity is in the quantitative determination. . . ."[11]

It is a remark which says much about the problem facing those engaged in research in the area of maritime economic history. Archival records where they exist tend to be massive because they recorded the numerous daily commercial transactions, the import and export duties, various shipping and harbour tolls, etc. As a result it is impossible for an individual researcher to encompass in a single study the whole spectrum of economic, diplomatic, military and financial developments between Holland

and Russia during the eighteenth century without preliminary investigation of various aspects of archival materials. In addition, the vacuum of detailed scholarly works in related areas such as eighteenth-century English or French trade with Russia prevents us from undertaking such a synthetical study. On the other hand, if we take a limited period such as the reign of a particular Tsar, the time span might be too short for any significant trends to emerge.

There are several reasons for choosing the time from the reign of Peter I to the death of Alexander I as a single historical period from the point of view of both Russian history and Dutch history. The case for the inclusion of the Napoleonic Wars and the reign of Alexander I as closing a series of historical developments which began with Peter I has been convincingly argued by scholars such as Marc Raeff.[12] On the side of the Dutch, the European wars at the end of the seventeenth century signalled that the "Golden Age" of the Republic was coming to an end. At the same time, the visits of Peter I to the Dutch Republic and his seizure of the eastern Baltic provinces marked the beginning of a new phase for Dutch trade with Russia. The creation of the Kingdom of the Netherlands and the overhaul of Dutch tariff and trade policies in the 1820's represented for the Dutch the end of one era and the commencement of another. Historically speaking, the assumption that Dutch trade with Russia from the time of Peter I to Alexander I should be treated as a single unit is therefore justified. Additional support for this is the fact that the major source for this study, namely, the Amsterdam Galjootsgeldregisters cover the same chronological period and reflect the major changes in

their trade.

Foreign trade of Russia was a passive and not an active trade. Merchants and ships from other countries took away her exports and brought her imports. The study of any branch of Russia's maritime commerce with Europe must therefore centre on those foreign merchants and shipowners who carried Russia's foreign trade, in our case the Dutch. For this reason the title of this dissertation is "Dutch Trade with Russia . . ." and not "Russo-Dutch Trade . . . ."

The main emphasis of this study is the presentation and analysis of data on ship movements as an indicator of the overall patterns of Dutch trade with Russia. The subtitle of this dissertation is therefore "A Quantitative Study in Eighteenth Century Shipping."

There are several reasons why, for the present, the decision was made to investigate this trade from the point of view of ship movements rather than commodities. First of all, official or semi-official commercial records, in particular records of tariffs, tolls or duties, are at times rendered almost totally useless because of the question of evasion and fraud. The judgement by Professor G.N. Clarke on the English commercial statistics may be applied almost unaltered to similar Dutch and Russian sources:

> "The records of the inspectors-general of imports and exports record, however, imperfectly, only the trade which passed through the customs. They tell us nothing about the great quantities of goods which were smuggled. In the nature of the case it is impossible to invent any satisfactory way of correcting the figures to allow for these goods. Guesses were sometimes made as to the extent of smuggling . . . but we have no way of knowing whether these estimates

> are anywhere near the truth. This uncertainty is limited only by the fact that only certain kinds of goods were smuggled in great quantities. The quantity was greater when the tax was higher and when the goods were portable and easily concealed. . . .
>
> Nor is that all. It might be supposed that the proportion of smuggled goods that passed the customs would remain fairly constant, so that, even without knowing the quantities of goods for each year, we could approximately trace the rise and fall in these quantities from one year to another. Unfortunately it is generally agreed that heavy increases of duties, and still more prohibitions, increased the rewards and therefore the prevalence of smuggling, while large reductions of duties decreased it. We can therefore trace the fluctuations in the movements of heavily taxed or prohibited goods only within each period of the commercial policy affecting them.[13]

The Russian government, like all other governments at that time, was cognisant of large scale evasion and fraud at the customs office. Officially it admitted an evasion or fraud of 20%.[14] Scholars who have studied Russia's external commerce are even more severe and estimate the evasion of customs as high as 90%, concluding that as a source for the study of Russia's foreign trade the customs accounts are next to worthless since these records conceal rather than disclose the real extent of trade.[15] A similar problem exists for those studying the foreign trade of Holland. Evasion and fraud in the customs office was considered to range from 20 to 50% and even as high as 80%.[16]

Even if somehow a satisfactory solution could be found to the problem of customs evasion which took place either through outright smuggling or the underdeclaration of the cargo, there remains the question of accessibility and existence of sources on imports and export. On the side of the Dutch, it suffices to say that a fire in 1843 destroyed most of the

Dutch admiralty and customs accounts and only the yearly summaries have survived. These summaries, however, state only the yearly totals of revenue collected and do not provide any breakdown by commodity, or port of origin and destination. As a matter of fact, except for a few scattered records, no Dutch sources exist outside those utilized in this thesis which give a breakdown of the number of ships to and from Holland by port of origin or destination.[17]

The situation is not so bleak for Russia. The works by M.D. Chulkov, M.N. Firsov, J. Kulischer and Heinrich Storch are based on the official customs figures which are still available.[18] But, they did not solve the problem of fraud and evasion and, do not tell us much of the country or port of origin and destination of the commodities traded. Only by comparing the original Russian sources on a case by case basis over a long period of time with other similar sources such as the Sound Toll Accounts and private merchant archives will it be possible to estimate the percentages and fluctuations of fraud.[19]

In addition, the export or import by Russia of certain key commodities should properly be studied in the context of the wider Baltic-European-Atlantic system. For example, the examination of Russia's iron exports to Holland necessitates a parallel study of iron exports from Sweden while investigations into commodities such as grain and timber have to take into account that these were also exported from the other Baltic nations and even from North America. And the picture is much the same for many other commodities.

Finally, in the light of the "broken East-West connection" in Nina Bang's compilation of the Sound Toll Accounts, data on commodity movements from each of Russia's Baltic ports can be derived only from the original Sound Toll Accounts with great difficulty.[20] The preparation by Hans Chr. Johansen of a source edition of the Sound Toll Accounts for 1784-1807 on magnetic tape will be completed in a few years.[21] Thus, it would seem that a study of eighteenth-century Dutch trade with Russia which focuses on commodity movements and price formation should be undertaken as a sequel to this present study which deals with ship movements. This does not mean, however, that commodity movements as summarized in the Bang volumes or presented in other works have been neglected but they are peripheral to this dissertation. Besides, the works of M. Gideonse, J.A. Faber, Pierre Jeannin, Frits Snapper, W.S. Unger and A.M. van der Woude, to name a few, provide sufficient information for the moment as to what were the major commodities and shifts in commodities that the Dutch traded with the Baltic region including Russia.[22]

Therefore the present study has as its centre of gravity several quantitative or quantifiable sources of which the Amsterdam Galjootsgeld-registers form the core or leading element of the analysis. Other sources are utilized to determine the reliability of the Galjootsgeldregisters as an indice of Dutch trade with Russia. One of the major assumptions in this dissertation is, therefore, that a relation exists between ship movements and commodity movements and that for studying the quantitative aspects of trade, information on shipping does provide an accurate reflection of

changes and developments both absolute and relative in maritime commerce. Very little is known about the progress of Dutch maritime trade with Russia and the roles played by the individual Russian and Dutch ports in the eighteenth century. By studying the ship movements, it will be possible to delineate some of these major developments and, at the same time, provide a solid frame of reference for future studies in this area.

The last decade has witnessed a veritable explosion in the use of statistical methods and approaches by historians. To a certain degree, this dissertation is a reflection of these trends. The insertion in the title of the words, "A Quantitative Study," does not, however, imply any value judgement regarding the quantitative or qualitative approach to the study of history. In the context of this dissertation these words denote simply that because of the existence of voluminous source material of a quantitative nature, the first practical step for studying Dutch trade with Russia is to provide a frame of reference which outlines some of the main features of certain maritime aspects of this trade. The statistical methods and analysis used in this dissertation are what might be called "descriptive statistics," the level of statistical analysis being of a descriptive rather than interpretive order with the main tool being the percentage.

To some this may seem surprising as the data base is immense by any standard and the long continuity of the time series a rarity among historical sources. Nevertheless, the economic, political, military and climatological developments which took place while these quantitative sources were being created are of much greater "significance" in explain-

ing the quantitative data than that which might be obtained by advanced statistical analysis. In addition, it is not possible to build a hypothetical analytical model on the basis of only Dutch-Russian commercial relations or use such analytical tools as the counterfactual hypothesis. Such an attempt would be possible only if one had at his disposal similar information on shipping and trade of Russia with the rest of the Baltic as well as with England, France, the Iberian Peninsula, the Mediterranean and, for later in the eighteenth century, even North America.

The term "A Quantitative Study" as applied to the sources can have two meanings. It can mean the study of a series of uniform quantifiable data or the study of a large number of individual documents which contain certain common quantifiable elements. Both meanings are applicable here. In the first category, that of series of quantitative data, fall such sources as the Amsterdam Galjootsgeldregisters, the Sound Toll Accounts and the Rotterdam Zeetijdingen. In the second category, that of individual documents containing quantifiable elements, belong, on the one hand, the notarial acts such as the charterparties and ship-declarations, and, on the other, the judgements in general average of the Court of Marine Assurance, correspondence of the merchants, bills of lading and marine assurance policies.

Foremost among the sources utilized in this study are those which are located in the Amsterdam City Archives. During the eighteenth century Amsterdam continued to be the leading city in the Dutch Republic. The great commercial and financial power that Amsterdam possessed nationally as well as internationally meant that copies of consular reports, foreign

trade and tariff regulations and almost every proposal or complaint concerning commerce were sent to Amsterdam and can be found there. The City Archives also contain literally millions of notarial acts many of which pertain to Dutch shipping and trade with Russia. The records of the two commercial colleges which looked after the Russian and Baltic trades are located there. All this makes Amsterdam the logical base from which to launch a study such as this one. Further, there are copies of most of the trade and tariffs regulations, edicts concerning monopolies, prohibitions and other ukases issued by the Russian government concerning trade which compensate for the lack of research in the Russian archives proper. Other sources which were utilized are located in the Dutch National Archives and the City Archives of Rotterdam. The manuscript and rare book collections of the universities of Leiden and Utrecht as well as those in the National Archives and Royal Library of Denmark were also consulted.

Almost all the sources employed in this dissertation have never been used before and the few that have been, not in such great detail. The first part of this thesis is therefore devoted to the introduction and evaluation of these sources, specifically those of a quantitative nature. The principal primary source, namely, the Galjootsgeldregisters, are introduced as are the other quantitative sources. The historical origins of these sources and the problems of interpretation and evaluation posed by them are discussed. Other sources such as the notarial archives, the judgements in general average as well as the archives of merchants and shipowners are presented in order to obtain an insight into the structure and nature of

Dutch shipping and trade with Russia. Knowledge of how the merchants and shipowners dealt with problems such as import or export prohibitions and shipping during times of war is essential for the understanding of fluctuations and variations which are shown in the tables and graphs based on the quantitative data.

Since this is the first time that the Galjootsgeldregisters are used in this fashion, considerable attention has been paid to the problem of defining the parameters of the variables in this source. For if this study is to present an outline of Dutch shipping and trade with Russia for such a long period of time, it is of vital importance that the data derived from the Galjootsgeldregisters and other similar sources can withstand criticism. If, for example, it is later discovered that for a certain period approximately 20% of the ships that according to the Galjootsgeldregisters sailed from Riga to Amsterdam actually had come from St. Petersburg, this would have profound consequences on the evaluation of the role played by this port in Russia's foreign commerce and on the assessment of the success of Peter I's policy in making St. Petersburg the primary port of Russia. If the parameters of the variables are not defined correctly, conclusions derived from the data even though statistically quite correct can in fact be misleading and even erroneous. The recent work by Robert Fogel and Stanley Engerman, while being a pioneering study both methodologically and historically on American slavery, has nevertheless seen some of its findings successfully challenged because some of the parameters were weakly defined.[23]

Two methods are used for the testing and defining of the Galjootsgeldregister variables. The first consists of taking what can be considered random samples of disparate sources, each of which nevertheless includes information similar to that contained in the Galjootsgeldregisters. While the origin and nature of each of these sources is different, they all pertain to individual transactions of merchants and ship owners.

The second method consists of a quantitative comparative analysis of the Galjootsgeldregisters with a source of a similar quantitative nature, namely, the Sound Toll Accounts. These Accounts constitute the largest, most important and longest continuous source for the study of the economic history of Europe from the fifteenth to the mid-nineteenth centuries. Except for a few comparisons with individual scattered port books, the Sound Toll Accounts have never been tested against a source of a similar nature. A comparative analysis of the Galjootsgeldregisters with these Accounts will, therefore, not only be of value for the evaluation of the variables of the Galjootsgeldregisters but also present for the first time an insight into the overall reliability of the Sound Toll Accounts. The time-consuming character of such an analysis limited this comparison to the taking of two two-year samples. Even so, over 5,000 ship movements were examined and the results obtained were sufficient to answer some very important questions on the manner in which the Galjootsgeldregisters should be evaluated. The testing of these variables will be of assistance also in providing solutions to some of the basic problems of shipping in general in the eighteenth century.

Having thus gained a perception of the nature and structure of shipping to and from Russia, and the mode in which the quantitative data should be interpreted, the second part of this dissertation applies this data to the study of Dutch trade and shipping with Russia.

The statistical information furnished by the Galjootsgeldregisters and other sources has been utilized to give a geographical breakdown on the number of ships, the size of the ships and the size of the cargoes of shipping from the Russian ports to Amsterdam. Though the organizational structures and methods of trade were quite similar, each of the Russian ports played a distinct and separate role in Russia's trade with Holland. The tabular and graphic portraits based on over 55,000 individual ship movements offer the characteristic features of shipping from each of the Russian ports. This study contains over 450 pages of tables and graphs. They are all original and, with the exception of two tables, freshly constructed from archival sources.[24] The shipping and trade from each of the Russian ports, starting with St. Petersburg, has been examined. Russia's commerce via the White Sea ports, primarily Archangel, is also scrutinized. And since the Sound Toll Accounts do not apply to Archangel this is the first time that a quantitative appraisal of shipping on the Archangel route is presented and a series of tables and graphs prepared which can be compared with those drawn up for Russia's Baltic ports especially St. Petersburg. It will, therefore, be possible to judge whether, as far as the Dutch were concerned, Peter I's policy of diverting the Archangel trade via St. Petersburg was successful and if and when St. Petersburg became the leading port for Dutch trade.

Finally, this dissertation provides a quantitative appraisal of Dutch shipping in the wider context of economic and military developments in the Baltic and Europe. It has sought to provide some insight into the basis for Dutch-Russian relations during the eighteenth century and the changes that took place both in shipping and the commercial methods used by the Dutch in their trade with Russia. The importance to the Dutch of the shipping from Russia and the increasing role played by Rotterdam, hitherto totally neglected, is also discussed. Specific attention is paid to the reaction of the merchant community to price fluctuations, wars and the problems of neutral shipping. The causes for the decline and changing nature of Dutch trade with Russia are also investigated.*

At this point, I would like to thank those who have helped make this dissertation possible. To Professor Mladenovic, my research director, I am very much indebted. It was he whose vivid grasp of history first aroused in me an interest in the history of Russia and the Baltic and who suggested eighteenth-century Russo-Dutch relations as a topic for investigation. His encouragement and support enabled me to continue my graduate studies and his rigorous criticism and advice do honour to the professorial profession.

This thesis is for the greater part the result of archival research. Without the assistance of Dr. Simon Hart of the Amsterdam City Archives,

*The spelling of place names and the geographical demarcations are based on the coding system as presented in Appendix A. All foreign language quotations except those in French have been rendered into English by the author. The Gregorian calendar has been used throughout unless otherwise noted. Russian titles and names have been transliterated from the Cyrillic into the Latin alphbet according to the Library of Congress system with diacritical marks being omitted.

this dissertation may never have come to fruition. His generous help, advice and unselfish sharing of a vast quantity of source material that he has gathered for his own research are much appreciated. I am also indebted to Dr. Frits Snapper for his many helpful suggestions and assistance in coding of the data presented in Tables IV. I would also like to thank the staff of the City Archives of Amsterdam and Rotterdam, of the National Archives of both Denmark and the Netherlands and of the libraries of the Universities of Amsterdam, Leiden and Utrecht. The co-operation of the McGill Inter-Library Loans Department and especially the University Printing Service must also be stressed.

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Last, but foremost in my mind, I am indebted to my wife, Jocelyne, who sustained me in the broadest sense of the term throughout the genesis of this dissertation.

Footnotes — Preface

[1]A.R.A., Resolutie van de Staten van Holland, 18 August 1714.

[2]See Table V.6. The term "Dutch ships" in the context of the Sound Toll Accounts refers to ships commanded by a captain whose domicile was a Dutch port.

[3]Jacob Scheltema, Rusland en de Nederlanden beschouwd in derzelve wederkeerige betrekkingen, 4 vols., Amsterdam, 1837-1839.

[4]Max Gideonse, Dutch Baltic Trade in the Eighteenth Century, unpublished Ph.D. dissertation, Harvard University, 1932.

[5]S. van Brakel, "De Directie van de Oostersche Handel," B.V.G.O., 4th ser., 9(1910)329-364, and "Statistische en andere gegevens betreffende onzen handel en scheepvaart op Rusland gedurende de 18de eeuw," B.M.H.G., 34(1913)350-404; D.S. van Zuiden, "Nieuwe Bijdragen tot de kennis van Hollandsch-Russische relaties in de 16e-18e eeuw. Bronnen-publikatie uit de Amsterdamse notaris protocollen," Ec.H.Jrbk., 2(1916)258-295.

[6]Aksel Christensen, Dutch Trade to the Baltic about 1600. Studies in the Sound Toll Register and Dutch Shipping Records, Copenhagen, 1941, pp. 19-21 and 142; Walter Kirchner, Commercial Relations between Russia and Europe, 1400-1800: Collected Essays, Bloomington, 1966, p. 25; J.G. van Dillen, Van Rijkdom en Regenten, Handboek tot de economische en sociale geschiedenis van Nederland tijdens de Republiek, 's Gravenhage, 1970, p. 348. Reviews of periodical literature underscore the necessity for basic studies in the maritime commerce of the Baltic and North Seas. See, for example, Paul Heinsius, "Schiffahrt und Schiffbau," H.G., 92(1974) 106-107.

[7]Erik Ambufger, Die Familie Marselis, Giessen, 1957; Sven-Erik Astrom, From Stockholm to St. Petersburg. Commercial factors in the Political Relations between England and Sweden, Helsinki, 1962, and From Cloth to Iron. The Anglo-Baltic Trade in the late Seventeenth Century, Helsingfors, 1963; Artur Attman, Den Ryska Marknaden i 1500-talets baltiska politik 1558-1595, Lund, 1944, and The Russian and Polish Markets in International Trade, 1500-1650, Göteburg, 1973; Maria Bogucka, "Handel Baltycki Amsterdamu i piersszej potowie XVII w swietle kontraktow fractowych," Zapiski Historyczne, 34(1969)2:1-33, and "Amsterdam and the Baltic in the First Half of the Seventeenth Century," Ec.H.R., 2nd ser., 26(1973)433-447; Aksel Christensen, Dutch Trade to the Baltic about 1600, Copenhagen, 1941; E. Dunsdorf, Der Aussenhandel Rigas im 17. Jahrhundert, Riga, 1938; Raymond Fisher, The Russian Fur Trade 1550-1700,

Berkeley, 1943; Simon Hart, "De handels betrekkingen van Amsterdam met Archangel en Lapland (Kola) in de 17e eeuw," Nederlands Archievenblad, 73(1969)66-80, and "Amsterdam Shipping and Trade to Northern Russia in the Seventeenth Century," M.N.V.Z., 26(1973)5-30 and 105-116; R.W. Hinton, The Eastland Trade and the Common Weal in the Seventeenth Century, Cambridge, 1959; Pierre Jeannin, "La pratique du commerce avec la Russie à Narva au début du XVII siècle," paper presented at the Vth International Congress on Economic History, Leningrad, 1970; G. Jensch, Der Handel Rigas im 17. Jahrhunderts, Riga, 1930; Pieter Klein, De Trippen in de 17de eeuw. Een Studie over het ondernemers gedrag op de Hollandsche stapelmarkt, published Ph.D. dissertation, University of Rotterdam, 1965; Andrew Larsen, Commerce in the Baltic from 1500 to 1700 with Special Reference to the Decline of the Hanseatic League, unpublished Ph.D. dissertation University of California at Berkeley, 1934; Ina Lubimenko, "The Struggle of the Dutch with the English for the Russian Market in the Seventeenth Century," Royal Historical Society Transactions, 4th ser., 7(1924)27-51, and Les relations commerciales et politiques de l'Angleterre avec la Russia avant Pierre le Grand, Paris, 1933; A. Öhberg, "Russia and the World Market in the Seventeenth Century," Sc.Ec.H.R., 3(1955)127-162; N.W. Posthumus, De Oostersche Handel te Amsterdam. Het oudste bewaarde koopmansboek van een Amsterdamse vennootschap betreffende de handel op de Oostzee, Leiden, 1953; T.S. Willan, The Early History of the Muscovy Company, 1553-1603, Manchester, 1956. The above list is by no means exhaustive and one should check the bibliography for additional works by the same or other authors on pre-eighteenth century Russian and Baltic commerce.

[8]M.I. Belov, "Rossiia i Gollandiia v poslednei chetverti XVII v." Mezdunarodnye sviazi Rossii v XVII-XVIII vv., Moscow, 1966, pp. 58-83; Vasili Doroshenko, "Tseny i Mery v Rige: pribyli rizhskikh kuptsov ot zapadnodvinskoi torgovli v kontse XVII veka," offprint, 1974, and "Riga and its Commercial Area in the 16-18th Centuries," paper presented at the VIth International Congress on Economic History, Copenhagen, 1974; P.I. Kozintseva, "Vneshnetorgovii oborot Archangelogorodskoi iarmarki i ee rol v razvitii vserossiiskogo rynka," Issledovaniia po istorii feudalno-krepostnitseski rossii, Acadamiia Nauk CSSR, Moscow, 1964; E. Vinter, "Niderlandy i Rossiia nakanune Svernoi voiny, Nikolai Vitsen i Petr. I," Mezdunarodnye sviazi Rossii v XVII-XVIII vv., Moscow, 1966, pp. 291-302.

[9]Elizabeth Harder, "Seehandel zwischen Lübeck und Russland im 17./18. Jahrhundert nach Zollbüchern der Novgorodfahrer," Zeitschrift des Vereins für Lübeckische Geschichte und Altertumskunde, 41(1961)43-104 and 42(1962)5-55 and (also by the same author, now Elizabeth Harder-Gersdorff) "Handelskonjunkturen und Warenbilanzen im lübeckischrussischen Seeverkehr des 18 Jahrhunderts," Vierteljahrschrift für Sozial und Wirt-

schaftsgeschichte, 57(1970)15-45 and "Changes in the Structure of Russian Exports to the Baltic in the Eighteenth Century," paper presented at the VIth International Congress on Economic History, Copenhagen, 1974; Christopher Menke, Die wirtschaftlichen und politischen Beziehungen der Hansestädte zu Russland im 18. und frühen 19. Jahrhunderts, unpublished Ph.D. dissertation, University of Göttingen, 1959; Herman Kellenbenz, "The Economic Significance of the Archangel Route (from the late 16th to the late 18th centuries)," Journal for European Economic History, 2(1973) 541-581. A survey work which should be mentioned here is Walter Kirchner's Collected Essays.

[10]Two dissertations currently in progress in England on Anglo-Russian relations are P.H. Clendenning, Anglo-Russian commercial policy and diplomatic relations 1725-1787 at Cambridge under the direction of Charles H. Wilson, and A.J. Nurnberg, Anglo-Russian relations during the Napoleonic Wars at London University under the direction of Hugh Seton-Watson. According to the authors both dissertations stress the political and diplomatic aspects rather than that of shipping and trade. At the University of Leiden, Piet de Buck is completing a dissertation dealing with the diplomatic and cultural relations and, to some degree, that of trade between Holland and Russia from the early seventeenth century to the end of the Petrine era.

[11]Christensen, p. 13.

[12]Marc Raeff, Imperial Russia 1682-1825. The Coming of Age of Modern Russia, New York, 1971.

[13]G.N. Clark, Guide to English Commercial Statistics, 1697-1782, (Royal Historical Society, Guides and Handbooks No. 1), London, 1938, p. 34.

[14]G.A.A., A.B.D.M. 31. Missive from Secretary Swart, St. Petersburg, to the Burgomasters of Amsterdam, received 4 August 1768. It contains an Appendix titled Handelsverordering der Stad Riga which was issued by the Russian Senate by command of Catherine II, December 1765. Article 7 mentioned the "great illegalities" at the customs office and instructed the customs officers to assess all goods at at least 20% above their declared value for duty purposes.

[15]Kirchner, Collected Essays, p. 9; Heinrich Storch, Historisch-Statistisches Gemälde des Russischen Reichs, vol. 1, Riga, 1797, p. 127; P. van Woensel, Beschrijving van Rusland, Haarlem, 1804, p. 441. Storch noted that some of the increase in eighteenth-century export figures for

Russia was due to a rise in prices rather than an increase in the volume of goods. In addition the increase in export figures may have been caused by changes in the exchange rate of the ruble.

[16]J.C. Westerman ("Statistische gegevens over den handel van Amsterdam in de zeventiende eeuw," TvG, 61(1948)4-5) placed the customs evasion at 20%. J.G. van Dillen felt that this was more of the order of 50% ("Naschrift," TvG, 61(1948)16), while Johannes de Vries puts the percentage of fraud at the customs at 40% for Amsterdam, 30% for Rotterdam and at 80% in Zeeland (De economische achteruitgang der Republiek in de achtiende eeuw, 2nd ed., Leiden, 1968, pp. 21-23).

[17]The only other sources outside of this thesis which give a breakdown by port of departure for ships arriving at Amsterdam are the Amsterdamse Courant for 1734, 1739, 1741, 1742, 1743, 1744, 1750, 1752, 1753 and 1754 and the Nieuwe Nederlandsche Jaarboeken for 1776, 1778, 1781, 1783, 1784, 1788, 1790, 1791, 1792 and 1793. Even then only for the last ten mentioned years is the data complete. The data contained in these two sources have been presented in W.F.H. Oldewelt's article "De scheepvaartstatistiek van Amsterdam in de 17e en 18e eeuw," Jrbk. Amstelodamum, 45(1953)114-151.

[18]M.D. Chulkov, Istoriia Kratkaia Rossiiskoi Torgovli, Moscow, 1788 and his much larger and more valuable work, Istoricheskoe opisanie rossiiskoi kommertsii pri vsekj portakh i granitsakh . . . , 7 vols., Moscow, 1781-1788; N.N. Firsov, Pravitel'stvo i obshchestvo v ikh otnosheniiakh k vnieschnei torgovli Rossii. . . , Kazan, 1902; J. Kulischer, Ocherk istorii rosskoi torgovli, St. Petersburg, 1923; Heinrich Storch, Historisch-Statistisches Gemälde des russischen Reichs am Ende des achzehnten Jahrhunderts (mit Supplementband), 8 vols., Riga-Leipzig, 1797-1803.

[19]Professor Doroshenko of Riga informed the author that many of the port books, customs accounts and private merchant ledger books containing bills of lading on the eighteenth century to and from that city have survived and would lend themselves to such a comparative analysis.

[20]The original Sound Toll Accounts do give breakdowns of the commodities carried by each ship that entered or left the Baltic as well as the port of departure and destination of each ship.

[21]For a description of this project see Hans. Chr. Johansen, A Preliminary Manual to the tapes containing a source edition of the Sound Toll Accounts 1784-1807, University of Odense, 1973, mimeographed.

(Footnotes - Preface)

[22]Gideonse, pp. 57-220; J.A. Faber, Drie Eeuwen Friesland. Economische en sociale ontwikkelingen van 1500 tot 1800, published Ph.D. dissertation, University of Utrecht, 1972, pp. 269-293 and Graphs V.2 and 3, pp. 602-603, and his article, "Friesland en de Sontvaart," It Beaken, 21(1959)187-196; Pierre Jeannin, "Les comptes du Sund comme source pour la construction d'indices généraux de l'activité économique en Europe (XVIe-XVIIIe siècles)," Revue Historique, 231(1964)55-103 and 307-340; Frits Snapper, Oorlogsinvloeden op de Overzeese Handel van Holland 1551-1719, published Ph.D. dissertation, University of Groningen, 1959, pp. 303-315 and Appendices 5 and 6; W.S. Unger, "De publikatie der Sonttabellen voltooid," TvG, 71(1958)147-205 and a shorter version in English of the same article, "Trade through the Sound in the seventeenth and eighteenth centuries," Ec.H.R., 2nd ser., 12(1959)2:206-221; A.M. van der Woude, Het Noorderkwartier. Een regionaal historisch onderzoek in de demographische en economische geschiedenis van westelijk Nederland van de late middeleeuwen tot het begin van de negentiende eeuw, published Ph.D. dissertation, 3 vols., University of Utrecht, 1972, Chapter 6, Tables 6.1 - 6.5, pp. 376-406 and Graphs 6.1 - 6.4, pp. 803-806.

[23]Robert W. Fogel and Stanley Engerman, Time on the Cross. The Economics of American Negro Slavery, 2 vols., Boston, 1974. Due to errors of interpretation and inadequate testing of some of their sources, Fogel and Engerman were forced to revise quite drastically some of their most controversial assertions. For example, the percentage of black overseers on plantations was revised downward from 70% to 40%. The mean age of a slave mother at the birth of her first child was lowered from 22.5 years to 19.5. The 22.5 figure was important because the authors had used it to show that slave breeding was a myth. (See Fred Siegel, "Time on the Cross: A First Appraisal," Historical Methods Newsletter, 7(1974)4:299-301.

[24]One of the reasons for the large number of detailed tables and graphs is the realization that this information may serve as platforms for future and more detailed studies of the individual Russian ports. The preparation for processing by computer of data taken from manuscripts is very time consuming and expensive. When such data have been prepared they should be presented in a way such as to render unnecessary duplication of the preparation and programming process.

PART ONE: THE EVIDENCE—

CRITICISM AND APPRAISAL OF THE AMSTERDAM GALJOOTSGELDREGISTERS AND OTHER SOURCES

CHAPTER I

THE SOURCES AND PROBLEMS OF INTERPRETATION

A. The Amsterdam Galjootsgeldregisters (GGR)

At the beginning of the eighteenth century, Dutch merchants and shipowners involved in trading and shipping with the Baltic region and Russia formed two organizations to promote and protect their trade and shipping interests. They were the Directie van den Moscovische Handel (Board of Directors for Moscovite Trade) from c. 1693 to 1828 and the Directie van des Oostersche Handel en Reederijen (Board of Directors for Baltic Trade and Shipping) founded c. 1702 and still in existence. The first group of merchants and shipowners, the D.M.H., looked after commerce with Archangel and other White Sea ports, and after 1753 they were given permission to include the trade with St. Petersburg and Kronstadt. The second group, the D.O.H., promoted the interests of those trading with the Baltic region. Both organizations originated as a result of the Nine Years War (1689-1698) when representatives of the merchant-shippers consulted with and pressured various levels of the Dutch government to protect and convoy the merchant fleets.[1] The Directors themselves organized convoys and repeatedly sent advisory galliots (galjooten) to inform the merchants and ship-captains of the effects, both actual and possible, on trade due to changes in the European political or military situation. In addition, the Directors protected the general interests of their respective trades and looked after the Dutch who had settled in

those regions.[2]

Until late in the XVIIth century, Dutch merchants often formed ad hoc committees to protect their interests in time of war. The Nine Years War (1689-1698), the Great Northern War (1700-1721) and the War of the Spanish Succession (1701-1713) drove home the need for a more permanent body, preferably one which would have some official authority to protect the interests of those trading in the Baltic and White Sea regions.[3] Such an organization could put pressure on the various Admiralties[4] and the States-General[5] to ensure adequate protection of merchant shipping. At the outbreak of the Nine Years War, there was widespread concern that the Admiralty of Amsterdam was either not willing or not able to provide warships for convoy duty or to send advisory galjots. It was the custom for the merchantmen sailing in convoy to pay for the expenses of the accompanying naval ships, but it was not so easy to distribute the costs of sending the galjots. These problems led to the creation of an ad hoc group which called itself the Gecommitteerden tot den Oosterschen Handel (Delegates for the Baltic Trade). The Gecommitteerden, therefore, acted as a liaison between the Admiralty of Amsterdam and the merchant and shipowning community. It decided whether a galjot should be sent and collected the monies to cover expenses through the levy of galjoots-geld. These galjots were sent to inform ships going to and coming from the Baltic on such vital matters as the outbreak of war, the blockade of ports and the activities of pirates and privateers. At the end of the Nine Years War, after paying all expenses, a sum of f.827:12

remained on the account of the Gecommitteerden.[5] Not much more is known about this committee until 1702 when it held elections for new members. The question as to whether the Gecommitteerden also included the reederijen[6] (shipowners) was answered by the declaration that trade and shipping were een lichaam (one body).[7] Protests concerning the representativeness of the delegates chosen in 1702 led to a more formal structuring in 1706. All known merchants and shipowners trading in the Baltic were registered and the committee henceforth consisted of three merchants and three shipowners.[8] Yet the Gecommitteerden were still without any official recognition or authority. It was not until 10 April 1717 that the Burgomasters of Amsterdam acceded to requests that the Gecommitteerden be officially recognized as "delegates and directors of the Baltic trade."[9] The title Gecommitteerden was replaced by the more imposing Directeuren and the official name of the body became the Directie van de Oostersche Handel en Reederijen.[10]

In order to defray the expenses involved, the Directors obtained the right to levy a small sum of money on "Dutch"[11] ships and their cargoes sailing from the Baltic and the White Seas to Amsterdam. This levy, called lastgeld or galjootsgeld, was collected from the beginning of the eighteenth century until 1823 by the D.M.H.,[12] and to 1825 by the D.O.H.[13] Fortunately, the archives of both the D.M.H. and D.O.H. have survived (with minor gaps) and are presently kept in the Amsterdam City Archives. As a result, the records of the ships which paid the galjootsgeld are still available.[14] Basically, each entry contains the following information: the date of arrival, the port of departure, the homeport of the captain, the

registered lastage[15] of the ship, the lastage of the cargo carried, the name of the captain and the name of the ship.[16] The Galjootsgeldregisters contain data on approximately 70,000 ships which sailed from the Baltic Sea to Amsterdam and on about 3,000 from the White Sea. Of those that sailed from the Baltic, nearly 25,000 came from Russian ports. In this study, all the ship movements from the Russian ports (both Baltic and White Sea) have been coded, punched on to cards and placed on magnetic tape.[17] In addition, the data on ship movements from all Baltic ports between 1709 and 1824 at five-year intervals (every fourth and ninth year in each decade) were also placed on magnetic tape for processing and analysis.[18]

Already in 1704, the Admiralty of Amsterdam had given the Gecommitteerden permission to collect from "all ships"[19] coming from the Sound a levy of one stuiver[20] on each last of cargo and one-half stuiver on each last according to the official lastage of the ship.[21] This permission was renewed in 1707 and 1709 but only on 10 April 1717 did the Burgomasters establish the galjootsgeld levy on a more permanent basis.[22]

In 1751 a general reorganization of Dutch trade was being planned by the Stadhouder Willem IV.[23] Among his proposals was the idea to lower or abolish many tolls in order to stimulate trade. The D.O.H. decided not to resist an eventual halt to the collection of the galjootsgeld. Willem IV's plans did not come to fruition and it was not until 1 September 1825 that the galjootsgeld was abolished.[24]

During this whole period, only two changes were made in the levying of the galjootsgeld. The first occurred in 1753 when the D.O.H. finally

acquiesced to repeated demands by the D.M.H. that the trade from St. Petersburg should be considered as part of the Muscovy trade together with that from Archangel and other White Sea ports. Until well into the eighteenth century, Russia was referred to by the Dutch as Muscovy and, as far as commerce was concerned, was limited by definition to Russian goods which travelled via the White Sea (Archangel) route. When Peter I built St. Petersburg and tried to re-route the Archangel trade via his new port on the Baltic, a dispute arose among the D.O.H. and D.M.H. The argument was whether St. Petersburg, built in the former Swedish province of Ingria and not Muscovy proper, should be considered as part of the Baltic commerce or Muscovy commerce. The D.M.H. was of the opinion that St. Petersburg should be considered a Russian and not Baltic port and that the galjootsgeld received from ships sailing from thence should be allocated to them and not the D.O.H. Finally in 1753 the D.O.H. agreed to accept the view of the D.M.H. and the galjootsgeld levied on ships which sailed from St. Petersburg to Amsterdam was collected by the D.M.H.[25]

A problem of this nature had already arisen two centuries earlier during the reign of Ivan IV between the English Russia Company and the English Eastland Company. The Russia Company had received a monopoly on the then newly discovered Archangel route. Ivan IV's temporary conquest of part of Ingria extended to control of the east bank of the Velikaia River where just opposite to Narva he established the port of Ivangorod and diverted part of the Russian trade there. The Russia Company con-

sidered the new commerce as an extension of the Russia trade while the Eastland Company maintained that Ivangorod's commerce fell under their jurisdiction. An agreement whereby the Russia Company paid some compensation to the Eastland Company provided a solution. When Russia lost control of this part of Ingria and was once again cut off from direct contact with the Baltic the matter was dropped.[26]

The second change occurred in 1763 when the D.O.H. decided to reduce the galjootsgeld on cargo from one to one-half stuiver.[27] The actual collection of the galjootsgeld was made by the Admiralty of Amsterdam on behalf of the D.O.H. At the end of each quarter or year, the monies collected as well as the transcript taken from the Admiralty's ledgers were transferred to the D.O.H. The same procedure was used for collecting galjootsgeld on behalf of the D.M.H.[28] It is this collection of documents which has been named the Amsterdam Galjootsgeldregisters (GGR).

The exact date of the creation of the D.M.H. is not known, but it was certainly the visit of Peter I of Russia to Holland in 1697-98 which acted as a stimulus for the establishment of such a college.[29] In addition to a substantial contribution of public funds, the private sector was called upon to aid in defraying the expenses incurred by Peter's visit. Since it was reasonable to assume that those trading with Russia would benefit most from the tsar's goodwill, the merchant community floated a loan of f. 50,000 at 4%. It was to be paid off with the revenues obtained by levying a duty of 1/2% ad valorem on all goods exported to or imported from Russian (White Sea) ports by way of Amsterdam and other Dutch ports,[30]

an arrangement that had governmental sanction. It is not known how long this duty was levied or when the loan was paid off.[31] In 1717, when Peter visited Holland a second time, another loan of f. 65,000 was floated in the same manner.[32] In 1722, permission was given to levy the 1/2% duty on goods now coming from St. Petersburg. By 1728, the loans seem to have been paid off and the cash balance of f. 1,400 was transferred to the Heeren Commissarissen van den Moscovische Handel (Lords Commissioners for the Muscovy Trade).[33]

Surprisingly, this is the first time that this college is mentioned in the registers of the Amsterdam City Council. Later, in 1752, when the clerk of the city, Jacobus Noordkerk, was asked by the Burgomasters to provide information on the origin and official nature of the Directie van den Moscovische Handel—by then well-established—he could not find any legal basis for their existence or their levying galjootsgeld.[34] According to existing sources, it is apparent that certain dues or schipgeld of f. 20 per ship were collected as early as 1693 from "all ships"[35] sailing between Amsterdam and Archangel or other White Sea ports.[36]

It is not certain when the levying of last- or galjootsgeld first began. The existing Galjootsgeldregisters start with 1716/17 and the title given the ledgers is Reckeningh aengaende de Heeren Gecommitteerden wegens den Moscovische Handel en Reederijen . . . (Account concerning the Lords Delegates for the Muscovite Trade and Shipping).[37] In these Galjootsgeldregisters the actual title of Directeuren instead of Gecommitteerden does not appear until 1786. In that year Estienne LeJay who was bookkeeper

for the D.O.H. began to serve in the same capacity for the D.M.H. and he brought this usage with him.

Thus for the early period, there existed three different types of dues in trading and shipping with Russia, namely, the schipgeld of f. 20 per ship, the 1/2% import/export duty and the galjootsgeld. Of these three, only the 1/2% duty pertained also to Dutch ports other than Amsterdam.

Of the two colleges, the D.O.H. was undoubtedly the more important and active. The D.M.H. seems to have done little after the first quarter of the eighteenth century. Apart from the occasional assistance to the Protestant church in Archangel, the D.M.H. did little else than collect the galjootsgeld.[38] After 1797, its only expense was the annual salary of f. 100 to the bookkeeper.[39] The cash balance of f. 144,100 was transferred to the City of Amsterdam on 25 April 1823.[40]

The D.O.H., on the other hand, quickly became the representative and consultant to both the City of Amsterdam and the States-General in all matters concerning Baltic and Russian affairs. It even had an official agent stationed in The Hague and maintained direct correspondence with the envoys and consuls in the Baltic countries. The archives of the D.O.H. testify to the scope of their activities, which ranged from advising and pressuring the Dutch government on trade and diplomatic relations with the Baltic powers to providing lighters for Dutch ships when unloading at Riga.[41] On 29 September 1825, the levy of galjootsgeld by the D.O.H. was abolished as part of a general reduction in tariffs by the Dutch king

in order to stimulate trade.[42]

It was only at the beginning of the twentieth century that the existence of the archives of the D.M.H. was noted by the Dutch historian S. van Brakel. He immediately realized the importance of the Galjootsgeld-registers of the D.M.H. for the study of eighteenth-century Dutch shipping from Russia. Subsequent research by Brakel revealed the existence in private hands of the archives of the D.O.H. and the Galjootsgeldregisters of this college. According to Brakel, the GGR give data on all ships whose home was Holland and which sailed from the Baltic or White Seas to Amsterdam.[43] Thus Brakel was of the opinion that the GGR data pertained to all Dutch-owned ships. Consequently he found nothing unusual about the fact that the GGR contained the names of captains whose homeport was not Dutch.[44] In addition, Brakel concluded that the galjootsgeld levied on the lastage of cargo was paid by the merchant, while that levied on the lastage of the ship was paid by the owner of the ship.[45] The GGR seem to support this interpretation of Brakel as the columns on the right-hand side of the earlier ledgers are clearly titled goederen (cargoes) and reederij (ship-owners).[46]

The only statistical work done on the GGR by Brakel was on the records of the D.M.H.[47] He compiled yearly totals of the number of ships coming from Archangel and other White Sea ports and after 1753 also from St. Petersburg and Kronstadt. He divided the ships into five different size categories according to the lastage of the ship and gave yearly totals for the lastage of cargo carried. Brakel noticed that for

almost all the years for which he had data the lastage of the cargo carried was much greater than that which the ship could carry according to its registered lastage. He attributed this to be ancient shipping practice of underrating the registered lastage of a ship and the primitive methods used for measuring ships.[48] Brakel did not pursue this question nor did he undertake any statistical work on the GGR of the D.O.H.[49]

In 1932, the American economic historian Max Gideonse made use of the archives of the D.O.H. but limited his study to presenting a table of the income of the D.O.H. and a table of the number of ships from fifteen of the most important Baltic ports for the years 1751 to 1795.[50] In 1956 the GGR again received attention, albeit in a secondary role. They were used by I. Schöffer in connection with his work on judgements in general average[51] as a comparative source for the study of Amsterdam's Baltic trade and shipping from 1700-1770.[52] Schöffer used both the GGR and Sound Toll Accounts to gauge the economic-historical value of the judgements. Lacking the means necessary to tackle the GGR in toto,[53] he restricted himself to presenting the total number of ships and the distribution of these ships into five ship size categories for every fifth-year from 1735-1765.[54] Schöffer interpreted the representativeness of the GGR data to be restricted to all ships carrying the Dutch flag.[55] Exception to this interpretation has recently been expressed by P. Dekker in a series of articles.[56] Basing his analysis on a particular ship sailing under a Russian flag and on a comparison between the muster-rolls[57] and the GGR, Dekker concluded that it is very probable that since 1730 and definitely since 1760 the galjootsgeld was levied on all ships arriving at

Amsterdam from the Baltic, irrespective of flag or nationality.[58]

One of the primary questions to be answered before using the GGR for the study of shipping from Russian ports to Amsterdam is the problem of the degree of inclusiveness of the GGR. Was the determining factor the homeport of the captain or were there other criteria on which the levying of the galjootsgeld was based? In order to find a solution, we have to know more about the shipping customs and trading practices in the eighteenth century and study the sources which give this information in order to be able to compare them with the GGR.[59] In addition, a comparative analysis of a more quantitative nature has also been undertaken. For the periods 1724-1725 and 1784-1785 the GGR of the D.O.H. are compared with the Sound Toll Accounts.[60]

Another problem concerning the interpretation of GGR data is that of the differing lastages for the cargo carried and that of the ship itself. Why is it that on certain routes, e.g., Narva or Viborg, there were no appreciable differences between these two measurements, whereas, on other routes, such as St. Petersburg and Riga, the average lastage of the cargo carried was at times more than twice the average registered lastage of the ship?[61] It may be quite possible that this difference was a function of the commodities carried and of particular shipping practices.

One question concerning the GGR that has not been mentioned so far, but which is equally important, concerns the port of departure given in the GGR. The reliability of this variable will be tested against individual cases such as those found in the notarial archives and on a larger scale

as part of the comparison with the Sound Toll Accounts mentioned above. The practice of Dutchifying names of both captain and of ship must also be mentioned. Finally the date of arrival given in the GGR is open to question. It seems that payment of the galjootsgeld was not always made as soon as the ship docked in Amsterdam. In some instances, a ship was not registered in the GGR until one to two months or even longer after its actual date of arrival. If some measurements of this practice can be made it will certainly aid us in determining the seasonal fluctuations of shipping from the Baltic and Russia.

Thus in order to be able to place the GGR information on shipping from the Baltic and Russian ports in its proper perspective, two steps will be taken. The first consists of an internal criticism of the GGR and the testing of individual cases with those found in other sources. The second step consists of a check of a quantitative nature, namely, the comparison of the GGR with the Sound Toll Accounts. Only after these problems concerning the interpretation and evaluation of the GGR have been worked out, will it be possible to commence the study of the actual figures on Russo-Dutch shipping as derived from the GGR. The following chapter is, therefore, devoted to defining the parameters of the GGR variables.

B. The Sound Toll Accounts (STA)

Ships sailing to Holland from the Baltic had to pass through the Sound[62] where, from the early fifteenth century until 1857, they had to pay a toll levied on ships and later also cargoes by the Danish monarchs.[63] The first year for which the records of these dues have been preserved

is 1497 although it is not until 1574 that with few exceptions the extant records can be considered complete.[64] For the period 1497-1783, Nina Bang and later Knud Korst have prepared a massive six volume series containing statistics compiled on a yearly basis derived from these Sound Toll Accounts (STA).[65]

Although there can be no doubt about the tremendous value of the work presented by Bang and Korst for the study of the economic and maritime history of early modern Europe, the assumptions made and methods used in compiling the STA data have received serious and well-founded criticism. The first blow was struck by Brakel in 1915 when he pointed out quite correctly that nationality of the ship and the domicile or homeport of the captain were by no means synonymous.[66] Bang had equated the domicile (or homeport) of the captain with the domicile or nationality of the ship which was also held to indicate the residence of the ship's owners. Brakel showed that such a connection was at most coincidental. He pointed out that if Bang's interpretation was correct, the logical conclusion derived from her work would be that the true maritime strength of Holland was centred, not in Amsterdam, but in the small ports on the Zuiderzee, the domicile of the preponderant part of the Dutch captains.[67]

The second blow was struck by Brünner in 1922. He based his criticism on the so-called scabinale acten (ship acts) of certain Zuiderzee ports in the sixteenth century which contain the actual contracts made between the captain and the shipping firms.[68] On the basis of these sources and also the registers of various notaries, Brünner quite clearly demon-

strated that the domicile of the captain and that of the shipping firms (or the domicile of the majority of shareholders) are not synonymous and concluded that "the information on the hjemsted (homeport) is of no value for the study of the history of commerce."[69] He also pointed out that one cannot draw a direct relation between the nationality of the captain and that of the merchant whose cargo is transported. Brünner also criticized Bang for breaking the connection between the port of departure and port of destination, which is given in the original sources.[70] The fact that Bang gives detailed information for each major Baltic port, and groups those west of the Sound by nation or area, also detracts from the value of her work. This prevents the reader from obtaining an insight into the coherence of the European-Baltic trade system.

Complicating the problem of evaluating the STA is the whole question of the figures themselves. Serious defects in the quantitative statements of the STA tables have been ascertained by skilled and conscientious investigators.[71] Schreiner, who was the first to use the Dutch notarial archives systematically, goes so far as to say that the figures on goods passing the Sound "can hardly have had much to do with the fact."[72] This is a far cry from the statement made by Bang when she wrote in the preface of the first volume that the STA "donnent des renseignements exacts . . . ils nous réflètent ainsi avec fidélité le développement de cette route."[73]

The situation, however, is neither as optimistic as stated by Bang nor as pessimistic as considered by Schreiner. While the controversy concerning the accuracy and usefulness of the STA was still raging,

Christensen provided a primary example of the usefulness of the STA data. His study of Dutch trade to the Baltic about 1600 is a convincing demonstration of how the STA should be used as a basis for any study of the history of trade and shipping of Europe. The STA is the source having the greatest extension in time and being the most complete with regard to the registration of individual cases of shipping to and from the Baltic. Later studies by other historians leave no doubt that when placed in their proper perspective the STA are still the most valuable source for the study of the economic history of Europe.[74] The recent massive undertaking under the direction of Hans Chr. Johansen to prepare a source edition of the STA for 1784-1807 on magnetic tape for computer processing is indicative of the value placed by scholars on the STA.[75]

In our study, we are faced with the problem of determining the reliability and representativeness of the GGR. Starting with the presumption that the GGR and STA should complement each other, the question remains as to what methods should be used to compare the STA and GGR. A comparison of the yearly totals as prepared by Bang or even five or ten year totals is of little value. First of all, ships passing the Sound at the end of November and December en route to Amsterdam would very likely not arrive there until the following year. Complicating the matter is the fact that there was quite often a considerable time lag between the date the ship arrived at Amsterdam and the date that it was registered in the GGR. Secondly, even if the year totals could be adjusted for this time lag, Bang's study on the STA does not give a breakdown for individual ports west of the Sound. This makes it impossible to determine the number of

ships passing the Sound destined for Holland which arrived at Amsterdam instead of another Dutch port. The STA have also never been compared with another source of a similar quantitative nature.

Any meaningful comparison between the STA and GGR, therefore, implies measuring the correlations between the individual cases as listed in the original manuscripts of both sources. In view of the fact that such an approach is very time-consuming and the number of cases to be compared simply overwhelming, it was necessary to restrict ourselves in this study by taking a sample consisting of two two-year periods, namely, 1724-1725 and 1784-1785. The reason for the choice of the latter two-year period is quite simple, that these years had been prepared for computer processing by Johansen in 1974. It must be noted that 1784 and 1785 are the first two years following a period of war.[76] It might, therefore, be possible to discern through a comparison of these two years and subsequent periods, an indication of the time it took for trade and shipping patterns to stabilize following periods of hostilities.[77]

The other two-year period taken as part of the sample, 1724-1725, was chosen for two reasons not directly related to each other. First of all, the analysis of all Baltic shipping to Amsterdam at five-year intervals limits our choice of samples to either 1709-1710, 1714-1715, etc. The first such period for which complete data was available was 1724-1725. Secondly, after the end of the Great Northern War several years before, by 1724 St. Petersburg had become an established Baltic port and the last two years of Peter I's reign were stable, from the point of view of Russia's Baltic commerce during the first quarter of the eighteenth century.

C. The Dutch Notarial Archives

In our previous discussion concerning the evaluation of the GGR and STA data, repeated mention has been made of notarial archives. We are fortunate in this instance that the Amsterdam City Archives contain by far the largest collection of these notarial registers in Holland.[78] Studies by Erik Amburger, Maria Bogucka, Christensen, Hart and other scholars for the seventeenth century have clearly demonstrated the value of these notarial acts not only as a source for the economic history of Holland but also for the whole of the early modern period as well.[79] They have, however, not been utilized for the study of economic development in the eighteenth century. Although there are many different types of notarial acts, those which pertain to the history of shipping and trade are of direct value to this study. These are the charterparties, ship-declarations, protests of bills of exchange, service contracts, attestations, contracts of bottomry, insinuations and procurations. The charterparties are of special interest and it would be useful to present some general remarks on the nature of these notarial acts and precisely how they contribute to this study since the notarial acts as such do not exist in those countries where the legal systems are based on English law.

A charterparty is a written contract of a special character made between a freighter or charterer and the master of a ship who acts in the name of the shipping partnership, i.e., the owners of the ship of which he may be one. Quite often a broker acted as an intermediary between the two parties who usually met at the Amsterdam exchange. It was

also possible for either the charterer or the shipmaster to be represented by an agent acting on their behalf. Whether or not a charterparty was notarized, i.e., a signed copy entered in the notarial registers depended on the circumstances or the wish of either party. In their studies of seventeenth century Russian and Baltic shipping, Christensen, Bogucka and Hart have shown that for every route, the percentage of notarial charterparties is different.[80] In addition to charterparties that were not notarized, ships that sailed entirely at the risk of the shipping company as far as cargo was concerned and those that sailed "on adventure" are not taken into account.[81]

Under the terms of a charterparty, the freighter chartered the whole or part of a ship to carry a cargo from port A to port B at a price. Several variations were possible. For those cases in which only part of the ship was chartered, the quantity(ies) or weight(s) of the cargo(es) was (were) usually specified.[82] The charterer could allow or forbid the captain to take another cargo in addition to his own or a cargo of a similar nature to his own.[83] The route could involve more than two ports and different cargoes for the various legs of one voyage. A somewhat typical example of this would be a ship chartered to sail to Bayonne or Setubal to fetch a cargo of salt, deliver it to a Russian port such as Viborg and there load a cargo of timber for Amsterdam.[84] The captain could also be ordered to pick up a cargo at a certain port and if a full load was not available be ordered to sail to other ports in order to obtain an additional load.[85] Or a ship could be chartered to carry cargo from a Russian port to one of several ports of destination,[86] possibly receiving

further instructions at either the Sound,[87] or Texel,[88] the primary port of destination,[89] or at any other port en route.[90] The freighter could charter the ship to carry a single commodity[91] or several commodities.[92] He could forbid the captain to load a certain commodity.[93] This was often the case with Russian iron which was used quite commonly as ballast.[94] The charterer would specify that other "heavy goods" such as tar and pitch be loaded instead.[95]

The freight price was either stated in terms of the ship bij de hoop (lump freight)[96] in which instance the measurements of the ship were usually given and a well-stowed or "overloaded" ship could mean extra income for the captain.[97] If only part of the ship was chartered, the actual freight prices were given for each of the commodities carried.[98] The most commonly used measurement was the last of rye (although lasts of timber were also quite common).[99] For heavier and lighter goods, the charterparties sometimes gave the equivalences of barrels, packs, bundles, deals, etc. of various commodities in lasts.[100] The charterparty could also specify the number of lay-days in the port(s), the remuneration for extra lay-days,[101] sailing dates,[102] the armament the ship should carry,[103] the assistance that the captain and crew should render with the (un)loading,[104] what services should be performed free of charge,[105] prohibitions placed on portage and trading by captain and crew,[106] the gratuity or hat-money (caplaken) the captain would receive upon successful completion of the voyage,[107] instructions to the captain to act as an agent for the charterer in the purchase or sale of the cargo,[108] etc. The possible

effects of wars and blockades were also taken into consideration in charterparties.[109] However, the minimum information given in a charterparty was the date of the contract, the names and functions of the contracting parties, the route to be travelled and the price to be paid for the service rendered. The last type of charterparties reflects the uniformity and frequency of certain trade and shipping patterns. The charterparties also show that trade and shipping with Russia was carried out in a great variety of ways and under differing terms and conditions. The charterparties thus provide a detailed insight into the way merchants and shippers carried on commerce between Russia and other parts of Europe. In many instances, the ships did not call at a Dutch port and for these charterparties Amsterdam functioned as a shipping exchange for commerce all over the world.

Another type of notarial act which is of particular value for our study are the ship-declarations or scheepsverklaringen. They were usually the consequence of an unusual event or series of events that occurred between the port of departure of the ship and its arrival at another port and resulted in damage of one kind or another. In such instances, the crew, on behalf of or against the captain, made a declaration before a notary on the course of events. This declaration was used in determining a settlement among the parties concerned or, if they could not reach a settlement, by the Court of Marine Assurance.[110] Ship-declarations thus assisted in protecting the captain and his crew against charges of negligence.[111] In the ship-declarations, therefore, one finds detailed information on the route of the ship, the nature of the cargo,

various shipping practices, the dates of departure and arrival as well as certain other dates such as the date of passage through the Sound. According to most of the scheepsverklaringen, the ship in question had encountered heavy storms which caused water damage to the cargo.[112] Another common occurrence was that late in the season ships were trapped in the ice causing a delay in arrival,[113] damage to the cargo,[114] and expenses for extra lighters or towing fees.[115] Sometimes a "water-camel" had to be used.[116] The effects of actions by privateers,[117] forces blockading[118] a certain port and other hostilities were also reported in ship-declarations.

Thus, both the charterparties and ship-declarations furnish an accurate picture in detail of not only Russo-Dutch trade but also of shipping from Russian to non-Dutch ports in France, the Iberian Peninsula and Mediterranean.[119] The accessibility of the notarial acts pertaining to our study, however, is very much restricted by the fact that such acts are hidden, like needles in a haystack, among literally millions of other notarial deeds. For this study, we have analyzed over 2,500 notarial acts, most of which are charterparties because they have the greatest immediate value for our study. Although this is quite a large number, the charterparties consulted by the author should still be considered as random samples of the information available in the notarial archives pertaining to Russo-Dutch trade and shipping. Nevertheless, sufficient information of this sort has been gathered to gain an insight into the nature of Russo-Dutch commerce in general and of individual Russian ports in particular.

Not only are the charterparties and ship-declarations of cardinal importance for the study of Russo-Dutch trade and shipping, they are also a very useful and invaluable tool for verifying the STA and GGR. Christensen has already demonstrated the value of comparing individual cases found in the notarial archives with those of the STA. In this study, the notarial charterparties and ship-declarations will also be used as a tool for finding a solution to various questions arising from working with the GGR. Where possible, other variables common to the notarial acts, GGR and STA will also be evaluated. The notarial acts offer individual cases and, thus, serve as a balance against the larger, more uniform patterns outlined by the GGR and STA. Ostensibly, variations in the GGR and STA (the macro view) should be reflected in the notarial acts (the micro view) and vice versa.

D. Other Archival Sources

1. Shipping

While the GGR form the basis of this study, several other series of archival documents provide valuable additional information on eighteenth-century Dutch shipping with Russia. Since the middle of the seventeenth century it had become the established and recognized practice that a captain could not sign on a crew without reading the crew the letter of articles, i.e., the muster-roll, in the presence of the crew and the shipping-master[120] who, together with the crew, signed the letter of articles.[121] These letters of articles, known in Dutch as monsterrollen or zeebrieven, contain information on the date of hiring, the names of the crew and their rank and the wages to be paid to each crew member.

In many cases, the flag carried, the ports of call and the homeports of the crew are given as well. This record series of monsterrollen covers the period from 1747 to 1857.[122] Enough have survived to give a good indication as to the nature of shipping practices and customs in the eighteenth century.

Although the monsterrollen are often called zeebrieven, they should not be confused with the certificates of registry which are also called zeebrieven. The latter were a type of passport issued by the burgomasters of Amsterdam attesting that the origin or provenance of the ships was the Dutch Republic. These zeebrieven contain information on the name of the ship, the name of the captain and his homeport as well as the registered lastage of the ship.[123] Also noted are those instances where owners of a part of the ship resided outside the Republic.[124] These certificates of registry thus provide us with an excellent source for testing the lastage of the ship as recorded in the GGR.

While both the muster-rolls and the certificates of registry provide additional opportunities for the testing of the data of the GGR, the Zeetijdingen van Hellevoetsluis en Maassluis provide data on shipping between Rotterdam and other ports for the latter half of the eighteenth and first quarter of the nineteenth centuries. The zeetijdingen or shipping news was a service begun in 1663 by the then postmaster of Rotterdam, Jacob Quack, who started this service at the request of the merchants of Rotterdam, for it was vital for them to know if their ships were not able to sail up the Maas because of lack of wind, contrary winds or other

hindrances. The merchants also wanted to know exactly what cargo the ship was carrying so that they could arrange for its sale.[125]

In 1715, the burgomasters of Rotterdam drew up regulations concerning the zeetijdingen which were later expanded to include Hellevoetsluis due to the gradual silting of the Maas channel. Of the zeetijdingen (actually just the extracts) only those for Maasluis from 10 June 1765 to 31 December 1822 and those for Hellevoetsluis from 1 June 1778 to 31 December 1882 have survived.[126] These sources have not been utilized by historians which is regrettable since they contain information on both incoming and outgoing ships sailing between Rotterdam and most of the major ports of the world at that time. The data contained in the zeetijdingen pertaining to shipping between Rotterdam and the Russian ports has been utilized in this study.[127] The zeetijdingen are also very useful for testing the STA.[128]

Other sources for eighteenth-century Dutch shipping are the newspapers, pamphlets and journals published during this period.[129] These other sources, unlike most of the sources mentioned above, have received ample attention from Dutch scholars but from the standpoint of Dutch economic history only and not that of Dutch trade and shipping with Russia.[130]

2. Marine assurance and average[131]

While it was the custom of merchants to divide their cargo among several ships so as to minimize possible loss, the need for insuring a particular shipment still remained. Early attempts at maritime assurance in the Netherlands were discouraged by edicts issued by both Emperor Charles V and by Philip II as well as by the Duke of Alva. The object of

these edicts forbidding the insuring of ships and cargoes was not to ruin the Dutch merchant marine, as has often been asserted, but rather to force the merchants to arm their ships in order to assure the safety of their ships and at the same time to create a quasi-naval force. Nevertheless Charles V recognized the need for some basic guidelines especially in the area of average[132] and in 1551 set forth a common formula to be used in settling disputes in general average or averij grosse. The capture of Antwerp in 1585 by the Spanish army under General Parma signalled the taking over by the ports of Amsterdam and Rotterdam the role played previously by both Brugge and Antwerp in assuring ships and their cargoes. In 1598, Amsterdam issued its first by-law pertaining to marine assurance while Rotterdam followed suit in 1604.[133]

By the beginning of the eighteenth century, the development of marine assurance had reached the stage when definite proposals for the creation of assurance companies were made both in Amsterdam and Rotterdam. The opposition by the magistrates of Amsterdam thwarted the establishment of an assurance company there. The magistrates of Rotterdam, however, were more favourably inclined to this new idea. In 1720 there was established in Rotterdam a Maatschappij van Assurantie, Disconteering en Beleening (Company for Assurance, Discounting and Loans).[134] This company continued to function successfully throughout the eighteenth and nineteenth centuries. In 1874, the company turned over its records to the Rotterdam City Archives but the bombardment of the city in 1940 destroyed most of them. Among the documents that survived is a series of Assurantieboeken covering the period from 1720 to 1874.[135] These assurance books

offer information on the route, name of the ship and captain, the insured value of the ship and/or cargo, the premium paid and, at times, details on the commodities comprising the cargo and the manner in which it was distributed among different ships. These sources do, therefore, provide such a wealth of information on various aspects of shipping and trade of Rotterdam that, for the moment, it was possible to investigate only the insurance rates for shipping and trade with the Russian ports in the eighteenth century.

Although Amsterdam in 1720 had prevented the creation of an assurance company,[136] it had as early as 1612 established a separate court for regulating and settling disputes in marine assurance and in general average. The records of the Amsterdam Court of Marine Assurance are quite extensive and include a large series of dispatches in general average. A dispatch is the official judgement on the apportionment of the general average. The extant documents of this court called the Schepenbank form part of the record group titled Rechterlijk Archief of the Amsterdam City Archives. These dispatches or judgements in general average (vonnissen averij grosse) contain an account of the misfortunes which occurred during the voyages.[137] The dispatches offer information not only on the financial settlement and the commodities carried but also on the nature of the average, the name of the ship and its captain as well as on the conditions and dates of the route sailed.

Except for a gap from 25 May 1729 to 27 April 1731, these judgements form an unbroken record series covering the whole of the eighteenth

century. Of course, the very nature of these sources prevent them from being considered an accurate reflection of Amsterdam shipping and trade. Neither absolutely nor relatively can we use these documents to measure the extent or intensity of trade relations between Amsterdam and Russia.[138] The judgements in general average form, however, a very valuable secondary source for verifying the data obtained from the GGR and STA. The routes and dates mentioned in the judgements provide an excellent method for testing and evaluating questions of interpretation of the GGR variables. It is in this context and for obtaining an insight into the structure of trade and shipping that these documents will be used in this study.

3. The archives of the Brants Family

One additional archival record group that deserves separate mention is that of the Brants family.[139] The Brants were a prominent Amsterdam merchant family in the late seventeenth and eighteenth centuries. Among their widespread business interests was a strong involvement in shipping and trade with the Baltic and Russia. Of particular interest to this study are the letters and reports sent by merchants and factors in Russia to the Brants in Amsterdam. This correspondence provides a valuable insight into the economic and trading conditions in Russia and has yet to be utilized by historians. The problems faced by Dutch merchants doing business in Russia and their reactions to interventions by the Tsar in commerce, such as changes in tariffs and tolls, the awarding of import and export monopolies on certain commodities and the forced re-routing of the Archangel trade via St. Petersburg are amply documented.

In connection with the GGR, of special interest, are the bills of lading or cognossements which these letters quite often contained. These bills of lading provide us with another means for testing the GGR. The Brants also owned shares in ships and served as bookkeepers for several of them. The Brants' collection contains the reederyboeken or ship-owners' account books of two ships which sailed regularly to Russian ports, primarily Narva and Viborg. These reederyboeken serve as an additional means for verifying the GGR data.

In this chapter we have discussed the principal primary source on which this study is based, namely, the GGR. Other equally valid sources of a like quantitative or semi-quantitative nature such as the STA, the notarial archives, the muster-rolls, the certificates of registry, marine assurance records, judgements in general average and the private archives of merchants have also been introduced. The later group of sources serve a dual purpose. First of all, they provide us with many different and divergent means for testing and evaluating the GGR variables. This will be done in the following chapter. And secondly, they serve the purpose of providing the flesh on the skeleton of the GGR for our discussion in the second part of this study of eighteenth-century Dutch shipping and trade with Russia.

Footnotes - Chapter I

[1]A similar organization called the Gesellschaft der auf Archangel (or Nach Moscowien) handelnden Kaufleute (Company of merchants trading with Archangel (or Muscovy)) was formed by the merchants of Hamburg. See Menke, p. 242; Ernst Baasch, Hamburgs Convoyschiffart und Convoywesen: Ein Beitrag zur Geschichte der Schiffart und Schiffartseinrichtungen im 17. und 18. Jahrhundert, Hamburg, 1896, p. 133.

[2]G.A.A., PA78/30. Letter of 20 March 1807 by the D.O.H. to the Burgomasters of Amsterdam. Responding to a request by the Burgomasters of Amsterdam to explain their origin and purpose, the D.O.H. replied that their College consisted of all those interested in the trade and shipping (i.e., merchants and shipowners) in the Baltic in order to look after all matters regarding this commerce before all courts and nations and to take whatever measures may be necessary in carrying out these functions. G.A.A., PA6/46. A letter of the D.M.H. to the Governor of North-Holland, 9 July 1818. This letter ascribes a similar role to the D.M.H. For a detailed description of both these colleges and other similar institutions on the role played by them in the development of various branches of Dutch overseas commerce, see S. van Brakel, "Directie," pp. 329-364, and "Statistische," pp. 350-404. Descriptions of both these colleges, with summaries in English, can also be found in I.H. van Eeghen, Inventarissen van de Archiven van de Directie van de Moscovische Handel, Directie van de Oostersche Handel en Reederijen, Commissarissen tot de Graanhandel en Commissie voor de Graanhandel, Amsterdam, 1961, pp. 1-13, 23-27 and 92-93.

[3]G.A.A., 9 Groot Memoriaal, fol. 236, 24 October 1752, "Gecommitteerde tot den Oosterschen Handel"; idem, fol. 235 as found on the inside cover of PA78/69, "Jaarlijkse rekeningen en verantwoording van directeuren 1717-1761." The date of the latter document, written by Johannes van Droogenhorst, George Bruijn, et al., to the Secretary of the City of Amsterdam is probably also 1752. It was most likely placed in the inside cover of the book to provide proof of the legitimacy and history of the levying of the galjootsgeld when this whole question arose in 1751-1752.

[4]At that time there were five Admiralties in all, namely, Amsterdam, Westfriesland en het Noorderkwartier, Maas (Rotterdam), Zeeland and Friesland. Of these Amsterdam was by far the most important.

[5]The government of the Dutch Republic was composed of seven "sovereign" provinces, namely, Holland, Zeeland, Friesland, Groningen, Overijsel, Gelderland and Utrecht.

(Footnotes - Chap. I)

[6]Brakel, "Directie," p. 339; Eeghen, Inventarrissen, p. 23. Dutch guilders or florins are denoted as "f."

[7]Actually the word reederij means a firm of shipowner(s) while reeder is translated as shipowner.

[8]Brakel, "Directie," pp. 337-343.

[9]G.A.A., PA78/10, Minutes of the meeting of the Directeuren van des Oostersche Handel en Reederijen, 20 October, 1796. The list of the merchants and shipowners "of ships trading and sailing on the Baltic" numbers over 145 names. The meeting was held on 3 December 1706 at the end of the shipping season. The names have been printed in Appendix A of Brakel, "Directie," pp. 358-361.

[10]The relevant documents have been printed as Appendix B in Brakel, "Directie," pp. 361-364.

[11]The question of nationality of a ship and what is meant by a "Dutch" ship in terms of the Gaijoetsgeldregisters is discussed below in pp. 9ff. and Chapter II.C.

[12]See footnotes 24 and 37 below.

[13]G.A.A., PA6/62.

[14]Both colleges were private and not public bodies. They are classified in the Amsterdam City Archives as PA6/57-62 for the D.M.H. and PA78/94-102 for those of the D.O.H. With the dissolution of the D.M.H. in 1823, its records became the property of the Amsterdam City Archives. The D.O.H. still exists and its archives are deposited on loan in the Amsterdam City Archives.

[15]One last is approximately two tons and normally is equal to 2000 kilos of rye (Danzig dry measure). The ratio of 1 last = 2 tons has been applied throughout this study as was also done in Walter Vogel's "Beitrage zur Statistik der deutschen Seeschiffart im 17. und 18. Jahrhundert," H.G. 53 (1928) 110-151 and 57(1932) 78-151. See also Chapter II.A.6.

(Footnotes - Chap. I)

[16]Actually the data on the homeport of the captain and name of the ship are not continuous. See Chapter II and the footnotes to Tables II and III for the precise details. The term "ship movement" is used to designate those variables contained in each entry (or case) which are numeric or can be reduced to a numeric variable by means of specific codes (the ports). Thus "ship movement" does not include the name of the ship or name of the captain.

[17]There are two magnetic tapes containing the Galjootsgeldregisters information, each on a separate format. They are kept at the McGill University Computing Centre as:

a) Tape GLDOH1
- IBM-standard-label, 9-track, 1600BPI
- Dataset name: GALJOOTS.COBOL.FILE
- RECFM=FB, LRECL=80, BLKSIZE=4000, DEN=3
- UNIT=TAPE9, VOL=SER=GLDOH1, LABEL=(1, SL)

This tape contains the exact copy of the Galjootsgeldregisters card images and serves as a security copy.

b) Tape GLDOH2
- IBM-standard-label, 9-track, 1600BPI
- Dataset name: DOH.FILE01
- RECFM=VBS, LRECL=62, BLKSIZE=3104, DEN=3
- UNIT=TAPE9, VOL=SER=GLDOH2, LABEL=(1, SL)

This tape contains the same information as in GLDOH1 but in Fortran unformatted records. Information on Russian White Sea shipping can be accessed by using the parameter LABEL=(2,SL, IN).

[18]This was done in order to place the shipping from Russia to Amsterdam in the context of the larger Baltic pattern. Time and resources did not permit the processing of the whole D.O.H. (a task demanding 3 man-years with computer facility back-up). Even then, this particular task represents the joint effort of Dr. Fritz Snapper and the author as well as the assistance of Dr. Simon Hart and the staff of the Amsterdam City Archives. The treatment and analysis of this particular data set is presented below in Chapter IV and Tables IV.

[19]The problem of the definition and interpretation of this term is treated below on pp. 9 ff. and in Chapter II. C.

[20]One stuiver = 1/20 of a Dutch guilder.

(Footnotes - Chap. I)

[21]G.A.A., PA78/103. Permission was given by the Admiralty of Amsterdam to the D.O.H. on 24 July 1704 to levy galjootsgeld on all ships and their cargo sailing from Norway and the Baltic in order to collect and thus recoup the f. 3,000 that had been spent on convoy protection; G.A.A., 9 Groot Memoriaal, fol. 235, 4 April 1717. For a discussion as to how this measure was implemented and on what basis, see Chapter II.A.6.

[22]Eeghen, Inventarrissen, p. 26.

[23]In order to restore commerce to its former glory, Stadhouder Willem IV made a proposal, commonly known as the "Propositie van 1751" to abolish all duties on goods passing through Holland in transit (vrije transito). For a detailed discussion of the Propositie, see J. Hovy, Het voorstel van 1751 tot instelling van een beperkt vrijhavenstelsel in de republiek (prepositie tot een gelimiteerd porto-franco), Groningen, 1966.

[24]G.A.A., PA78/102, 1 September 1825.

[25]Thus from 1753 to 1823 data on St. Petersburg and Kronstadt are reported in the Galjootsgeldregisters of the D.M.H. although in this study they are presented continuously with that of the D.O.H.

[26]W.R. Scott, The Constitution and Finance of English, Scottish and Irish Jointstock Companies, vol. 1, Cambridge, 1912, pp. 35-36.

[27]The salary of the bookkeeper continued to be paid on the old basis, which made it possible to determine the total cargo lastage and total ship lastage for each year from that date on since the bookkeeper, in order to determine his commission, prepared separate sub-totals of the monies collected for each category, a practice he had not previously followed.

[28]Brakel, "Directie," p. 354; Brakel, "Statistische," p. 365; Eeghen, Inventarissen, p. 26. Of the records of the Admiralty of Amsterdam only the yearly summaries as presented to the Generaliteitsrekenkamer have survived. Consequently, the GGR are the only extant Dutch source which provides detailed and continuous information on shipping from the Baltic and Russia. For further details on this as well as on the Admiralty of Amsterdam, consult J.R. Bruijn, De Admiraliteit van Amsterdam in de rustige jaren 1713-1751, published Ph.D. dissertation, University of Leiden, 1970, pp. 69ff.

(Footnotes - Chap. I)

[29]For details of Peter's visits to Holland, see J. Knoppers, The Visits of Peter the Great to the United Provinces in 1697-98 and 1716-17 as seen in light of the Dutch sources, unpublished M.A. thesis, McGill University, 1969.

[30]A printed copy of this request can be found as Appendix XVII in J. Scheltema, Rusland en de Nederlanden, vol. 2, pp. 393-396. It is interesting to note that of the 39 signatories, the names of only 3, namely, Adolf Houtman, Eghbert Theesing and Matthijs Straalman, match those of the Baltic merchants summoned in 1706 (see footnote 9 above). Apparently the commerce via the Baltic and via the White Sea were two distinct and separate trades.

[31]Eeghen, Inventarrissen, p. 11.

[32]G.A.A., 9 Groot Memoriaal, fol. 2348, 27 March 1717.

[33]G.A.A., 10 Groot Memoriaal, fol. 858, 7 January 1730.

[34]G.A.A., PA6/45. Even as late as 1818 in response to a request by the Governor of Holland as to the origins and legal basis for the D.M.H., the Director could not provide a satisfactory answer apart from the fact that it was based on a custom.

[35]Brakel, "Statistische," p. 361, is of the opinion that dues of f. 20 per ship were also collected before 1693 and that the cash-book for 1693-1712 is a continuation of earlier, no longer extant cash-book(s).

[36]G.A.A., PA6/49, "Register van onvangsten en uitgaven van Directeuren 1694-1712" and PA6/123, "Register van makelaar Abraham de Kramer . . . , 1698-1738." For the period 1705-1721, the ships sailing from Archangel directly for Livorno, Lisbon, Venice, Cadiz, etc., are mentioned separately.

[37]G.A.A., PA6/57-58, "Rekeningen . . . geïnd door Reinier Lieftinck, 1717-1727."

[38]Neither the extant archives of the D.M.H. nor other materials found in Dutch archives allow us to surmise that documents have been lost which would indicate that the D.M.H. played a more active role.

[39]G.A.A., PA6/46. Letter of the D.M.H. to the Governor of Noord-Holland. In this letter, the D.M.H. stated that it incurred no expenses other than for bookkeeping and postage which together did not exceed more than f. 100 annually.

(Footnotes - Chap. I)

[40]The Galjootsgeldregisters of the D.M.H. were kept from 1717 to 1823 but the records for 1797 to 1813, for some reason, are missing from the archives. For further details on this, consult the footnotes to Tables III. For further details concerning the early years of the D.M.H., see Brakel, "Statistische," pp. 352-355, and Eeghen, Inventarrissen, pp. 7-11.

[41]G.A.A., PA78/441.

[42]G.A.A., PA78/106 and 107.

[43]Brakel, "Directie," p. 351.

[44]Ibid., pp. 354-356. In the light of the high degree of Dutchification of names practised by those who kept the actual registers, the spelling of the names of captains and of the ships will be discussed in Chapter II.

[45]Brakel, "Statistische," p. 365.

[46]G.A.A., PA6/57 and PA78/94.

[47]Brakel, "Statistische," pp. 380-393.

[48]Ibid., pp. 366-367. For a more detailed discussion of this question, see Chapter II.4.A below.

[49]Ibid., p. 372. Brakel does mention that he entertained the thought of doing a more detailed study of the D.O.H.

[50]Max Gideonse, Dutch Baltic Trade, pp. 320-324. In all fairness to Gideonse it must be mentioned that the archives of both the D.M.H. and D.O.H. were not properly ordered and inventoried until the late 1950's. In order to compare the pre-1753 income with the post-1753 income due to the transfer of the St. Petersburg income from the D.O.H. to the D.M.H., Gideonse made two assumptions. He assumed that the average size of ships from St. Petersburg for the period 1753 and 1795 was 100 lasts while in fact it was 122 lasts. Gideonse also assumed that the average size of the cargo c[redacted] during this period was 100 lasts while it was actually 196 lasts. This means that the average yearly loss of income to the D.O.H., which Gideonse put at *f.* 170 should be *f.* 270. The table of Dutch ship arrivals at Amsterdam from the ten major Baltic ports for 1715 to 1795 is given by him as Appendix B, pp. 369-372.

(Footnotes - Chap. I)

[51]"General average" is the apportionment of loss caused by intentional damage to the ship, e.g., cutting away masts or boats, sacrificing cargo, or expenses incurred by putting into a port in distress, to secure the general safety of the ship and cargo.

[52]I. Schöffer, "De Vonissen in Averij Grosse van de Kamer van Assurantie en Averij te Amsterdam in de 18de eeuw: Onderzoek naar hun economisch-historische waarde voor de geschiedenis van handel en scheepvaart op de Oostzee 1700-1770," Ec. H. Jrbk., 26(1956) 73-132.

[53]Ibid., p. 90. Schöffer stressed the need for a mechanical systematic treatment of the GGR as he found it impossible to do the necessary calculations and compilations by hand. At that time, he advocated the use of the Hollerith system.

[54]At that time, Schöffer (pp. 88 and 92-97) like Brakel ("Directie," p. 351) was under the impression that the GGR of the D.O.H. were available only for 1731-1825. It was not until Eeghen made a systematic inventory that the existence of these D.O.H. records prior to 1731 became known. (Eeghen, Inventarrissen, p. 34.)

[55]Schöffer, "Vonnissen," pp. 92 - 97. Schöffer bases his assertion on Brakel ("Directie," p. 354). Brakel, however, did not explicitly state that the galjootsgeld was levied on all ships carrying the Dutch flag. Instead he talked of Dutch-owned ships or ships "belonging at home" in Holland. It must be noted that Brakel wrote his articles on both the D.O.H. and D.M.B. before he became engaged in the problem of the domicile of the captain and of the domicile and nationality of the ship when he criticized Bang's work on the Sound Toll Accounts (see below Chapter II.B).

[56]P. Dekker, "Friese schepentableaus in Sleeswijk-Holstein," Ons Zeewezen, (1971) 2:26-31; "Een nieuw licht op the Amsterdamse Oostzeehandel," Ons Zeewezen, (1971) 10:41-45 and "Vervolg," Ons Zeewezen, (1972) 1:53-55 and 69.

[57]On the muster-rolls, see Chapter I.D below.

[58]Dekker, "Vervolg," p. 69.

[59]For a brief description of these sources and how they will be used in this study, see Chapter I.C and D.

(Footnotes - Chap. I)

[60]A brief description of the Sound Toll Accounts, their use and interpretation is discussed in the following section. The comparison of the GGR with Sound Toll Accounts is presented in Chapter II.B.

[61]The problem of differences in lastage of cargo carried and registered lastage of the ship will be discussed below in Chapter II.A.6.

[62]Ships could also use the Great and Little Belts. These, however, were shallow and treacherous and, therefore, with occasional exceptions all ships sailing between Amsterdam and the Baltic went by way of the Sound. The transshipment of goods by way of the overland Lubeck-Hamburg route falls outside the purview of this study. Those interested in this particular route should consult the works by Elizabeth Harder-Gersdorff, Christopher Menke and Pierre Jeannin listed in the bibliography.

[63]Charles E. Hill, The Danish Sound Dues and the Command of the Baltic, Durham, 1926, p. 11; G.W. Kernkamp, "De Nederlanders op de Oostzee," Vragen des Tijds, 1(1909) 2:67. For a discussion of the diplomatic importance of the Sound Toll for Dutch trade and shipping see G.W. Kernkamp, De Sleutels van de Sont, Het aandeel van de Republiek in den Deensch-Zweedschen oorlog van 1644-45, The Hague, 1890. On changes in the Sound Tolls one could consult the dated but still valuable work by F.A. Van der Hoeven, Bydragen tot de Geschiedenis van den Sonttol, Leiden, 1855. Van der Hoeven paid particular attention to Russian efforts in the second half of the eighteenth century to have the Sound Tolls abolished (pp. 140-145).

[64]The collection of the Sound Toll records is kept at the Rigsarkivet, Copenhagen, under the title Øresundtoldsregnkaberne. While some of the records pertaining to shipping through the Great Belt have survived those on shipping through the Little Belt have not.

[65]Nina E. Bang, Tabeller over Skibsfart og Varetransport gennem Øresund, 1497-1660, 2 vols., Copenhagen, 1906, 1922; Nina E. Bang and Knud Korst, Tabeller over Skibsfart og Varetransport gennem Øresund 1661-1783 og gennem Storebaelt 1701-1748, 4 vols., Copenhagen, 1930-1953. The organization of the second series is somewhat confusing and therefore the sub-titles of the individual volumes are listed here in the French translation of the Danish titles as given by Bang. It may be noted here that the preface and comments on the tables are also translated into French by Bang. The individual titles of the four volumes for the 1661-1783 period are:

(Footnotes - Chap. I)

65 (cont'd)

I Tables de la navigation (dans le Sund, de 1661 à 1783, et dans le Grand-Belt, de 1701 à 1748), 1930.

II,1 Tables du transport des marchandises, 1661-1720 (dans le Sund), 1939.

II,2,I Tables du transport des marchandises, 1721-1760 (dans le Sund), 1945.

II,2,II Tables du transport des marchandises dans le Sund, 1761-1783, et dans le Grand-Belt, 1701-1748, 1953.

Hereafter the two volumes for 1497-1660 will be referred to as Bang, Tabeller, while the four volumes for the period 1661-1783 will be referred to as Bang 1930, Bang 1939, etc.

[66]S. van Brakel, "Schiffsheimat und Schiffersheimat in den Suntzollregistern," H.G., 21(1915)211-228.

[67]Ibid., pp. 227-228. Brakel supports his case with another article titled, "Rostocker Scheepsvaartstatistieken; een controlemiddel op de Sonttolregisters," B.V.G.O., 5th ser., 2(1915)222-233.

[68]E.C.C. Brünner, "De waarde der Skibsfart-Tabellen van Nina Ellinger Bang voor de kennis der handelsgeschiedenis van Holland in de 16e eeuw," B.V.G.O., 5th ser., 9(1922)269-280. For a further discussion of trade and shipping practices, see below Chapter I.C and Chapter II, et passim.

[69]Brünner, "Waarde," p. 277. The question of hjemsted is discussed below in Chapter II.B.5.

[70]It would be possible by using Bang 1945 & 1953 (Tables 2 and 4) to partially reconstruct the broken East-West connection but this would be a very time-consuming task.

[71]See Aksel E. Christensen, "Der handelsgeschichtliche Wert der Sundzollregister. Ein Beitrag zu seiner Beurteilung," H.G., 49(1934) 28-142; Astrid Friis, "Bemaerkninger til Vurdering af Øresundstoldregnskaberne og Principperne for deres Udgivelse," Historisk Tidsskrift, 9th ser., 4(1925) 109-182; and A. Huhnhäuser, Rostocks Seehandel von 1635-1648 (nach der Warnemünder zentbüchern). I. Die Schiffart, Rostock, 1914. These authors dealt mainly with the question of fraud or underassessment of cargoes for toll purposes.

(Footnotes - Chap. I)

[72]Johan Schreiner, Nederland og Norge 1625-1650, Trelastutførsel og handelspolitikk, Oslo, 1933, p. 9.

[73]Bang 1930, p. iii.

[74]See the works by Gideonse, W.G. Unger, Walther I. Vogel, Schöffer, Pierre Jeannin and others. Pierre Jeannin's article, "Les comptes du Sund comme source pour la construction d'indices généraux de l'activité économique en Europe (XVIe - XVIIIe siècles)", Revue Historique, 231(1964) 55-103 and 307-340 is a good example of how the STA data can be used to depict short and long term conjunctural changes.

[75]For a description of this project and the methods used, consult Hans Chr. Johansen, A Preliminary Manual to the tapes containing a source edition of the Sound Toll Accounts 1784-1807, University of Odense, September 1973 (mimeographed).

[76]For the purpose of this study, the entry of the Dutch in 1780 into what had started out as the American Revolutionary War is important because from then till the Treaty of Paris in 1783 the Dutch shipping trade lost its favourable position of neutral carrier.

[77]The author intends to make a detailed comparative study of the GGR and STA for 1784-1807 and investigate the pattern of Baltic-European shipping and trade in the light of changes in military, diplomatic and economic relations between the various trading partners.

[78]G.A.A., Notariele Archieven 1578-1842. (Hereafter referred to N.A. and the number of the particular book of protocols.) Altogether, the collection comprises 20,421 volumes, each containing anywhere from 500 to 800 notarial acts. The period 1690-1825 is covered by the records of over 330 notaries comprising about 15,000 volumes. So far only the records for the years 1701-1710 have been systematically indexed and fully analyzed by the staff of the Amsterdam City Archives. To some degree the records for certain notaries known to have specialized in trade and shipping outside this period have also been indexed.

[79]Erik Amburger, Die Anwerbung ausländischer Fachkräfte für die Wirtschaft Russlands vom 15. bis 17. Jahrhundert, Wiesbaden, 1968; Maria Bogucka, "Handel Baltychi Amsterdamu w pierwszej potowie XVII w swietle kontraktow frachtowych," Zapiski Historyczne, 34(1969)2:1-33 and "Amsterdam and the Baltic in the First Half of the Seventeenth Century," Ec. H.R., 2nd ser., 26(1973) 3:433-447; Christensen, Dutch Trade, pp. 260-268; and Simon Hart, "De handelsbetrekkingen van Amsterdam met

(Footnotes - Chap. I)

Archangel en Lapland (Kola) in de 17e eeuw," Nederlands Archievenblad, 73(1969) 66-80 and "Amsterdam shipping and trade to Northern Russia in the Seventeenth Century," M.N.V.Z., 26(1973) 5-30, 105-116. All these studies, however, pertain to the seventeenth and not the eighteenth century.

[80]Christensen, Dutch Trade, pp. 281 ff.; Bogucka, "Amsterdam," p. 434; Hart, "Amsterdam," p. 5.

[81]In some instances, the archives of private merchants do give us information on ships that sailed entirely at the risk of a shipping company. See below pp. 27-28.

[82]Usually the freight price was given as per last with separate prices for different commodities.

[83]G.A.A., N.A. 10893/161. On 22 March 1779 Gerrit Visser, an Amsterdam merchant formerly of Zaandam, made a contract with Gerrit Wiggers who was part-owner and bookkeeper of the flute "de Hoop" under the command of Doede Claasen. The measurements of the ship were 137 3/4' x 33 1/11/ x 14 9/11' x 6 10 1/2 /11'. The ship was to load beams and other timber for Amsterdam but not any masts or wind-mill spars (molenroeden). The freight price would be f. 9,000; ordinary expenses according to custom, and f. 63 for hat-money (caplaken). The number of lay-days was 21 with f. 30 to be paid for each extra lay-day. All profit on the cargo over and above what was normally carried (bovenlast) would be shared equally by the charterer and captain; N.A. 10901/171. On 23/24 May 1782, Johan van der Wall for himself and the firm of Jacobus and Johannes van der Wall & Co. of Amsterdam signed a contract with Johannes Andreas Goebel, also of Amsterdam, acting on the written orders of Tjeert Guitjes from Ghent, skipper of the ship "'t Welvaaren van Ghent," size c. 90 lasts rye. The ship was to sail from Middelburg to Riga and Memel to load 450 shpd. flax and 50 shpd. codilla. Timber could also be loaded but that in contact with the flax had to be dry. The captain was not allowed to load any additional flax either for others or himself. The freight price was f. 10 1/2 per shpd. of flax and other cargo in proportion, 10% for ordinary expenses and average, plus f. 63 for hat-money. The ship was to load/unload in 38 days or else would receive f. 30 for each extra lay-day; N.A. 9419/13453. On 27 July 1748, Thomas Adrian Hope and Co. chartered the ship the "Jonge Naghtegaal" under the command of Jan Hendrik Naghtegaal from Ameland. Naghtegaal was to sail for Archangel and there load 1800 barrels of tar /100 large = 134 small barrels and 14 small barrels = 1 last/ for Amsterdam at f. 27 last. He was not allowed to load any additional tar but was allowed to load other goods for which he would receive freight in proportion with rye. Rye, wheat and linseed were measured at 16 chetvert/last, tallow at 120 pud/last and

(Footnotes - Chap. I)

hemp at 60 pud/last. While at Archangel, the captain and the crew were to assist with the loading and also pay for any lighters used. The D.M.H. Galjootsgeldregisters for 22 March 1749 listed the ship as arriving at Amsterdam with 164 lasts of cargo, the registered ship lastage being 118 lasts. For further information on the measurement of ships, lastages and other weights and measures, see footnote 23 and Chapter II.A.4 below.

[84]For example, G.A.A., N.A. 8735/2. On 2 January 1736 an Amsterdam merchant named Johannes Vergeel purchased from Pieter Brouwer, also an Amsterdam merchant, the cargo of salt from St. Ubes in the ship "De Brouwer" (134' x 30' 3/11 x 14' 4/11 x 6' 1/2" Amsterdam measurements) under the command of captain Dirk Jansse Duijff. In the spring of 1736 the ship was to sail for either Reval, Narva or Viborg and return with a cargo of timber. The GGR of the D.O.H. for 3 September 1736 recorded a "Dirck J. Duijf" from Hindeloopen arriving at Amsterdam with the ship "De Brouwer" from Viborg with a cargo of 168 lasts; the registered ship lastage was also 168 lasts.

[85]G.A.A., N.A. 16517/486. On 26/28 June 1784, Jacques Marc Fraissinet chartered the ship "Thomas en Hendrik" to sail from Amsterdam to Viborg and there load deals of timber and if necessary also in Drangezond. When the ship is fully loaded (c. 100 lasts), it should sail to Rochefort to unload.

[86]G.A.A., N.A. 16344/425. On 25/31 August 1784, Balthazar Elias Altema in the name of the company Jan and Theodore van Marselis chartered the ship "De Vrouw Margaretha Susanna" c. 110 rye lasts under captain Herman Bakker. The ship was to sail from Amsterdam to Riga to load masts and other cargo. She was then to sail for either Brest, Rochefort or Lorient. In the Sound, the skipper had to address himself to C. Hansen & Co. of Elseneur for further instructions.

[87]Idem. Another possibility was that a ship could be ordered in the Sound to pick up a cargo in the Baltic as was the case of N.A. 15832/975. On 8 June 1789, Hendrik Hovy signed a contract with Herman Petersen ter Nuys acting on behalf of the firm as part-owner and bookkeeper of the ship the "Twee Gebroeders," who would send orders to the captain, Andries Simon Boom, to sail from Copenhagen to St. Petersburg to load hemp and other cargo for Amsterdam. The captain was ordered to start loading the cargo no later than 20 July O.S. In the GGR of the D.M.H. for 16 December 1789, captain Boom was listed as coming from St. Petersburg with 110 lasts of cargo, 72 lasts being the registered lastage of the ship.

[88]G.A.A., N.A. 9412/12946. On 25 August 1746, captain Cornelis Oomes, commanding the "hoekerschip Vrouw Christina", contracted to go from Amstordam to Kronstadt to load hides with 400 staves of iron as ballast (franco freight) and then sail to either Livorno or Amsterdam. If Oomes sailed to Amsterdam, he would receive f. 4,200 bij de hoop and if he sailed to Livorno, the freight would be f. 75 per last of hides. But should Oomes not be inclined to go to Livorno, he would be replaced at Texel by another skipper.

[89]In quite a few instances, the destination of the cargo was not known by the captain (apart from a certain area such as the French coast or Mediterranean) until he saw the cognossements. See for example, G.A.A., N.A. 15832/992. On 10 June 1789, Coenraad Adrian Hasselgreen for the firm of the same name contracted with Tamme Beth who had written orders from captain Lieuwe Teyes of the "kofschip Fetskia" c. 120 lasts rye, to sail from Workum to St. Petersburg to load hemp and other goods and then sail for either Amsterdam or Bordeaux according to the cognossements. If the ship sailed for Bordeaux, the freight would be f. 36 per last of hemp instead of f. 32 per last to Amsterdam. Iron was to be carried as ballast franco freight. According to the GGR of the D.M.H. for 22 December 1789, Lieuwe Teyes arrived at Amsterdam with 128 lasts of cargo, the ship itself being registered at 66 lasts.

[90]See G.A.A., N.A. 15845/902. On 2/5 July 1790, Louis Rynders, acting for Courtiau Echenique Sanchez & Co., hired the ship "Jonge Hendrik Roltys" under captain Teunits Loitz (from Groningen) to sail from Amsterdam to St. Petersburg to pick up a cargo of 4000 pud of flax (a pud was equal to about 33 1/3 Amsterdam pounds), and 400 rolls of hides and then proceed to Corunna to register the cargo for unloading at Rivadeo. If the captain received orders at either Riga or the Sound to go to St. Andreas instead, he would receive an extra f. 100 for freight.

[91]The most common single commodity was timber from either Narva or Reval.

[92]This type of charterparty was very common for Riga, Archangel and especially St. Petersburg.

[93]For example, G.A.A., N.A. 9403/12119. A ship was chartered on 5 May 1744 to sail to St. Petersburg to load hemp for Amsterdam. It was not allowed to carry codilla.

[94]G.A.A., N.A. 9403/12141. On 26 May 1744, captain Hessel Jelles, in command of the "Vier Gebroeders" contracted with Egbert Thesingh to carry a full load (volle en bequame) of hemp to Amsterdam with iron as ballast. Iron was to be carried franco freight. See also N.A. 9411/12772 about a ship from Kronstadt to Livorno carrying 35 lasts of iron franco freight.

(Footnotes - Chap. I)

[95]Sometimes even tar was not permitted as was the case in 1778 (N.A. 10891/246) of the "Juffrouw Elisabeth" under captain Wiebe Symons who was to sail from Hamburg to Archangel to pick up a cargo of linseed, rye, barley or hemp. He was not permitted to load either tar or iron and had to agree to load at least 175 "heavy lasts" (sware lasten).

[96]There were two basic ways for hiring a ship. The first was when a ship was hired bij de hoop in which case the captain would receive a share of the profit on the sale of the cargo carried on the deck (usually this occurred in the timber trade). Secondly, a charterer could load only part of the ship (usually a majority part or fair load) and in addition to his (the charterer's) cargo, the captain could load other cargo at his own risk and profit. On freight bij de hoop or lump freight see Sir Thomas Scrullen, The Contract expressed in Charterparties and Bills of Lading, 14th ed. edited by W.L. McNaire and A.A. Mocata, London, 1939, Article 149, pp. 407-409. A typical example of a ship being chartered bij de hoop can be found in G.A.A., N.A. 9403/12146. On 1 June 1744, Jan Laurens, commanding the three-mast galjot "De Willem" agreed in a charterparty with Joan Christiaan Gerning of Amsterdam to take a cargo of salt and general cargo to Viborg and return with a full load of timber. The freight price was f. 3,400 bij de hoop with one half of the freight to be paid at Viborg and one half upon return at Amsterdam.

[97]For an example of a bonus for the captain for a well-stowed cargo, see in G.A.A., N.A. 9403/12169 the contract signed on 30 May, 1744 between Pieter Rijdenicus as charterer and Pieter Bel, a merchant of Hoorn, part-owner and bookkeeper of the ship the "Hoolwerff" under the command of Jan de Geus. The ship was loading salt at St. Ubes for Danzig. The captain was to be informed at the Sound to sail for Reval instead. From there he, after unloading, was to sail with cargo or in ballast to Narva to take on a full load of timber stored according to the custom of the Noordvaarders (timber ships sailing on the Norway route). The profit on the sale of the timber carried on deck (bovenlast) was to be shared equally between the charterer and captain. An example of the second case can be found in G.A.A., N.A. 9403/12093, 20 April 1744 which contains a contract between Justus van Maverick and the captain of the "Rigase Post," Leendert van der Spit. Under the terms of this charterparty the ship was to sail from Amsterdam to Riga to load a cargo of 500 shpd. of rijnhennep (hemp of the first quality) and 300 shpd. of pashennep (hemp of lesser quality) at a freight price of 35 stuivers/shpd. The captain was free to make whatever arrangements he could to secure extra cargo and thus earn extra freight.

(Footnotes - Chap. I)

[98]G.A.A., N.A. 15843/620. On 8/10 May 1790, Louis Rynders for Courtiau Echenique Sanchez & Co. chartered the "kofschip de Bontemantel," of c. 80 lasts, to sail from Brugge to St. Petersburg and there load cargo for San Sebastian. The freight prices to be paid were f. 33 per last of hemp or flax, and f. 36/last hemp of second quality, f. 36/last of wax, f. 37/last of tallow, f. 38/last of sailcloth at 60 rolls to the last and other goods in proportion.

[99]It seems that when the size of the ship was given in lasts of rye this more often than not indicated the cargo-carrying capacity of the ship. For a more detailed explanation of how lasts were determined, see Chapter II.A.6.a.

[100]Some of the more common measurements and equivalences taken from charterparties (9419/13453, 22 March 1749; 6639/—, 18 July 1721; 9419/13449, 26 June 1748; 10905/123, 7 May 1784; 10905/136, 12 May 1784) are for hides at 88 pud or 60 rolls/last, for tar at 14 small barrels/last with 100 large barrels = 134 small for hake at 90 pud/last, for tallow at 120 pud/last, for rye, wheat or linseed at 16 tsertvert/last, for hemp at 60 pud/last, mats at 400 large or 600 small/last, tallow or caviar at 88 pud/last, iron at 120 pud/last. Quite often, it is specified that 6% allowance must be made for "Russian measurements" and that the quantity refers to goods loaded on board. The question of measurements will be discussed further in Chapter II.A.6.b.

[101]The number of lay-days and the remuneration paid for extra lay-days was related to the size of the ship. Extra lay-days meant additional wages to be paid to the crew.

[102]For example, G.A.A., N.A. 15831/771. On May 1789, Arnoldus Dapper signed a contract with Hermanus Petrus Ter Nuys as part-owner and bookkeeper of the ship "de Vrouw Adriana," c. 80 rye lasts, to sail under captain Andries Christiaans within eight days from Copenhagen at a fine of f. 50 for each day of delay and head for St. Petersburg to load a cargo of hemp for either St. Malo, Nantes or Bordeaux, according to the cognossements. If the captain arrived at St. Malo, he was to be told within 72 hours whether he should sail for Nantes or Bordeaux in which case an extra f. 3/last would be paid. The loading and unloading was to take place within 36 days or else the captain would be paid f. 25 for each extra lay-day. See also N.A. 9403/12156 in which the captain was ordered to sail from St. Petersburg no later than 21 June 1744. Sometimes the charterparty mentioned the effect on the freight price of a later (more dangerous) sailing date as was the case of Abbe Lieuwes of Tershelling,

(Footnotes - Chap. I)

captain of the ship the "Koornbeurs van Amsterdam" (N.A. 7315/—, 8 July 1722). Lieuwes was hired by George Colonius to leave Amsterdam no later than 15 July and sail for Archangel where he was to load a cargo of 150 lasts of tar for Amsterdam. He was to leave Archangel no later than 15 September. If Lieuwes left Archangel before 15 September, the freight price would be f. 20/last but if he left between 15 September and 1 October, the freight price would be f. 21:10 (a 7.5% increase).

[103]It was mostly on the Archangel route that we found the question of armament of the ship mentioned in the charterparties. An exception is G.A.A., N.A. 6636/—. On 20 June 1720, Christoffel Brants, Court Councillor and Resident of Tsar Peter in Amsterdam, made a charter-party with captain Harke Zeres commanding the "Eendraght," 125 x 33 3/9 x 14 1/2 x 7. Zeres was to sail for St. Petersburg and return to Amsterdam. The cargo to be carried on either leg of the journey is not mentioned but in St. Petersburg, Zeres would be told by Brants correspondents, Bartholomew Borst and Hendrik Bodisco Pietersz what cargo to load for Amsterdam. The freight price was f. 10,750 bij de hoop, average and expenses according to custom and f. 100 for hat-money. The ship was to be armed with sixteen "pieces" (cannon), hand-guns and necessary ammunition. The crew numbered 32. Free passage and board had to be provided for any passengers.

[104]The D.O.H. ensured that lighters were provided at Riga. However, at Archangel and St. Petersburg, it was the custom that the captain paid such expenses. In the case of St. Petersburg, this meant that the larger ships would load part of their cargo at the docks of the city insofar as the draught of the ship allowed to navigate the channel to Kronstadt and there take on the rest of the cargo. The extra expenses for lighters and handling to bring this remaining part of the cargo to the ship were to be paid by the captain unless otherwise specified. At Archangel, the shallowness of the channel forced most of the ship to load at sea or at the "Sollebol." Here the captain was obliged to use the crew and the ship's boat to bring the cargo aboard in addition to any lighter and handling costs. Sometimes it was specified that the cargo would be delivered f.o.b. (free-on-board). For examples of this, see N.A. 6636/—, 24 July 1720; 10886/130, 21 March 1777; 10891/288, 29 May 1778; 10893/284, 2 June 1779; 10905/185, 29 June 1784.

[105]For example (N.A. 9403/12154 and 12156), it was quite common for the captain to transport firewood (twee vadem brandhout) free of charge for the charterer.

(Footnotes - Chap. I)

[106]G.A.A., N.A. 6638. In a charterparty signed between Christoffel van Brandt as agent for Tsar Peter and Willem Jantz Schot, captain of the ship "de St. Jan," the ship was chartered bij de hoop to fetch cargo from Archangel and carry it to Amsterdam. Contrary to custom, the captain was not allowed to carry any cargo on his own account.

[107]The most frequent sum mentioned was 10 silver ducats or f. 60. The sum does not vary and seems to have been dictated by maritime custom. During the course of the eighteenth century, the amount of the caplaken stayed more or less the same increasing only in times of war or other dangers on the route.

[108]G.A.A., N.A. 5954/20. On 25 July 1691, Cornelis Tiaerdts, captain of the ship "Vijfhuisen" declared at the request of Jan van de Velde, an Amsterdam merchant, that when he, Tiaerdts, was at Schansternye (near the future St. Petersburg; see Map 1), he had purchased timber the year before to be ready for shipment this year. According to correspondence received, the timber was ready for shipment.

[109]Examples of the reaction of merchants to war are especially noticeable during the Great Northern War and the Fourth Anglo-Dutch War of 1780-1783. Quite often the charterer protected himself by inserting a clause enabling him to opt out of the contract. For example (G.A.A., N.A. 3354/2789), on 28 March 1703, Gilles and Frederick Dorville chartered the ship "Prins Casimir" under captain Luyte Ryns to sail from Amsterdam to Schansternye to load a cargo of timber for Amsterdam. In case the waiting cargo was destroyed by enemy troops (presumably the Russians) or floods, the contract would be annulled with a penalty of f. 500 to be paid by the charterer to the captain instead of f. 3,044 freight for the whole voyage and the captain would be free to load whatever cargo he could find.

[110]See the article by Schöffer, "Vonnissen." For the Court of Marine Assurance and other archives pertaining to ship assurance see pp. 24 - 27 below.

[111]The ship-declarations were made by the crew of the ship at the request of the captain who was responsible for the cargo according to the bills of lading and for the ship to the shipowners. The ship-declarations, therefore, stress two points. First, that at the time of loading all proper and customary care was taken to ensure that the cargo was properly stowed. And second, usually at the end of the declaration, that the damage to the cargo and/or ship was exclusively the result of

(Footnotes - Chap. I)

bad weather conditions. See for example, G.A.A., N.A. 15512/185, 25 August 1784 or N.A. 15773/1214, 15 June 1784 and other ship-declarations cited in this study.

[113]G.A.A., N.A. 10843/114. On 9 February 1769 the first mate, carpenter and cook of the ship "d'Antonia en Jan Arnoud" under the command of Dirk Jorisz Pronk, declared that in October and November of 1768 they loaded linseed in barrels and wainscot at Riga. They left from the Boldera (sandbank outside Riga) on November 22 and because of adverse winds and coldness did not reach the Sound till 13 December. They were then forced to enter Blindsond in Norway to repair damage to the ship for which three carpenters were employed. This resulted in having to pass the winter there and it was not until 19 January 1769 that they left Blindsond, arriving at Texel on 24 January and at Amsterdam five days later. Aside from the damage already mentioned some of the cargo sustained water damage while the bottom had fallen out of some of the other barrels. Another ship had even worse luck. (G.A.A., N.A. 5289/213.) On 25 January 1702, the crew of the galjot "St. Jacob" (skipper, Jan Dirkse from Terschelling) declared that the cargo received water damage due to shipwreck after beaching at Riga. The cargo from Amsterdam, still to be unloaded, was damaged and consisted of tobacco, raisins, prunes, rice, figs, pipes, herring, salted fish, cheese from Leiden, wine, brandy, saltpeter. Some of the return cargo of linseed was also damaged. An interesting case is that of the ship the "vijf Gebroeders" under the command of Fokke Heije. (N.A. 15512/185.) On 25 August 1784 the crew declared that the ship was loaded with rye at Riga and ready to sail for Amsterdam on 5 June. Because of adverse winds, it could not leave till 12 June and after much difficulty reached Amsterdam on 15 August. The crew declared that the ship was seaworthy, the cargo competently stowed, that all did their duty and that the damage to the cargo and ship was solely the result of bad weather. What is interesting about this ship-declaration is that the ship was located in both the STA and GGR. According to the STA (7840626) the ship, under the command of Jan Holen passed the Sound on 26 June 1784 carrying 62 lasts of rye. The D.O.H. Galjootsgeldregisters for 19 August 1734 list the weight of the cargo also at 62 lasts while the registered ship lastage is given as 30 lasts. Apparently, the damage to the cargo either was minimal or did not result in any lowering of the galjootsgeld levy. When more such cases are found, it will be possible to determine whether or not the damage or loss of cargo resulted in a lowering of the galjootsgeld or not.

[113]G.A.A., N.A. 3873/13 gives the declaration of the crew of the ship "de Twee Schelvissen," skipper being Cornelis Jansz. Schelship was loaded with rye, hemp and hempseed. The ship arrived in the Sound in November and waited five weeks for the convoy with the result that it had been frozen in at Copenhagen. It can also happen that the charterparty

(Footnotes - Chap. I)

specifies that in case a ship was trapped in the ice the cost of wintering had to be paid by the captain. So far, only on the Archangel route, have we found examples of this as was the case with Pieter Hendrik in command of the flute "de Zon" (N.A. 10891/288, 29 May 1778). He was chartered by Claas Kruyer to sail for Archangel to load 2,700 to 2,800 large barrels of tar and other heavy goods for Amsterdam. The freight price would be f. 48/last of tar, for linseed f. 50/last, rye at f. 51 and barley or tallow at f. 56. At the Sollebol (a sandbank near Archangel), Hendrik would be granted thirty lay-days starting 1 August with f. 30 for every extra lay-day except if the ship was caught in the ice, there would be no payment for extra lay-days. The costs of wintering in Archangel were to be paid by the captain.

[114]G.A.A., N.A. 9403/12082 concerns a declaration made on 10 April 1744 by the crew of the "koffschip de Juffrouw Maria Elisabeth" under skipper Cornelis Jelles Swart. In October 1743, the ship loaded at Riga with two parties of linseed and one party of hemp. It departed from the Boldera for Amsterdam on 2 November but storms forced it to seek shelter at Memel. Leaving Memel, it was forced by ice to winter at Rostock from which it could not leave until 10 March 1744. The ship passed the Sound on 18 March, Texel on the 27th and arrived the next day before the gates of Amsterdam. In addition, the cargo suffered water damage due to heavy storms and ice.

[115]G.A.A., N.A. 10291/225. On 25 March 1760, Sören Basballe, the first mate, Jens Toffte, the second mate, Ole Poulsen, the boatswain and Lars Swenson, the cook, declared at the request of captain Peder Blegen in command of "de Boodschap Maria" that they sailed from Riga and the Boldera on 30 August 1759 with a load of hemp and some wainscot. Adverse winds and bad weather forced them to anchor at Ösel from 3 - 8 September, at Kristianstö from 19 - 25 September, Jutland from 8 - 28 October and at Hesnaes from 29 October - 6 November, each time having to pay for pilotage. A storm of 8 - 14 November forced them into the bay of Hamburg and it stormed again from 20 - 21 November. On 24 November, they reached Vlieland and took a pilot on board, but because of darkness had to put out the anchors. A new storm the next day forced them to cut the anchor. Reaching the Pampus (a sandbank in front of Amsterdam) they unloaded some of the cargo on to two lighters and with the aid of a "ship-camel" passed over the Pampus, arriving at Amsterdam on 4 December. From 12 December to 2 January 1760, the Y was frozen. On 4 January, they managed to unload 18 bales of hemp but then from 7 January to 15 February, the Y was again frozen. Only after 15 February could the rest of the cargo be unloaded without any pilferage by the ship's crew. When unloading, water damages were discovered to a part of the hemp. Blegen

(Footnotes - Chap. I)

also declared that he had not loaded any cargo for others at Riga.

A similar, if not worse, fate overtook the crew of the three-mast galjot "d'Juffrouw Anna Jacoba" under the command of captain Pieter Meijndertsz Clements (N.A. 9419/13394). On 22 April 1748 her crew declared that in September 1747, they had loaded on the Boldera at Riga four parties of hempseed, five barrels of seed-linseed and planks two inches (duim) thick. The crew consisted of nine (negen eeters). They sailed from the Boldera for Amsterdam on 29 September, arrived at the Sound on 10 October and were ready to leave on the 14. Adverse winds prevented them from leaving the Sound till 31 October but they were forced back to the Sound again on 4 November. A storm caused the ship to list and they were not able to leave the Sound till 17 November. Subsequent storms in December caused the ship to list even more, leading the cargo to shift. Although the captain and crew used all possible sails to keep afloat, on 11 December, they were forced to cut the main mast to stay above water. On 13 December, they were forced to cut away almost all of the remaining rigging and masts. After anchoring at Terschelling, the ship was towed to Ameland. Then, while trying to reach Harlingen, the ship became stuck in the ice on 10 January 1748 until 18 February. It was not until 13 April, that they reached Amsterdam.

[116] A "water-camel" or "waterschip" was a barge-like device which was attached to the sides of a ship and then had its water-ballast pumped out. The increased buoyancy decreased the draught of the ship and made possible its passage through a shallow channel or over a submerged sand-bank. A description of "ship-camels" or water-camelen can be found in J. Perry, The State of Russia under the Present Czar, London, 1716, p. 25. Perry, a British engineer hired by Peter I to supervise the construction of canals and locks in Russia, described the water-camels as follows:

> "I was ordered to attend him [Peter I] in a Yacht to Hellevoetsluis [from England in 1698] where his Majesty procured an Order for me, and sent a Person with me to shew me all the Camels (which are flat Vessels made to be fixed to the bottom of ships, and come up like a chest on each side) with which the Hollanders are obliged to lift their ships over the Pampus, a large Flat that lies in de Souda [sic! Perry must mean the Zuiderzee] a sea between the City of Amsterdam and the Texel."

The Pampus continued to challenge inventors throughout the eighteenth century since the better the water-camelen the less cost would be incurred in having to pre-(un)load ships going to and from Amsterdam. For some of these inventions, see G. Doorman, Octrooien voor uitvindingen in de Nederlanden uit de 16e-18e eeuw, 's Gravenhage, 1940, pp. 251, 261, 306 and 310.

(Footnotes - Chap. I)

[117]G.A.A., N.A. 10278/725 contains a declaration (5 October 1765) of Thomas and Adrian Hope, merchants of Amsterdam and owners of the cargoes carried by the following ships:

"De Witte Sleutel" under captain Jan Bakker;
"De twee Gebroeders" under captain Jacob Vos;
"De jonge Hellingman" under captain Dirk Vos;
"De jonge Arend" under captain Simon Jacobs and later Jansen Woordman;
"De jonge Juffrouw Anna Maria" under captain Jacob Brysen;
"De Jonge Jan Ruyter" under captain Fokke Tjerds de Ruyter.

They gave their procuration to Henry and John Shiffner, merchants of London. The latter were to do whatever was necessary to reclaim the cargoes of these ships which were seized by English men-of-war. The first four ships had come from Riga and the others from St. Petersburg. (The act is in English.) See also 10282/938, 14 December 1757, and 10277/466, 20 July 1756, for Dutch ships taken by English privateers.

[118]G.A.A., N.A. 10339/1493. (This is a simple declaration and not a ship-declaration.) A number of Amsterdam merchants interested in the cargo of the ship "De Twee Gebroeders" under the command of Cornelis de Groot, made a declaration on 13 November 1741. They stated that the ship had left Amsterdam for St. Petersburg. Hendrik and Daniel Janse Schokker, bookkeepers of the ship, had informed them that the ship had arrived at Danzig instead of, according to the cognossements, St. Petersburg. As the ship had left Amsterdam for St. Petersburg before the date of the Swedish declaration of war on Russia, the merchants wished that the ship continue its journey to St. Petersburg and if blockade made this impossible, the ship should try to unload its cargo at either Reval or Riga. See also N.A. 10339/1498, 14 November 1741, for a similar declaration involving the ship "de Juffrouw Christina en Maria" under captain Seye Sjoerds. (N.A. 8127/361.) On June 1735, Pieter Bartelsz Roos, merchant and grower of trees, living in Aalsmeer, gave procuration to Limburgh and Bohtlingh, merchants in St. Petersburg, to reclaim 50 yew-trees and 3 fruit-trees which he had shipped in the spring of 1734 on the ship "de jonge Marten en Cornelis" under captain Cornelis Manus. The trees were sent by Roos to Jan Wessel in Danzig but the ship was captured by blockading Russian naval forces and taken to St. Petersburg.

[119]The charterparties often include non-Dutch or non-Russian ships and charterers. In fact, the ship need not even be sailing to or from Amsterdam or any other Dutch port as, for example, an English ship could be chartered in Amsterdam to sail from England to Riga to carry a cargo to the Mediterranean.

(Footnotes - Chap. I)

[120]The Dutch waterschout has been translated as shipping-master. Actually the waterschout should be considered as a "bailiff of the water." He was appointed by the city to maintain and enforce the ordinances pertaining to maritime affairs, i.e., the harbour.

[121]W.H.F. Oldewelt, Amsterdamse Archiefvondsten, Amsterdam, 1942, pp. 45-49.

[122]G.A.A., PA38. Archief van de Waterschout, 1747-1868. Of the 152 folios of monsterrollen, only three cover the period from 1747 to 1772 and one the period from 1841 to 1852. Most of the other years are covered by two or three folios each.

[123]These zeebrieven can be found in G.A.A., Archief Burgemeesters, Zeebrieven. See Christensen, Dutch Trade, pp. 75-80 for a discussion of Dutch practices with regard to "sea-letters" and "sea-passes."

[124]G.A.A., Archief Burgemeesters, Zeebrieven. A certificate of registry issued on 5 April 1769, to Pieter Fredrik (homeport: Amsterdam) for the ship "de Zee Vaart," c. 34 lasts, stated that 5/32 of the ship's shares resided in Denmark.

[125]The author is indebted to Mr. R.A.D. Renting, Archivist of the Rotterdam City Archives for the information on the Zeetijdingen.

[126]G.A.R., Nrs. 852-853. Zeetijdingen van Hellevoetsluis, 1778-1822 en Maassluis, 1765-1822. Amsterdam had a similar courier-coach connection with Texel which did not provide the same service on an organized basis but functioned as a regular and dependable postal service for the Amsterdam merchants.

[127]The results have been summarized in Table VI. 1.

[128]The Zeetijdingen are the only Dutch source discovered so far which lists both the incoming and outgoing ships. A comparison with the STA for the post-1784 period using the Johansen data should prove most interesting. However, since the fiches on the Zeetijdingen prepared by the staff of the G.A.R. use the name of the ship and not the name of the captain, it will be necessary to use the original manuscripts in order to make a comparison with the STA.

(Footnotes - Chap. I)

[129]Such sources as the Amsterdamse Courant (1693+), the Nieuwe Nederlandse Jaarboeken (1766-1798) and De Koopman, of weekelijkse bijdragen ten opbouw van Neerlandsche koophandel en zeevaart, 6 vols., Amsterdam, 1768-1776 provide information on the number of ships arriving at or departing from Dutch ports (primarily Amsterdam and Rotterdam) during the eighteenth century.

[130]In addition to the studies mentioned above, other works by Dutch authors which contain substantial summaries or reprints of eighteenth-century sources on Dutch trade and shipping are H. Becht, Statistische gegevens betreffende den handels omzet van de Republiek der Verenigde Nederlanden gedurende de 17e eeuw, (1579-1715), published Ph.D. dissertation, University of Amsterdam, 1908; R. Bijlsma, "Rotterdam's scheepvaartverkeer in de achtiende eeuw," Nieuwe Rotterdamse Courant, 25 November, 1906; J.G. van Dillen, "Naschrift. De achtiende eeuw," TvG, 61(1948):16-30; P.J. Dobbelaar, "Een Statistiek van den in- en uitvoer van Rotterdam c.a. 1753," Ec. H. Jrbk., 7(1921):210-213; P.J. Dobbelaar, "Statistische opgaven van de in- en uitgevoerde granen in de Maashavens gedurende de 2e helft der 18e eeuw," Ec. H. Jrbr., 6(1920): 134-167; H.C. Hazewinkel, "Een memorie over den handel van Rotterdam uit 1729," Rotterdamse Jaarboekje, (1937): 127-139; H.A.A. Kranenburg-Boelmans, "De haring export naar het Oostzeegebied in de 18e eeuw," TvG, 72(1959): 251-259; L. van Nierop, "Uit de Bakermat der Amsterdamsche Handelstatistiek," Jrbk. Amstelodamum, 12(1913):105-172 and 16(1917):35-110; W.F.H. Oldenweld, "De scheepsvaartstatistiek van Amsterdam in de 17de en 18de eeuw," Jrbk. Amstelodamum, 45(1953): 114-151 and L. van Nierop, "De Hollandse Imposten en ons beeld van de conjunctuur tijdens de Republiek," Jrbk. Amstelodamum, 47(1955): 48-80; N.W. Posthumus, "Statistiek van den in- en uitvoer van Amsterdam in het jaar 1774," B.M.H.G., 34(1913):516-526; F. Snapper, "Statistische gegevens betreffende de Zeeuwse convooien en licenten uit de 17e- en 18e eeuw," Ec. H. Jrbk., 29(1963):260-271; J. de Vries, "De Ontduiking der Convooien de Licenten in de Republiek tijdens de achtiende eeuw," TvG, 71(1958): 349-361; Joh. de Vries, "De Statistiek van in- en uitvoer van de Admiraliteit op de Maze, 1784-1793," Ec. H. Jrbk., "I : Statistiek van de invoer," 29(1963): 188-259 and "II : De Statistiek van de uitvoer," 30(1965): 236-307; J.C. Westerman, "Statistische gegevens over den handel van Amsterdam in de zeventiende eeuw," TvG, 61(1948): 3-15.

[131]For a discussion of the development of Dutch marine assurance and average before and during the eighteenth century, consult W.H.A. Elink-Schuurman, "Korte aantekeningen betreffende de verzekering in de dagen der Republiek," Ec. H. Jrbk., 3(1917):110-123; F. Kracht, Die Rotterdamse Seeversicherungsbörse. Ihre Entwicklung, Bedeutung und Bedingen, Weimar, 1922; G. van Rijn, "De Actiehandel in 1720 te Rotterdam en de Maat-

(Footnotes - Chap. I)

schappij van Assurantie," Rotterdamsch Jaarboekje, (1889)1-75; I. Schöffer, "Vonnissen," pp. 73-132; C.H. Slechte, "De Maatschappij van Assurantie, Discontering en Beleening der Stad Rotterdam van 1720 bekeken naar haar productiefactoren over de periode 1720-1874," Rotterdamsch Jaarboekje, 7th ser., 8(1970)252-310; W.Z. Sneller, "De drie cargasoenen rogge van Daniel van de Meulen c.s. anno 1592 en hun verzekering," Jrbk. Amstelodamum, 32(1935)89-118, and J.P. Vergouwen, De Geschiedenis der makelaardij in assurantiën hier ter lande tot 1815, Amsterdam, 1945. For a short review, see Joh. de Vries, De Economische Achteruitgang der Republiek in de Achtiende Eeuw, 2nd ed., Leiden, 1968, pp. 68-71. For a recent study of the history of marine assurance in general, see L.A. Boiteaux, La fortune de mer, le besoin de sécurité et les débuts de l'assurance maritime, Paris, 1968.

[132]Average is defined as the expense or loss to owners arising from damage at sea to the ship or cargo. There exist two kinds of average, namely, particular and general. Particular average is the incidence of the partial loss or damage of ship, cargo, or freight, through unavoidable accident upon the individual owners (or insurers). General average is the apportionment of loss caused by intentional damage to ship, e.g., cutting away of masts or boats or sacrifice of cargo and consequent loss of freight, or of expenses incurred by putting into a port in distress by acceptance of towage or other service to secure the general safety of ship and cargo. In this case contribution is made by the owners (or insurers) of the ship, cargo and freight in proportion to the value of their respective interests. This became the prevailing sense of the word according to Maritime Law and Marine Assurance.

[133]This short summary is based on the sources cited in footnote 131.

[134]Schuurman, "Korte aanteekeningen," pp. 112-118. The sources dealing with the invitation to participate in the constitution of the company are printed in Slechte, "De Maatschappij van Assurantie," pp. 296-297. Undoubtedly, Amsterdamers were a bit wary of new companies for insurance and transport in the light of the wild speculations taking place in England at that time (e.g., the so-called Mississippi and South Sea Bubbles). See Charles Wilson, Anglo-Dutch Commerce and Finance in the Eighteenth Century, new ed., London, 1966, pp. 103ff.

[135]G.A.R., Nrs. 215-226, Assurantieboeken 1720-1786, 12 vols.; 227-241, Zeeassurantieboeken, 1726-1784, 15 vols.; Nr. 242, Calcula der schuldens en loopende risico's op 't einde van ieder jaar, 1724-1744, 1 vol.; and Nrs. 243-260, Register van de loopende risico's ter zee, 1724-1784, 18 vols.

(Footnotes - Chap. I)

[136]The development and role of this court are described in Schöffer, "Vonnissen averij grosse," pp. 73-86.

[137]The declarations made by the crew. These were usually notarized and quite often can be found also in the Notarial Archives as ship-declarations.

[138]For the period 1700-1770, Schöffer located a total of 3717 dispatches with yearly totals varying from 8 to 212. Of these 935 dealt with Baltic shipping and of these Baltic dispatches 295 (or 31.6%) dealt with Russian ports. Schöffer used the summaries prepared by A.H. Wicher-Hoeth and thus the dispatches for the period 1770 to March 1810 still await investigation. For this study those that pertain to ships to or from Russia have been consulted.

[139]For a deseriptive listing of the archives of the Brants family in the Amsterdam City Archives, see I.H. van Eeghen, Inventaris van het familiearchief Brants, Amsterdam, 1959.

CHAPTER II

EVALUATION AND METHODS

Scholars are aware of the difficulties posed by attaching quantitative values to the diversity of information found in historical source material. In order to make quantification and measurement possible, they often have had to make concessions. Faced with a multitude of variables, it is a common practice to use classification schemes to make such information more manageable. Classification methods quite often force a diverse flow of information to be channelled into certain defined streams. Through this process of simplification, it is argued that valuable information is lost, information which may very well cast serious doubts about the results reached by the analysis of the quantifiable variables.

Fortunately, the whole of the GGR can be prepared for processing by computer. The classification scheme used for the coding of the ports is broad and flexible enough to include even the smallest ports.[1] Each entry in the GGR or case contains the following variables: the "registered" date of arrival of the ship, the name of the port of departure, the name of the homeport of the captain, the "registered" lastage of the ship, the lastage of the cargo carried by the ship, the name of the captain and the name of the ship. Of these variables, the date of arrival and both lastages are already numeric. The names of the ports can be reduced quite easily to numeric or, as it is done in this study, to alpha-numeric variables. The two remaining variables, the name of the captain and the name of

the ship, were used (punched) as written.[2] As a statistical source, the GGR present a time series covering one and a quarter centuries and thus must be counted among the limited number of sources of this nature which are still extant. For this whole period the data is uniform. Figures for a later period do not have to be adjusted in order to render them comparable to figures for a previous period.[3] No debatable assumptions or approximations have to be made to compare, for example, the figures for 1724-1725 with those of 1784-1785.

As a result, the GGR lend themselves quite readily to quantitative processes. However, the reliability or accuracy of each of the variables must be determined before one can use the information given in the GGR, especially since this is the first time that these sources are being used extensively. It is, therefore, necessary to test and verify each variable against equally valid sources. Only when this has been done will it be possible to assess the GGR as a whole. It will also then be possible to determine to what degree the GGR are representative of shipping from Russian ports to Amsterdam or of all Russo-Dutch shipping and for the first time obtain an insight into the development of this shipping during the course of the eighteenth century. In the second part of this chapter the GGR are compared with the STA, a similar quantitative source. In the first section, the individual variables will be defined and tested against other Dutch sources.

A. The Interpretation of the GGR Variables

1. The "registered" date of arrival

While at first glance, the date of arrival seems to be a straightforward matter, further examination has shown that this is not the case. Except for one instance where the same ship is entered twice in sequence,[4] the GGR themselves do not give any indication that the date entered is not that of the arrival of the ship at Amsterdam. There are several entries which are not in chronological sequence. This would indicate that when the clerk had omitted an entry by mistake or received the necessary information at a later date, he would still record the entry according to the original document.[5] In his study on the GGR of the D.M.H., Brakel stated that the date given in the GGR of the D.M.H. (and by inference that given in the D.O.H. also) was the date of arrival of the ship.[6] However, when the GGR data were processed, it soon became clear that the number of cases entered during the first few months of the year was extraordinarily high considering the climatic restrictions placed on eighteenth-century shipping. Subsequently, tables were made of the percentage frequency distribution by month of arrival.[7] These show that in some years, the first four months, January through April, accounted for more than 50% of the total number of ships or the total tonnage of cargo carried that particular year.[8] These tables also show that at times one-fourth to one-third of the cargo carried arrived during the month of February.[9] In the light of the fact that these four months posed the greatest difficulties for shipping on the Baltic route due to storms and ice, this seems rather odd. A cursory check with other sources

also indicated discrepancies between the date of arrivals of ships at Amsterdam from the Baltic or White Seas as stated in these sources and the date on which they were registered in the GGR.

At first, it was assumed that this time-lag would have a certain uniformity as it might have been the result of an administrative process. With this theory in mind, several other sources in the Amsterdam City Archives were consulted. They were the ships-declarations as found in the notarial archives, the judgements in general average as found in the archives of the Court of Marine Assurance and the bills of lading and other documents located in private merchant archives.

The ship-declarations contain detailed descriptions by the crew on the voyage of the ship. In the majority of cases the date of arrival at Amsterdam is given.[10] A comparison of the date found in these sources with that given in the GGR for the same ship shows that the latter date quite often lags a month or more behind that stated in the ship-declaration. The difference in dates ranges from as little as eleven days[11] to as much as five months.[12] The average difference in dates between the GGR and ship-declarations is about one month and one week.[13]

The judgements in general average present a similar pattern. The date of arrival given in these judgements is from three weeks to two months earlier than that recorded in the GGR. Again the average difference in dates is about one month and one week.[14] This is not surprising. In fact, one would expect the difference in dates to be the same for these two comparisons since the evidence presented to the Court of Marine Assurance almost always included the ship-declaration made by the crew.

In both comparisons, the ship-declarations and judgements in general average, we dealt with those ships which deviated from the normal shipping pattern. It is quite conceivable that the galjootsgeld on either the cargo or the ship was not paid until all disputes about the state and value of damage to either cargo or ship were settled.[15] Ships which sailed late in the season had a higher chance of suffering some damage or delay due to inclement weather.

Enclosed from time to time in letters sent by merchants from various Russian ports to Amsterdam, one finds copies of bills of lading or cognossements.[16] Quite often, the Amsterdam merchants to whom these letters were addressed used these bills of lading to keep track of the expenses incurred in handling certain cargo through notations made on the margins or reverse side of these slips of paper. In many instances, the date and amount paid for galjootsgeld was noted. A comparison of these dates with those for the same ship as found in the GGR did not produce any recognizable pattern. Not only do some entries appear in the GGR two to three months after the galjootsgeld was supposedly paid,[17] but there are instances where the GGR entry precedes the date mentioned on the bill of lading by as much as one and one-half months.[18] The difference in dates between those given in the bills of lading and those recorded in the GGR is that the bills of lading precede those of the GGR by an average of a little more than three weeks.[19]

One last attempt was made at using the method of comparing individual cases for verifying the date recorded in the GGR. This involved using account books or reederyboeken of the ship-owners. Two such books

have been found to date.[20] While these account books list such minor expenses as the adjustment of the compasses and hourglasses[21] and for tobacco given to Russian labourers,[22] the amount paid for galjootsgeld is in most cases not recorded separately.[23] At times, these dues were shared between the ship-owner and the lessee. For example, if the ship was leased bij de hoop the lessee paid two-thirds of the costs for "water-camels"[24] to carry the ship over the sandbank at the Pampus[25] and for lighters at Amsterdam, while he paid galjootsgeld only for the cargo.[26] In order to determine when the ship arrived at Amsterdam, one type of entry was found to appear consistently, namely, that for the costs of the just-mentioned "water-camels" at the Pampus. It was decided to use the date of this entry, which can be considered to mark the arrival of the ship at the entrances to the harbour of Amsterdam, for comparison with the date recorded in the GGR.[27] The two ships for which we have this information were involved primarily in the timber trade with Narva and Viborg (a kind of "milk-run"). For the ship "de Juffrouw Christina" thirteen such date comparisons were possible. The average time lag between the date of arrival of the ship at Amsterdam and its registry in the GGR is 12.5 days.[28] Twenty of these date comparisons were obtained for the other ship, "de Waakende Leeuw," and the average time lag was computed at 9.9 days.[29]

Both these examples show a considerably smaller time lag than that derived from either the average judgements or the ship-declarations. The indication so far is that on the whole the date given in the GGR reflects within certain limits the date of arrival of the ship at

Amsterdam. Nevertheless, the above two case studies, as well as the average judgements and the ship-declarations, indicate that a considerable amount of time could and did elapse between the actual date of arrival of the ship at Amsterdam and its registration in the GGR. The date entered in the GGR is, therefore, called the "registered" date of arrival and the presentation of the data derived from the GGR must be seen in this context. In comparing the GGR data on a year to year basis, allowance must be made for the possibility that a change of up to 10% between years may be due solely to the variation in time lag between the actual date of arrival of the ship and the date recorded in the GGR. Further studies must be undertaken, especially those involving the STA before one can, by using the dates given in the GGR, establish the time shift that should be made in order to compare the STA and GGR data or retrospectively determine the date of departure of these ships from Russian or Baltic ports.

2. The port of departure

The names of the ports of departure have been assigned codes. Each port found in the GGR was assigned a specific code consisting of three digits and three letters.[30] The three letters were taken from the name of the port. The hundreds of the three digits represent a certain country or large geographic area, e.g., 300 through 399 represent Baltic Russia while 400 through 499 represent the ports on the southern coast of the Baltic. The tens represent a smaller geographic area of division within a country, e.g., the 370's have been reserved for Courland and

the 190's for Russian ports on the White Sea.[31] The code for St. Petersburg is thus 319STP while that for Amsterdam is 501AMS.[32]

The galjootsgeld was levied on all Dutch ships coming from the Baltic and White Seas. Yet the GGR contain the names of ports of departure which do not lie in the Baltic. In most cases, these are such ports as Aalborg, Aarhus, Flensborg, Helmsted and Varberg which are just outside the Baltic proper.[33] In Tables IV, these ports have been included under the heading "Other Ports." Aside from the occasional appearance of a non-Baltic port of departure, the methods used by those who recorded the GGR entries pose some difficulties. This is especially true for two clerks of the D.O.H., namely Willem Camper (1728-1759) and Johannes de Coup (1760-1776). De Coup's abbreviations and notations present the greatest problem. For example in 1774, he recorded ships as follows:[34]

"Maars 28	Corn Sleeswijk	v d Lemmer v Riga
Maars 29	Corn M Feddes	v Stokholm v dito
Maars 29	Hend M Feddes	v d^{O} v d^{On}.

Schöffer suggested that the "v dito" or "v d^{On} for "Corn M Feddes" referred to Riga and not to Stockholm.[35] But if this is the case then there would be no need for the "v Riga" in the next entry which is

"Maars 30	Heere Dirks	v Hindelopen v Riga"

since according to Schöffer this entry should read "v d^{On} and not "v Riga." A similar situation occurs further down on the same

folio where the following entries are noted:

"April 2	B Hielkes	v Harl v Hopzal
April 2	Martin Kofhal	v Coninxb v d^{o}
April 3	Robert Walles	v Bergen v Hapzal."

Again if Schöffer's system of interpretation is correct, the "v Hapsal" in the last entry would not be necessary. Schöffer himself doubted whether his system corresponded to that of de Coup himself.

In this study the method used for interpreting the GGR as far as port of departure and homeport of the captain are concerned is as follows: 1) if the homeport of the captain is a Baltic port and the port of departure was recorded underneath as "v dito" or "v d^{o}" then the port of departure is taken to be the same as the homeport of the captain; 2) if the homeport of the captain is a non-Baltic port and the port of departure was recorded as "v dito" or "v d^{o}" then the port of departure is taken to be the same as that of the port of departure given in the previous entry; 3) if both the homeport of the captain and the port of departure are given as "v dito" or "v d^{o}," then both ports are taken to be the same as that of the Baltic port given in the previous entry. Also found were two instances in 1779 where the notation "NB is Noorwegen" appeared.[36] However, the port of departure given in both instances is definitely a Baltic port and not one in Norway. Thus, aside from a very rare appearance of a non-Baltic port and the difficulties caused by the method of recording entries by Camper and de Coup, the ports of departure as stated in the GGR do not present any insurmountable problem for interpretation and codification.[37]

It is, however, quite possible that a ship took on cargo in more than one Baltic port. Schöffer has already noted this.[38] According to him, in such cases the GGR quite often suffice with the notation "Oostzee." The author of the pre-1783 Sound Toll Tables complained that when a captain entered the Baltic, he would give a port of destination which differed from the declared port of departure when the ship left the Baltic.[39] The charterparties also confirm the quite accepted practice of captains to change the port of departure by touching at several ports on the return voyage in order to find some extra cargo (and thus extra income) for the ship if this was possible.

The sources used for testing the date of arrival are of limited value in determining the accuracy of the port of departure and homeport of the captain. In most cases the ship-declaration and average judgement precede the entries in the GGR. The possibility of conflicting information for these particular cases regarding the route is remote and none has been noted so far. Neither do the bills of lading and reederyboeken show any such discrepancies.[40] In addition, none of these sources provides an adequate sample for testing such a varied variable as the port of departure. Nevertheless, these sources do seem to indicate that the port of departure given in the GGR is, on the whole, quite accurate. Only by testing this GGR variable on a more quantitative basis against the STA or port books of the Baltic ports[41] will it be possible to check for variations.

3. The homeport of the captain

The term homeport which has already been used above on several occasions is not an English word. It is used by European historians as the equivalent for the Danish hjemsted or the German Schiffersheimat.[42] Homeport is thus used to denote the domicile of the captain of the ship.

The controversy surrounding the value of this variable as an economic indicator of shipping strength has already been discussed in the context of the STA. In the GGR of the D.O.H. the homeport of the captain is given up to 1779.[43] In 1780, a new bookkeeper, Estienne Le Jay was appointed and he apparently no longer felt it necessary to record the homeport and even the name of the ship. This is regrettable since it deprives us of an insight into the manner in which Dutch shipowners responded to the restrictions and dangers of the Fourth Anglo-Dutch War which broke out in 1780. That the recording of the homeport was stopped exactly in 1780 when Dutch shipping apparently sought refuge under neutral flags seems to be more than a coincidence but this is only a speculation. The GGR of the D.M.H. stopped the recording of the homeport four years earlier, on 1 April 1766, when Pieter Hijs replaced Johan de Coup as bookkeeper.[44] However, Hijs continued to record the name of the ship until 1786 when he was replaced by Le Jay.

The coding system used for the homeport is the same as that used for the port of departure. The overwhelming majority of those captains for which a homeport is given in the GGR are Dutch ports. Sweden and Danzig provide the bulk of the small number of non-Dutch captains. The fact that on the Russia to Amsterdam route the number of non-Dutch

captains including those from Russia is negligible means that this variable has been omitted in the tables and graphs presented below.[45] However, for three sample years, 1724, 1725 and 1769, the information on the homeports has been processed, and is presented in Tables V. The question of the reliability of this variable has been checked with the STA for the years 1724 and 1725. This has yielded some very interesting results.[46] Apart from these sample testings, no further work was done on the homeport. Most of the captains had Dutch homeports but this is a problem which is peripheral to our study.

4. The name of the captain

Throughout the whole GGR both the Christian name(s) and surname of the captain are recorded. No serious discrepancies between the GGR and the sources used above for testing the GGR data pertaining to the name of the captain have been found. There are, however, some minor deviations which occurred from time to time. It was possible that a ship sailing from Amsterdam to Russia might return to Amsterdam with a different captain due either to illness or death or even the sale of the ship. Such cases are rare and a quick check of the name of the ship and lastages will usually settle the matter. A more frequent and not at all unusual occurrence was that a ship changed its captain while fitting out for a new voyage from Amsterdam.[47]

The tendency of the GGR to Dutchify the names of non-Dutch captains can pose some problems. These lie not so much with the treatment of the

GGR data itself as in the comparison of the GGR data with other quantitative sources such as the STA. This tendency to Dutchify names, in most cases the names of Swedish captains, is more of an irritant than a problem.[48] There also exists the infrequent possibility that different captains have identical names and even identical ports of departure and homeports.[49] One final remark about this variable is that while normally the two names given in the GGR are the Christian name and surname, it is possible that the two names given in the GGR are only the Christian names according to another source where the surname was added. The reverse is also true.[50] However, on the whole, the name of the captain serves as a very useful tool for comparing and evaluating the GGR data with other quantitative sources.

5. The name of the ship

The name of the ship, like that of the captain, is an alphabetic variable which remains for all intents and purposes a constant from year to year. It was, however, possible that a ship which entered the Baltic under one name returned from there under another, although such occurrences were rare.[51] In most of the transfers of titles and sales of ships in the Baltic, there is no mention of the name of the ship being changed.[52] It could also happen that a ship was sold while on the high seas but again changes in the name of the ship seem to have been very rare.[53] The only probable exception was in times of war when simulated ship sales and corresponding changes in flag took place so that the ships might continue trading as neutrals.

A much more serious problem is the fact that many ships carried the name of the same saint or such popular names as "Liefde" (Love), "Vrede" (Peace), "Gerechtigheid" (Justice) and "Hoop" (Hope).[54] This practice makes it almost impossible to use the name of the ship in the GGR for comparison with other sources unless other attributes such as the name of captain or the lastages are known. Further, the name of the ship is no longer recorded in the GGR after 1779 as in the case of the D.O.H., and after 1785 in the case of the D.M.H. However, when combined with the name of the captain and the lastage of the ship, the name of the ship does, when necessary, provide an almost foolproof combination for the identification of a particular ship. Since this variable has no immediate utility for our study, it has not been processed except for the years 1724 and 1725.

6. The lastages

Of the many different systems of measurement which were used in earlier times probably no system caused as many difficulties as that used for determining the size of the ship and no other measure could have so many different meanings as the "last."[55] What do we mean when we speak of a "last?" It is impossible to give a definite answer. An eighteenth century Dutch weekly for commerce and shipping, the Koopman, stated that it could not give an explanation of the methods used to calculate lastages of various commodities since this would take too long and be too difficult.[56] Not only did the last measure differ from place to place but it was used both as a volumetric and as a weight measure. In principle,

the last was a weight measure which was considered equal to about 4,000 Amsterdam pounds.[57]

The last as a volumetric measure was used to indicate the size of the ship. According to this measurement of capacity or size, duties were assessed on arriving and departing ships. This duty was called lastgeld.[58] Ostensibly, the lastage of the ship was meant to indicate not only the size of the ship but also that of the cargo. The difficulty lay in the conversion of measurements of the ship to its carrying capacity or burden. The problem was that the capacity of the ship was determined not only by the manner in which the ship was built but also by the kind of commodities it carried.[59] According to the Koopman the same Archangel flute could carry 500 to 600 lasts and sometimes even more. And a frigate of 150 rye lasts could carry only 135 lasts of wheat while flutes of the same size could carry 160 to 210 lasts of grain.[60] If this weekly periodical dedicated to the fostering of commerce and shipping found the problem of lastages too difficult to handle, present-day historians are still less sure what a last meant in all circumstances.[61]

The GGR were based on this dual nature of the last. Galjootsgeld was collected both on the basis of one stuiver per last of cargo carried (one-half stuiver per last of cargo after 1764) and one-half stuiver per last of the size of the ship.[62] In most cases the two lastages are not identical, the lastage of the cargo carried being generally higher than the lastage of the ship. We are thus faced with two problems related to lastage, namely that of the ship and that of the cargo. To understand the lastage of a ship, the figures given in the GGR have to be compared

with those of other sources. In order to do so, we must first establish an acceptable method for determining the lastage of a ship on the basis of its measurements, something that has not yet been done by scholars. Before we can deal with the lastage of the cargo, the weights and measures used for the different commodities must be defined. Ways should also be found to test the cargo lastage as given in the GGR with other sources. Thus we will deal first with the problem of the lastage of the ship and second with the lastage of the cargo carried.

a) The lastage of the ship

A correct method for measuring the lastage or tonnage of a ship continued to defy definition until the establishment of the Moorsom method in England in the 1850's.[63] Even today, historians are not sure as to what methods were used before then or should be used today to determine the size of the ship and the manner by which it was oficially registered. The GGR are probably the only source available which lists both the lastage of the cargo carried and the size of the ship for a great number of ships for such a long period of time. Studies carried out by scholars to determine methods for establishing the size of the ship and the relation of this measurement to either the registered size of the ship or the cargo capacity so far have been based on rather small samples. For example, the study by John McCusker was based on five Philadelphia merchantmen and that by Christopher French on sixty-three merchantmen.[64] Both studies dealt with eighteenth-century English shipping which crossed the Atlantic and, while McCusker compared official and private sources, French

did not. Besides, shipping conditions in the Baltic and European system were different than those for ships which crossed the Atlantic. In order to find a solution to this problem, it is useful to establish theoretical equations for determining the size of the ship. These equations will then be tested by comparing the GGR information (an official source) with the size of ships as stated by the merchants themselves when they contracted these ships to carry cargo.

For ordinary wooden sailing vessels the deadweight lastage was about half of the displacement lastage loaded, that is, the weight of the cargo and the weight of the ship itself were about equal.[65] In other words, as a rough approximation, the cargo-carrying capacity of the ship and the size of the ship were considered equal.[66]

But how was the size of the ship determined? The usual method was to take the product of the length, width, and height of the ship and divide it by a certain conversion factor. From time to time, this method was tested by taking a ship of a certain type and loading it with cannon balls to determine its displacement lastage loaded. When fully loaded in this manner, the waterline of the ship was marked as the load line and then the cannon balls were removed and weighed.[67] It was, however, impractical to apply this method to every vessel and thus various formulas were used to determine the size of the ship.

Since the size of the ship was used to determine the amount of dues that had to be paid, it is not surprising that in a treaty between Holland and Denmark in 1647 concerning the levying of the Sound Tolls considerable attention was paid to the manner by which the lastage of the different

sizes of ships was to be determined.[68] Unfortunately, no exact formula for converting the ship's measurements into lastages was specified. From the examples given, however, it is possible to deduce that the formula must have been something in the order of:[69]

$$\text{Lastage} = \frac{\text{L(ength)} \times \text{W(idth)} \times \text{H(eight)}}{300} \qquad (1)$$

In the case that a ship had a deck, the following adjustment was made:

$$\text{Lastage} = \frac{\text{L} \times \text{W} \times (\text{H} + 1/4\ \text{D(eck)})}{300}$$

The treaty also stipulated that ships carrying timber would receive a reduction of 20% of their lastage. The timber last was considered four-fifths of a rye last.[70] The latter together with the salt or St. Ubes last were used in determining the lastages of ships for the purpose of assessing the Sound Tolls.[71]

Another formula used was that found in the draft proclamation of 1688.[72] According to this proclamation the formula used by the Dutch was:

$$\text{Lastage} = \frac{\text{L} \times \text{W} \times \text{H}}{200} - 1/5\frac{(\text{L} \times \text{W} \times \text{H})}{200} \text{ or } 4/5\frac{(\text{L} \times \text{W} \times \text{H})}{200} \qquad (2)$$

For ships with a deck or verdek, the following addition was made to the formula:

$$+ \frac{\text{L} \times 1/2\text{W} \times 1/2\text{D}}{200} - 1/5\frac{(\text{L} \times 1/2\text{W} \times 1/2\text{D})}{200} \text{ or } 4/5\frac{(\text{L} \times 1/2\text{W} \times 1/2\text{H})}{200}$$

The first observation to be made about Formula (2) is that it measures the ships in terms of lasts of timber instead of lasts of rye. The second is that the division by 300 in Formula (1) and by 200 in Formula (2) is not as strange as it might seem at first glance. It was a common practice

to register the ship at two-thirds of the lastage than it could actually carry.[73] If this is so, then Formula (1) pertains to the registered lastage of a ship in rye lasts for the purpose of assessment of tolls and dues. Formula (2) gives the carrying capacity of a ship in terms of lasts of timber. Without the reduction of the lastage by one-fifth, Formula (2) would give the carrying capacity of the ship in terms of lasts of rye.

During the seventeenth and eighteenth century, other methods were proposed in Holland to obtain a more accurate way of measuring the large variety of ship types. At the end of the seventeenth century, the Dutch East India Company, after extensive measurements, placed a last of Prussian rye equal to 125 cu. vt. (1 cu. vt. = .01705M^3 or 22.697 Litres) and this became an accepted standard.[74] The discourse on the "Measuring of Ships," written in the middle of the eighteenth century, stated, however, that up to that time all ship measurements were made in "timber feet" (Dutch lit. houtvoeten). For the so-called "wide ships," a last of timber was considered to be equal to 180 cu. vt. and for the "round ships," 194 cu. vt.[75] The author himself proposed what was according to him a more accurate means for determining the lastage of a ship. It would be equally applicable to all types and sizes of ships regardless of the sharpness of the ship's lines and can be stated as follows:[76]

$$\text{Lastage} = \frac{L \times W \times H}{200} - 1/3\frac{(L \times W \times H)}{200} \text{ or } 2/3\frac{(L \times W \times H)}{200} \qquad (3)$$

For ships having a deck the following addition was to be made to the formula(s):

$$+ \frac{L \times 1/2W \times 1/2D}{200} - 1/3\frac{(L \times 1/2W \times 1/2D)}{200} \text{ or } 2/3\frac{(L \times 1/2W \times 1/2D)}{200}$$

This proposal was thus an attempt to officially recognize the accepted practice of registering the size of a ship at approximately two-thirds of its actual measurements or cargo-carrying capacity.[77]

All these attempts at reaching an all-embracing formula had serious drawbacks which lay not so much in the formulas themselves as in the diversity of types and sizes of ships. At both ends of the range in ship sizes the formulas lost much of their validity.[78] This was true especially for ships measuring 300, 400 or 500 lasts. The way a ship was built also greatly influenced its carrying capacity. A frigate and a flute of the same size could not carry the same amount of cargo because of the sharper lines of the frigate.[79] Dutch ships, in general, were built more round and square not only in order to be able to carry more cargo but also because of the shallowness and increased silting of the Dutch harbour approaches and shipping channels.

The above three formulas can, with minor deviations, be considered part of the same formula depending as to what particular aspect of the ship's measurements were to be stressed. If one assumes that these three formulas are essentially those which were used at that time, then a certain relationship should be observable between the measured lastage and the registered lastage. This relationship is determined by the following conditions which have been observed in the documents cited:

1) That the lastage calculated from the measurements should be equal to the cargo-carrying capacity of the ship expressed in lasts of rye (rye lasts).[80]

2) That the lastage of the ship for the assessment of tolls and duties was usually put at two-thirds of the actual measured lastage.

3) That ships were registered in lasts of timber which were considered equal to four-fifths of rye lasts.

The relationship between the measured lastage (ML) and the registered lastage (RL) of a ship can, therefore, be expressed as:

.667ML = RL (where RL is in rye lasts)

and

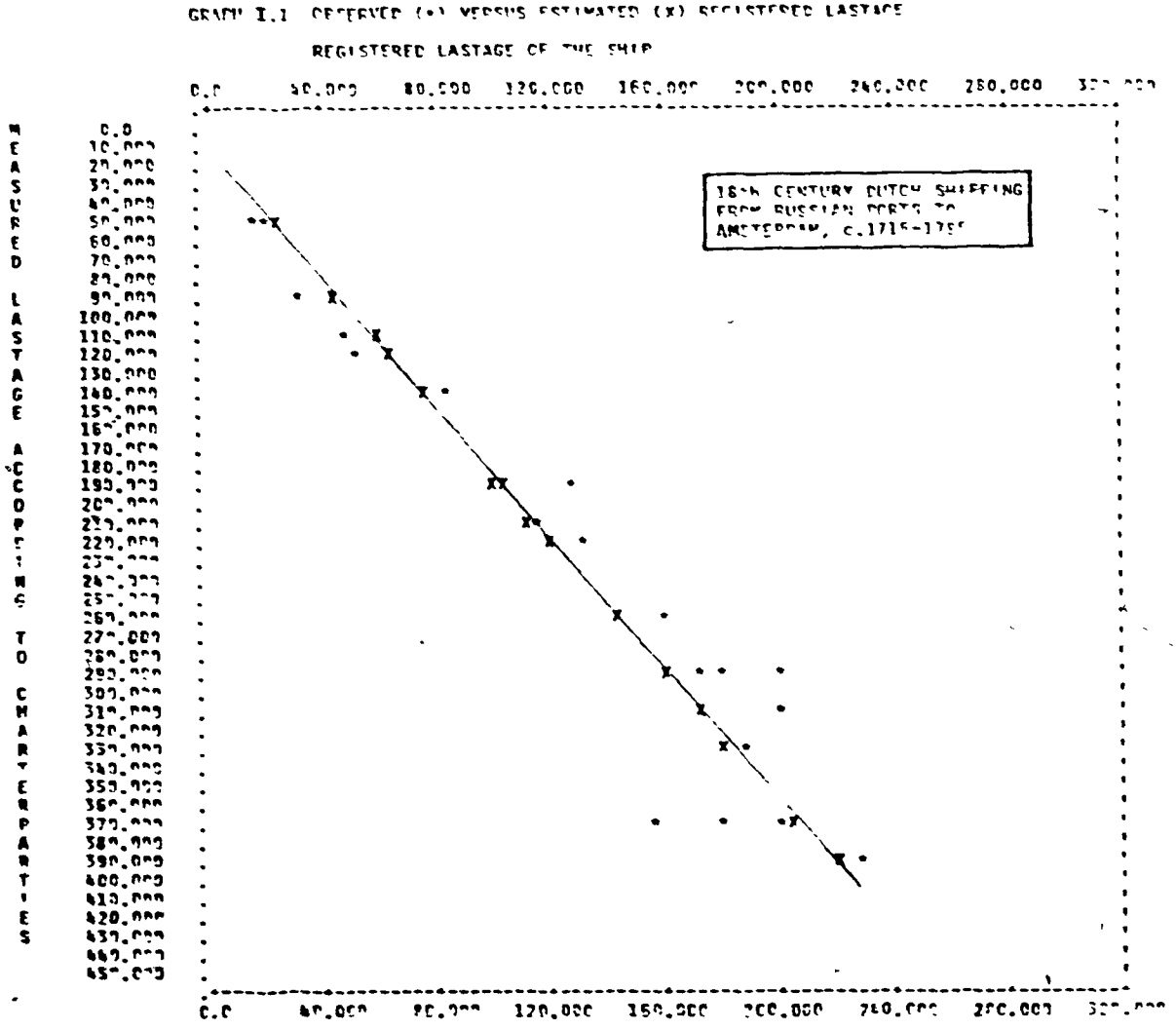
.533ML = RL (where RL is in timber lasts).

What last measure was then used for the ship and how does it relate to the cargo-carrying capacity of the ship? The GGR themselves seem to indicate that the lastage given for a ship were lasts of timber. The figures given in Tables II.4.B and II.4.D on shipping from Narva and Viborg to Amsterdam support this assumption. Both these ports, and especially Narva, were principally exporters of timber. In a large number of cases the lastages of the cargo and of the ship as stated in the GGR are the same. Presented on a yearly aggregate basis in the two tables mentioned above, the annual difference between these two lastages is usually less than 4% and in many cases less than 1%. Only during periods of war or other exceptional circumstances are the percentages above 4%. The number of ships in our sample (more so in the case of Narva than Viborg) is large and consistent enough to rule out the possibility of any coincidence.

In order to test and verify the theoretical relation of RL = .533ML, the charterparties were consulted. The charterparties state from time to time either the measurements of the ship or the approximate cargo-carrying capacity, the latter mostly in rye lasts. The first route that was investigated was that for ships sailing between Narva and Amsterdam. Since the greater part of Narva's export consisted of timber, it should be possible to test for the relation of .533ML = RL. The search for charterparties which stated the measurements of ships and which were located in the GGR on their return voyage yielded twelve samples since many ships sailed from Narva to ports other than Amsterdam.[81] While this is a small sample, it nevertheless yields some interesting results, namely, r = .954, b = .589 and R^2 = .893. The correlation coefficient (r) at .954 is thus quite strong while the regression coefficient (b) is .589[82] and the coefficient of determination (R^2) is .893.[83] In other words, on the basis of the 12 samples pertaining to Narva, RL = .589ML and this relationship holds true for 89.3% of the cases. The difference between the theoretical RL = .533ML and the observed RL = .589ML is .056. This small difference can be attributed in part to the preciseness of the measurements given in the charterparties and to what degree the measurements should be rounded off in various stages of the calculations.

It was possible to assemble a similar but smaller data set for Riga. The results obtained on the basis of seven samples were, r = .954, b = .5397 and R^2 = .910. The correlation coefficient is also .954 but the regression coefficient has dropped to .53977 or .540 while the coefficient of deter-

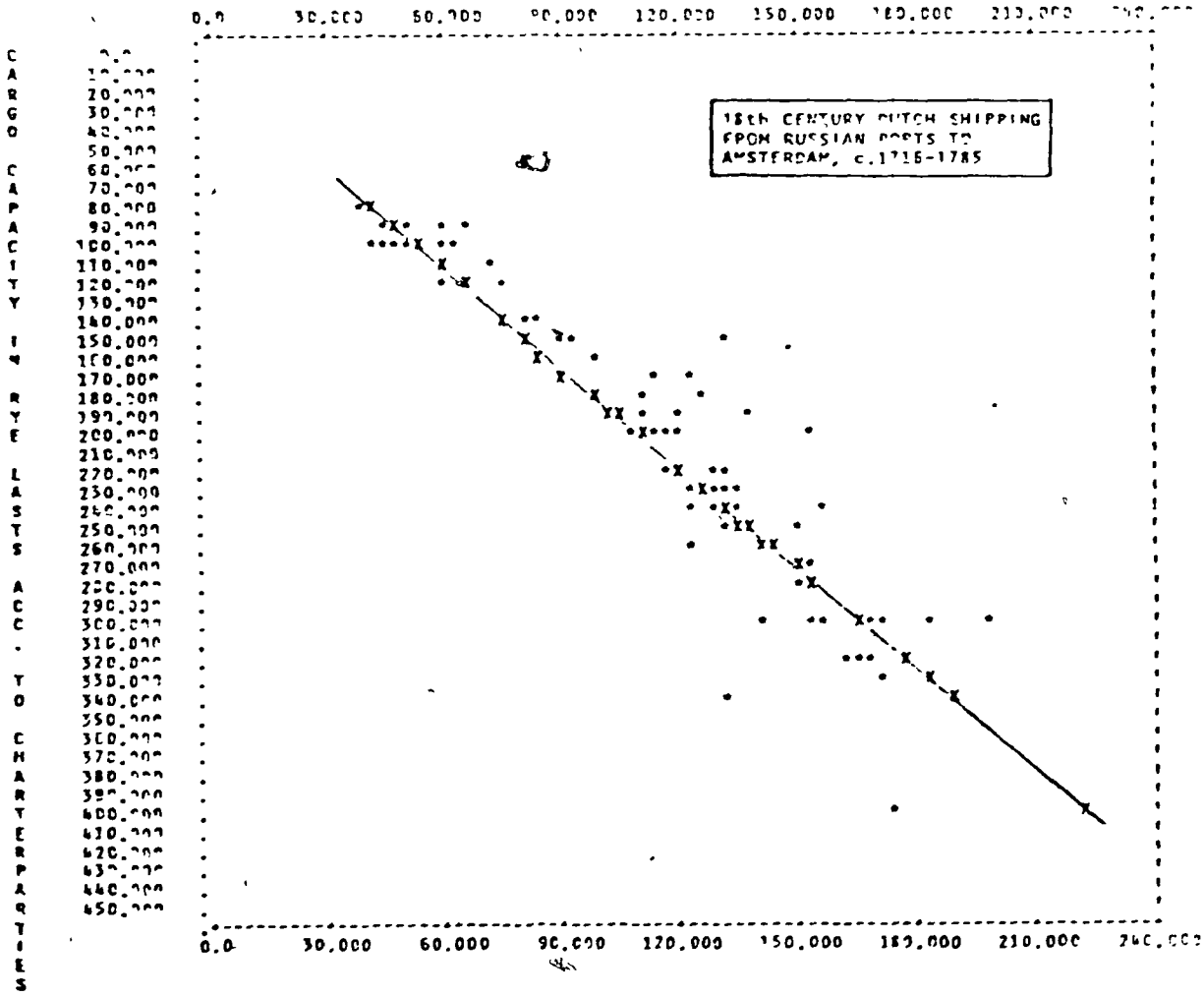
mination was .910. Thus the observed relation of RL = .540ML is almost identical to the theoretical RL = .533ML and the degree of closeness of the linear relationship between RL and ML is .954 while 91% of the variance is explained by the regression equation. Both samples as well as three for St. Petersburg have been combined, thus bringing the total number of samples to 22. For this data set the following values were computed, r = .957, b = .567 and R^2 = .916 and are presented in Graph I.1 of the estimated versus the observed registered lastage of the ship taking as the base variable the measured lastage of the ship.



As could be expected, Graph I.1 shows that the variance increases as the values increase. Thus the relation is RL = .567ML. The degree of relationship between RL and ML is .0957 and 91.6% of the variance is explained by the regression equation. The difference between the observed RL and the theoretical RL is that the observed is .034 or 6.3% higher than the RL determined according to the formula.

Much more numerous are the charterparties which state the (approximate) cargo-carrying capacity (CC) of the ship, usually in rye lasts. For the St. Petersburg-Amsterdam route, 27 such charterparties were found which could also be located in the GGR.[84] By taking the registered lastage

GRAPH I.2 OBSERVED (•) VERSUS ESTIMATED (x) REGISTERED LASTAGE



of the ship as recorded in the GGR as the dependent variable and the cargo capacity as given in the charterparties in rye lasts as the independent variable, the following values were obtained, r = .943, b = .563 and R^2 = .889 and our equation would be RL = .563CC. An additional 68 such observations were found for the Archangel-Amsterdam route and, being analyzed in the same manner, yielded r = .860, b = .555 and R^2 = .740. These two data sets were combined and the results are presented in the line plot labelled Graph I.2. Again the variance increases as the values increase. The regression analysis values computed for the combined data are r = .941, b = .556 and R^2 = .885. Accepting the premise that the cargo capacity (CC) and the measured lastage (ML), both stated in rye lasts, can be considered equal, these 95 observations yield the equation RL = .556ML and 88.5% of the variance is explained by this regression. The observed RL = .556ML is .023 or 4.3% higher than the theoretical RL = .533ML according to the formulas.

The Rederyboek of the ship "de Waakende Leeuw" provides an additional insight into the problem of determining the relationship of RL versus ML. When the ship was sold in 1744, according to the bill of sale, it measured 129' x $28^8/11'$ x $12^6/11'$ x $7.^{85}$ According to Formula (2) the measured lastage of the ship would, therefore, be 265 lasts. During the 11 years for which we have a record of the ship's movements, she made 20 voyages from the Baltic (primarily Narva and Viborg) to Amsterdam. Each time the lastage of the ship as recorded in the GGR was 140 lasts. For "de Waakende Leeuw," RL would thus equal .528ML. However, an entry for 12 May 1729 reads,

"Schietersgeld van 255 lasten, 8 man, f.117:12:-."[86]

In other words, when the ship was unloaded the actual rate according to which the labourers were paid was 255 last which represents a difference of 3.8 - 3.9% from the lastage computed according to the formula. This example illustrates that the difference between the observed and theoretical conversions (from 4.3% - 6.3%) may very well be due to metrological factors.

Thus the evidence obtained from contemporary sources, internal criticism of the GGR as well as a comparative analysis of the GGR and other equally valid sources support the hypothesis that for eighteenth-century Dutch shipping from Russia (and most likely other shipping as well) the conversion factor of RL = .533ML is a valid method (within a 4.3 - 6.3% margin of error) for converting the measured lastage (ML) or cargo-carrying capacity of the ship (CC), both in rye lasts, to the lastage at which the ship was registered (RL), in timber lasts. This conversion factor must be taken into account when evaluating the data tabulated on the lastage of the ship (or shipping tonnage) derived from the GGR on shipping from Russian and Baltic ports to Amsterdam.[87]

b) The lastage of the cargo

J. Phillipus Rodenburg, the author of the discourse on the measuring of ships, emphasized that it was impossible to equate a last to 4000 ponden[88] since a last was equal to 125 cu. vt. which held 13,550 ponden of copper but only 728 3/4 ponden of the lightest kind of cargo.[89] A last of 125 cu. vt. could contain a last of wheat weighing 4500 ponden, a last of Prussian rye weighing 4320 ponden but if dried only 4032 ponden or a

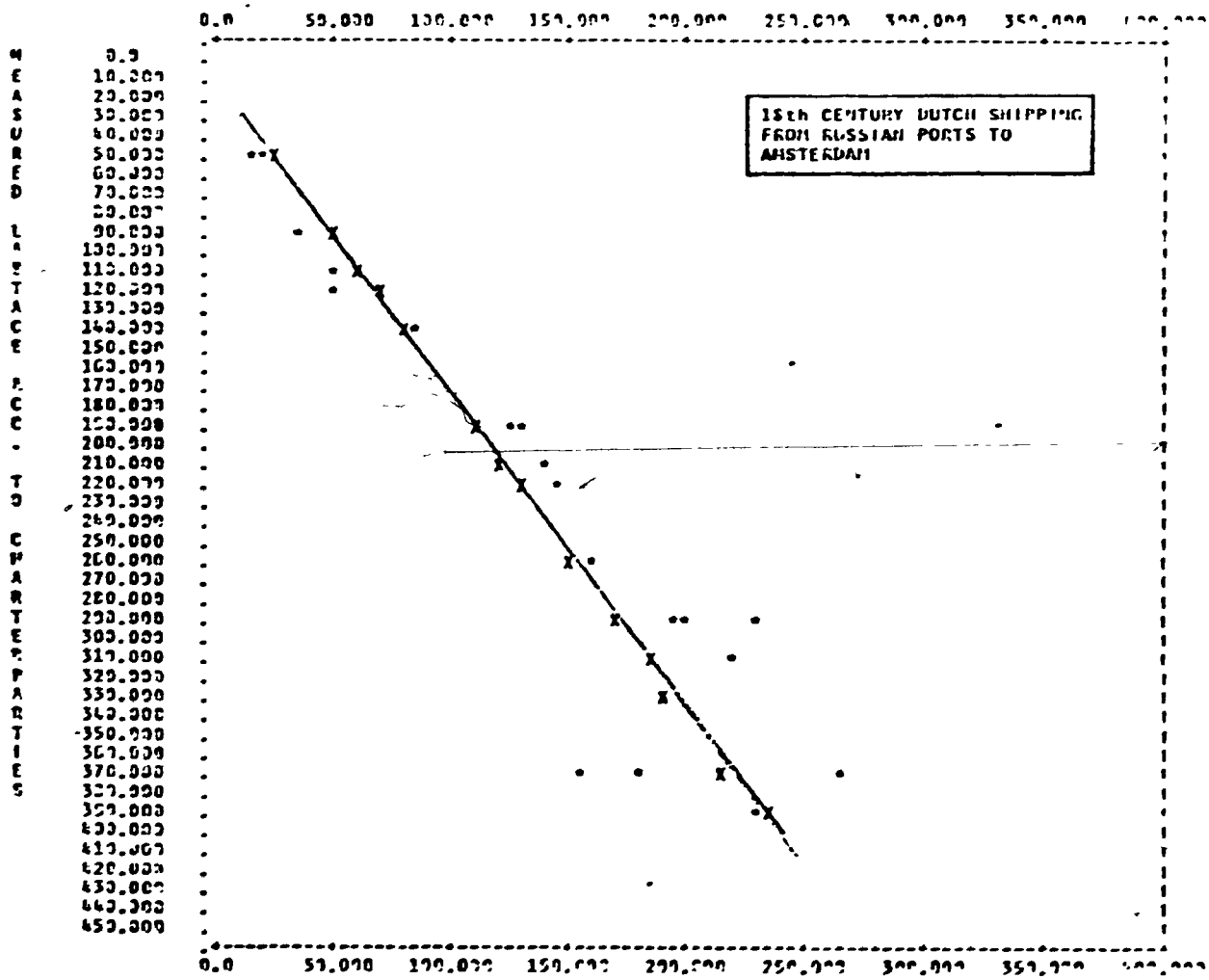
last of barley of 3525 ponden.[90] Timber was measured at 4/5 of a rye last.[91] Flax and hemp were measured in shippounds[92] (shpds.) of 300 ponden.[93] For some of the other principal articles of Dutch trade with Russia, the equivalent of a rye last at Amsterdam for freighting purposes was placed at 8 oxheads or 2 casks for wine, 14 casks of loose herring or 12 casks of packed herring, 12 casks of pitch, 13 casks of tar. For tallow, wax and caviar, 4000 ponden were considered equal to one last of rye, and flax or hemp were measured at 6 shippounds per last.[94]

In calculating the price of freight, a last of rye was the accepted standard used to determine the last burden expressed in weight measurement of 4250 ponden (about 2097.883 Kilograms) and not in volume.[95] In determining freight prices a last of wheat was considered to be 9% more than a last of rye, a last of oats, 20% less, while seeds, e.g., hemp-, lin- and rapeseed, were considered at 10% less than a last of rye.[96]

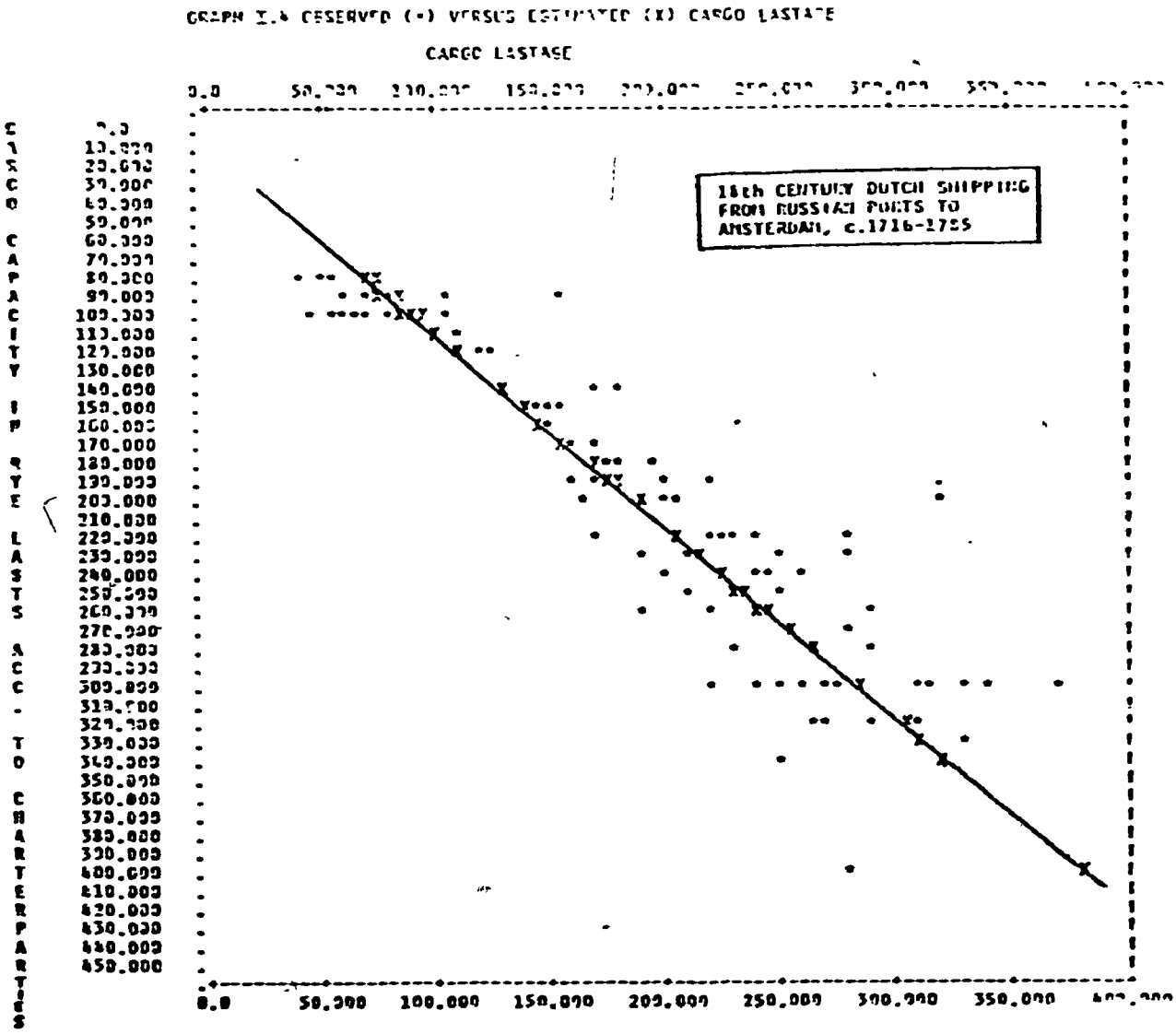
In the GGR, however, no distinction was made between these varying last measurements since the number of lasts for both the cargo and ship are recorded simply as "lasts cargo" and "lasts ship." With regard to the "lasts ship," we have already noted that the ships were recorded in the GGR at almost one-half their actual size if measured in rye lasts. Or stated another way, the ships paid galjootsgeld on their registered lastage which was two-thirds of their measured size in last of timber. But Tables II.4 show that the cargo lastage (CL) was almost always greater than the registered lastage (RL). On the other hand, for ships which came from Narva or Viborg, the cargo lastage and registered lastage are the same in the great majority of cases. What then was the cargo lastage on

which the galjootsgeld was paid? Was it the weight of the cargo in terms of rye lasts or timber lasts? Was it simply the sum total of the lasts of different commodities carried by the ship? Was the cargo lastage also recorded at two-thirds of actual number of lasts? How do we reconcile the fact that at times, on the St. Petersburg route, the yearly total of "lasts cargo" is more than double the yearly total of "lasts ship" while on the Narva and Viborg route, they are practically the same? Neither the GGR themselves nor the archives of the D.M.H. and D.O.H. provide an answer.

GRAPH I.3 OBSERVED (•) VERSUS ESTIMATED (X) CARGO LASTAGE



Perhaps the method used for determining the relationship between the measured lastage (ML) or the cargo capacity (CC) and the registered lastage (RL) can be of assistance also for finding the relationship between the ML or CC and the lastage of cargo carried by the ships and thus give an insight in the type of last measure used to decide the galjootsgeld paid on "lasts cargo." If we take the first sample, that of 22 observations of ML versus RL and change the dependent variable from RL to CL with ML remaining as the independent variable, regression analysis will yield the results, $r = .922$, $b = .603$ and $R^2 = .850$. The results of this analysis are presented in the line plot labelled Graph I.3 But if we take the other sample, namely that of the cargo capacity in rye lasts and repeat the regression analysis making the same changes as before, the results are $r = .913$, $b = .954$ and $R^2 = .834$. Plotting the results of this second sample, Graph I.4, we notice that while there is not much difference in the variance between Graphs I.1 and I.3, the same is not true for Graphs I.2 and I.4. Secondly, in our analysis of both these samples for the lastages of cargo carried, there is a wide disparity between $b = .603$ (for ML) and $b = .954$ (for CC). What are the reasons for this? First of all, it must be noted that in the first sample, ML, we are dealing almost exclusively with ships carrying timber as cargo. The lastage of cargo carried and the lastage of the ship as recorded in the GGR are in many cases identical.[97] A regression analysis of the registered lastage versus the cargo lastage carried yields $r = .979$, $b = .930$ and $R^2 = .958$. Thus the difference between $b = .567$ for ML versus RL and $b = .603$ for ML versus CL can be accounted for by the



possibility that some ships carried extra or different cargo. But this leads us to another problem, namely, was the lastage of cargo carried also assessed at 2/3 of the actual lastage? This will be discussed after the second sample, that of cargo capacity, has been dealt with.

The relation between the cargo capacity (CC) as stated in the charterparties and that of the cargo lastage (CL) as recorded in the GGR is one in the order of LC = .954CC. This does not tell us anything except that the ships observed carried to Amsterdam a cargo almost equal to their

cargo capacity. However, if one compares CL with RL for the same ships the regression is of the order RL = .573LC (r = .928 and R^2 = .861). Even if allowance is made for the possibility that registered lasts are timber lasts and cargo lasts are rye lasts, a 20% difference, this still would not account for the fact that CL = .954CC and RL = .573LC. Thus the conclusion would be that cargo lasts were assessed at their actual value and not at the two-thirds reduction granted RL, which contradicts the first sample consisting of ships carrying timber.

Information taken from the bills of lading lead us to make the assumption that galjootsgeld was paid on the lastage of each of the commodities carried according to the manner in which the lasts of each goods were measured. Thus the difference in lastages CL versus RL, as shown in Tables II.4, presents no problem. However, the contradiction with regard to ships carrying timber confirmed by Tables II.4.B and II.4.D complicates matters. In the case of the ship "de Juffrouw Christina," for instance, which was engaged primarily in the timber trade with Narva and Viborg, the GGR consistently recorded the RL at 142 lasts, while the CL varied from 142 to 153 lasts, eight times out of ten being 142 lasts.[98] In 1729, the ship made a voyage to Danzig, and on its return the "lasts cargo" was recorded as 266 lasts.[99] This was one of the few times that the ship was not chartered bij de hoop, the usual manner for chartering ships carrying timber.[100] Further, for all years and all ports in Tables II.4 with few exceptions, the total lastage of cargo carried is always greater than the total registered lastage.[101] A solution to the relationship of the lastage of cargo carried to the measured lastage, the cargo capacity and registered

lastage probably contains the following elements:

1. Ships carrying only timber were in most cases chartered bij de hoop and thus it would not be unusual that for these ships a full load was considered equal to the registered lastage.
2. For ships carrying other commodities or mixed cargo, freight was paid per last and in most cases more than one merchant shipped cargo on the same ship. Thus here the cargo lastage would be equal to the sum total of the number of lasts of the different commodities shipped by each merchant.

At the moment, it is not possible to obtain a satisfactory solution. The cargo lastages of individual ships will have to be checked against the Sound Toll Accounts and other documents at both the port of departure and port of arrival.[102] The route of the ship, the duration of the voyage and the time of the season, as well as the armament, crew, provisions and equipage of the ship, all influenced the amount of cargo that the ship could carry.[103] For the time being, the assumption is made that the cargo lastage as recorded in the GGR is the sum total of the lasts of different commodities with the exception for ships carrying timber bij de hoop in which case the cargo lastage is usually equal to the registered lastage.

Now that the different GGR variables and the context in which they must be used and parameters by which they must be judged have been defined and evaluated, the remaining question is that of the degree of representativity of the GGR as a whole. Does the data derived from the GGR on shipping from Russia (and the Baltic) represent all shipping from

there to Amsterdam or only that of ships carrying the Dutch flag, ships having a Dutch captain or ships controlled/chartered by Dutch merchants? The answers to these and similar questions can only be dealt with after the GGR has been tested against a source of a similar quantitative nature which pertains to all shipping to and from the Baltic, namely, the STA.

B. The Amsterdam Galjootsgeldregisters Compared with the Sound Toll Accounts

Up to now we have limited our evaluation of the GGR to comparisons on the basis of individual cases. While this approach has proved invaluable in determining dissimilarities on an individual basis and in defining the parameters of the GGR variables, such an approach cannot present an overall frame of reference by which the GGR as a whole can be evaluated. It is in this context that a comparison of the GGR with the STA is very useful not only for evaluating the GGR in terms of the STA but also vice-versa.

The magnitude of the quantitative data contained in both these sources made it necessary to limit such a comparison to specific years. Two sample periods were chosen, the years 1724 and 1725 and the years 1784 and 1785. The first period represents the final two years of the reign of Peter I and marks the level of development of trade and shipping with Russia at the end of an era of great change. The second sample period, 1784 and 1785, marks the period following the Treaty of Paris of 1783 which ended a number of interlocking wars, known as the American Revolutionary War, the Fourth Anglo-Dutch War and the War of the League

of the Armed Neutrality. Since the Bang volumes ended with 1783, Glamann and Johansen started their work on the STA with the year 1784. At the time of this study, the STA data were available for 1784 and 1785 only. Still, the choice determined by necessity does have merits. The years 1784 and 1785 were times of peace, the large scale changing of the flags of ships which had taken place during the war years had abated. The outbreak of hostilities between Sweden and Russia in 1788 and the French Revolution the following year limit the choice of "normal" years for comparison with the beginning of the eighteenth century.

Since this is the first time that such a comparison has been undertaken, the methods and value judgements used should be explained in some detail. Aside from specific problems encountered in working with some of the variables, which are presented below, some remarks of a more general nature are in order. First of all, the 1724-1725 sample includes the processing of data for these two years of the STA of ships having a Dutch port as their port of destination,[104] and of those in the GGR of the D.O.H.[105] The GGR data for the first five months of 1726 were included so that it would be possible to check for ships which passed the Sound en route to Dutch ports late in 1725 and which arrived at Amsterdam early in 1726. In this way it should be possible to present an evaluation of all ships which passed the Sound in 1724 and 1725 by determining whether a) the ship arrived at Amsterdam, b) the Baltic port of departure given in the STA and the GGR is the same and c) the homeport of the captain is the same in both sources.[106]

In terms of the GGR, it will be possible to test for only one complete year, namely 1725, since ships which were recorded in the GGR during the first few months of 1724 probably passed the Sound late in 1723. Nevertheless, it proved feasible to present comparative data of the GGR for the period of May through December 1724. A similar situation exists for the period 1784-1785.

The method used for comparing the STA and GGR data was as follows:

1) Computer print-outs were prepared of the STA data for the years 1724, 1725, 1784 and 1785, respectively, listing by port of departure all ships which passed the Sound destined for Dutch ports.[107] A similar print-out of the GGR data listing all ship movements by port of departure was prepared for the years 1724, 1725, 1784, 1785 and for January through May for 1726 and 1786.

2) Each STA entry was then noted and a search made for it in the GGR print-out for the corresponding year and port of departure, taking into account a possible time lag of up to three months.

3) A list was then made for each year of the ships listed in the GGR for which a corresponding STA entry had not been found.

4) All the uncoupled STA entries were then checked against this list which reduced the number of uncoupled GGR entries considerably.

5) A short list of the remaining uncoupled GGR entries was then drawn up and checked against all the west-bound STA ships up to eight months previous to the GGR entry.[108] Still, for a number of GGR entries, a corresponding STA entry could not be located. Part of the reason for

this lies probably in the fact that there are frequently substantial differences in the manner in which the name of the captain has been recorded in both the GGR and STA.

Before presenting the results of this comparison between the STA and GGR, it is necessary to elucidate some specific problems encountered in the coupling[109] of the data because the way of solving these problems has had an effect on the results obtained. The variables that the STA and GGR have in common are the date (either of passage through the Sound or registered date of arrival), the port of departure, the port of arrival (for the GGR this is a constant = Amsterdam) and the name of the captain. While the GGR record the lastage of the cargo and the registered lastage of the ship, the STA list neither but instead state the quantities of the various kinds of commodities carried by the ship. The three primary variables used to couple the STA and GGR data are then the date, the port of departure and the name of the captain. Each of these variables presented its own unique problems. At the same time the process of the STA-GGR coupling raised questions on the GGR variables and this will also be discussed. Since the date and the name of the captain precede the port of departure as coupling factors, the three variables will be discussed in that order.

1. <u>The STA date of passage and the GGR 'registered' date of arrival</u>

The date of passage of the ship through the Sound as recorded in the STA seems to be quite accurate. No author who has worked with the STA has questioned the date. In addition, both the ship-declarations and

judgements in general average show no discrepancies between the date that the crew declared as having passed the Sound and that recorded in the STA. We have already noted that the same cannot be said about the dates recorded in the GGR. The question then arises as to whether there exists a general difference in dates between the STA and GGR entries which will aid in the interpretation and evaluation of the GGR data. In other words, what was the average time lag in days between the date of passage of the ship through the Sound and the registered date of its arrival at Amsterdam according to the GGR? While a complete answer to this question will have to await the interfacing of the STA and GGR data, it is, nevertheless, possible to make some observations which are of use in providing some indications of the extent of this time lag.

One ship which sailed through the Sound on 13 October 1784 was registered in the GGR a scant five days later.[110] On the other hand, there are instances where, for ships passing through the Sound during October-November, a corresponding GGR entry did not appear till April-May of the following year.[111] There are also several instances where the STA recorded the captain as making two west-bound voyages for Amsterdam in one year but for which only one corresponding GGR entry could be located.[112] In one such instance, the date of the second passage through the Sound coincided with the date of the GGR entry.[113] Another possibility is that two captains having the same name passed through the Sound within a short time span, with both captains sailing from the same port of departure, having the same homeport and commanding ships of approximately the same size. In such instances, the chronological sequence

of the STA entries was maintained for coupling purposes with the GGR.[114]

These, then, are some of the variations and problems as far as individual entries are concerned. On a larger scale, several samples were taken in order to provide some possible answers to the range and extent of the STA-GGR time lag. The first sample consists of all entries on ships from Russia which sailed through the Sound during the month of July in 1724 and 1725 and which could also be located in the GGR. A total of 83 such observations were made. The average time lag between the date of passage of the ship through the Sound and the date on which it was recorded in the GGR was computed at 43.2 days.[115] A similar sample was taken for the years 1784 and 1785 and it was possible to make 119 observations. For these two years the average time lag was 46.267 days.[116] Combining the two samples yielded an average time lag of 45 days.[117] Thus during the more favourable part of the shipping season, it took about a month and one-half between the time a ship passed through the Sound and the discharge of cargo and settling of accounts as witnessed by the GGR records. A frequency distribution of the combined 199 observation shows that 42 ships or 22.2% belonged to the so-called early arrivals. The majority of ships, 98 or 49.7% were recorded in the GGR within 33 to 48 days after passing through the Sound, and 41 ships or 20.3% within the following 15 days, while 17 ships or 8.9% wererecorded in the GGR more than 63 days later.[118]

Approaching the same problem from another direction by taking what could be considered the least favourable time of the shipping season, a totally different picture emerges. Of the 80 ships which are recorded in

the GGR for the period January through May of 1786, at least 65 are accounted for by ships which passed the Sound during the previous year.[119] The average time lag computed at 158.5 days is almost quadruple that of the July sample. The frequency distribution also lies very differently from the July sample. Of the 65 ships only 12 or 18.5% had a time lag of less than 101 days. The majority of ships, 32 or 49.2%, had a time lag of between 101 to 172 days while 18 ships or 27.0% were recorded in the GGR more than 200 to 300 days after the date of their passage through the Sound.[120]

The major contributing factor to this long time lag is the fact that ships sailing through the Sound during the last three months of the year had a good chance of either being forced to winter in a Norwegian port or elsewhere en route due to adverse winds and temperatures. Others chose to winter at a certain port, i.e., the homeport of the captain along the Frisian coast.[121] The large difference in the STA-GGR time lag of 45 days in July and 159 days during the winter months make it impossible to use the STA to estimate the difference between the actual date of arrival of the ship at Amsterdam and the date at which it is recorded in the GGR. The long time lag during the winter season also underlines the possibility, already suggested before in terms of the GGR themselves, that the yearly differences in data derived from the GGR may be due in large part to a combination of fluctuating weather conditions and the delay in entering the ship in the GGR records.

In view of the variation in the time lag between the passage of each ship through the Sound and its registration in the GGR, it is impossible to

state exactly the number of ships (and lastages) registered in the GGR during the first few months of each year which should actually be counted with the preceding year. Only when the STA and GGR are interfaced for a substantial number of years will it be possible to obtain such a solution. Nevertheless, in view of the comparison of the GGR with other sources on an individual basis or on a larger scale as with the STA, we may be safe to assume that the GGR data for the first three to five months of a year pertain to ships which passed through the Sound during the preceding year.

2. The name of the captain

In the coupling of the GGR and the STA data, the name of the captain serves as the key link. During the coupling process several problems arose. The first problem is the difference in the spelling of names of the same captains. Closely related to this is the practice of Dutchifying non-Dutch names by the recorders.[122] The second problem concerns the Christian name(s) and surname of the captain. We have found that it sometimes happened that the two names are reversed in the other source.[123] Another possibility was that a captain having two Christian names and a surname, was recorded with all three in one source but in the other source the two Christian names form the Christian name and surname of the captain.[124] A more difficult situation arose when one source uses the two Christian names as Christian name and surname, while the other uses the first of the two Christian names and a third name as surname.[125]

Finally, there is the problem of captains with identical or nearly identical names. If the ports of departure and/or homeports given are different and match the entries in the other source the problem is easily solved.[126] If on the other hand, the port of departure given in both sources is the same and the captain stated different homeports on the second or third voyage that year, the problem is more complex.[127] For the cases of this type which occurred in 1724 and 1725, the fact that the GGR recorded the name of the ship greatly facilitates the identification of such entries for coupling purposes.

Nevertheless, based on the experience of coupling these two-year samples, the name of the captain can be considered to be a very reliable tool for the coupling of the STA and GGR.

3. The port of departure

In the great majority of GGR-STA couplings, the ports of departure given in both sources are identical. By taking the GGR as a base it was possible to make 2371 couplings with the STA for our two sample periods, and by taking the STA as a base it was possible to make 2512 couplings with the GGR. The reason that the latter figure is higher than the first lies in the fact that four full years of the STA were checked against the GGR while two full years and two partial years of the GGR were checked against the STA. The degree of concordance between the STA and GGR can therefore be presented in two ways. On the one hand, the STA data can be tested against the GGR, i.e., one assumes the GGR to be correct and measures the variance of the STA. And on the other hand, the GGR can be checked against the STA, i.e., one assumes the STA to be correct and

measures the variance of the GGR. Since the two samples are not of the same magnitude the variances between the STA and GGR will differ depending on which of the two approaches to this problem is taken.

Out of a total of the 2371 couplings[128] there were only 376 instances[129] where the port of departure listed in the STA conflicted with that given in the GGR. If from these 376 cases (or 15.86%), we subtract those involving the port of Elbing, the total number of conflicts drops down to 185 or 7.8%.[130] Taking only the Russian ports, the number of times that the STA disagree with the GGR on ports of departure is about one-half of the percentage for the Baltic as a whole, i.e., the 31 such cases[131] out of a total of 903 couplings[132] represent a variance of 3.4%.

Looking at the same problem from the other side, that is, the number of cases where the port of departure listed in the GGR is not the same as that given in the STA, we find that out of a total of 2512 couplings,[133] there are 335 (or 13.3%)[134] such cases. If instead of Elbing, we take away the cases involving the port of Pillau, which total 199, the number of disagreements is reduced to 136 or 5.4%.[135] For the Russian ports only, there are 37 cases[136] out of a total of 989 couplings[137] (or 3.7%) where the GGR disagree with the STA on the port of departure.

Thus we can assume that, within the above margins of error, the ports of departure as given in the GGR are essentially correct, the more so in the case of ships from Russian ports.

4. The port of destination or arrival

Cases involving disagreement between the STA and GGR on the ports of destination (in the case of the STA) and port of arrival (in the case of the GGR—always Amsterdam) are much fewer than those involving the ports of departure. As regards the GGR, out of a total of 2371 couplings, only 32 cases[138] (or 1.3%) show conflicting entries. Of the ships en route to Dutch ports other than Amsterdam according to the STA, a total of 21 (or 0.8% out of the total of 2521) nevertheless did arrive at Amsterdam according to the GGR.[139] In the latter case, most of these ships were destined for such ports as Holsloot, Hoorn, Edam, Rotterdam, Dordrecht or Groningen.[140] Cases involving non-Dutch ports of destination are rare.[141] In the light of the fact that the charterparties have shown that it was not at all an uncommon practice to order the ship at the Sound or at Texel/Vlieland to either bypass Amsterdam and sail for another port or, conversely, sail to Amsterdam instead of another port, these percentages (0.8 - 1.3%) are surprisingly low.

As far as ships from Russian ports are concerned, the GGR contain 9 entries[142] of ships which, according to the STA, were destined for ports other than Amsterdam. This means that for ships from Russia the discordance of the STA with the GGR on port of arrival is of the order of 0.9%.[143] Of those ships sailing from Russian ports to Dutch ports other than Amsterdam, according to the STA, 11 ships[144] did nevertheless arrive at Amsterdam (or 1.4% out of a total of 797 ships).[145] Thus the degree of variance between the STA and GGR on the port of destination/arrival from Russian ports ranges from 0.9% - 1.4% which is

of the same order as that of the whole of Baltic shipping to Amsterdam.

5. The homeport of the captain

In the first works on the STA for 1497 - 1660 which appeared in 1906 and 1922 Bang equated the homeport of the captain with the nationality of the ship. Despite strong criticisms and evidence that this was not a valid assumption, she continued to present the Sound Toll data for 1661 to 1783 based on this assumption in the subsequent volumes published between 1930 and 1953. Consequently, historians, when using the data derived from the Sound Tolls as presented in the Bang volumes, talk of Dutch- or English bottoms instead of ships under the command of captains having Dutch or English homeports.[146] Since the utility of the homeport as an indice of the commercial maritime strength of a nation has received considerable attention and led to controversial interpretations, special attention has been paid to this variable in our comparison of the STA and GGR. The comparison of these two primary sources should shed some light on these controversies. At the same time, this comparison will be of assistance in defining the parameters of this variable not only for the STA but especially for the GGR and the implications it has for our study.

It is true that in the GGR for 1784 and 1785 the homeport of the captain was no longer recorded; but, our other two-year sample, that for 1724 and 1725, contains 1237 couplings[147] on the side of the GGR and 1346 couplings[148] on the side of the STA. This is a large enough sample for our purpose.

There are quite a few permutations to be dealt with. First of all, the homeport of the captain will be looked at from the perspective of the GGR. Secondly, it will be analyzed from the point of view of the STA. Thirdly, since Amsterdam as homeport presents a specific problem, an assessment of the degree of importance of this port as a homeport within the Netherlands will be undertaken. And finally, this procedure will be repeated, though in less detail, for shipping from Russian ports to Dutch ports.

For 1724, the total number of STA entries which were coupled with the GGR (for May through November) of that year was 494 while the number for 1725 (the whole year) was 743, thus a total of 1237.[149] According to the GGR for 1724, 428 captains[150] (or 86.64%) of the 494 entries declared having a Dutch homeport. Likewise in 1725, 648 captains[151] (or 87.21%) made similar declarations, thus yielding a two-year average of 86.98% of these captains having a Dutch homeport. Out of all the GGR entries for 1724, namely 677, a total of 96 captains declared having a homeport which was not Dutch, while 142 out of 844 did so in 1725.[152] In other words, 15.65% of the captains listed in the whole GGR for 1724 and 1725 had non-Dutch homeports, or conversely, 84.34% of the captains had Dutch homeports.[153]

How does this compare with the STA? First of all by taking the same 1237 couplings, we find that the STA recorded 1018 captains[154] (or 82.29%) as having a Dutch homeport. Therefore, there is a difference of 4.69% or 58 conflicting entries out of 1237 between the STA and the GGR for this two-year period.

On the side of the STA, out of a total of 567 couplings[155] in 1724, 498 captains[156] (or 87.83%) were recorded in the GGR as having a Dutch homeport, while for 1725 the number was 659[157] (or 84.60%) out of a total of 779 couplings.[158] For all of the ships to Dutch ports in 1724, 649 captains[159] out of a total of 764 (or 84.95%)[160] were recorded in the STA as having a Dutch homeport. For 1725, the number was 865 out of 1048 (or 82.54%) and the two-year average was83.55%.[161]

The percentage of captains having a Dutch homeport during 1724 and 1725 can be summarized as follows:

1) 84.34% out of all the GGR entries;
2) 83.55% out of all the STA entries having a Dutch port of destination;
3) 85.96% according to the GGR coupled with the STA;
4) 86.98% according to the GGR and 82.29% according to the STA of those STA entries coupled with the GGR.

The percentage differences between these two sources are thus very small. In view of the fact that for circa 10% of the GGR entries, it was not yet possible to find the corresponding STA entries, we may assume that the STA and GGR are in agreement on whether or not the captain had a Dutch homeport. There are, nevertheless, a number of instances during this two-year period, 58 (or 4.69%), where the non-Dutch homeport of the captain according to the STA is recorded as a Dutch homeport in the GGR.

However, for this two-year sample, of the 1237 STA entries that are coupled with the GGR, there are 366 instances[162] (or 29.59%) where the STA differ from the GGR on the homeport of the captain. Similarly,

of the 1346 GGR entries that were coupled with the STA, there are 374 instances[163] (or 27.79%) where the GGR differ from the STA on this variable. Since the GGR and STA are within 4.69% of agreement on Dutch versus non-Dutch homeports, the remaining difference of circa 25% must lie within the number of homeports of the Dutch captains. During the course of the coupling process, it already became clear that in many instances where the STA recorded the homeport of the captain as Amsterdam, the corresponding GGR entry would list a different smaller Dutch homeport and vice-versa. Since Amsterdam dominated the Dutch economy, the author paid special attention to the role of Amsterdam as a homeport according to the STA and GGR.

Of all the ships sailing to Dutch ports according to the STA during 1724 and 1725, 442 captains[164] (or 24.39%) listed Amsterdam as their homeport, while for the same two years, of all the GGR entries, only 201 captains[165] (or 13.21%) came from Amsterdam. For the STA entries that were coupled with the GGR, 331 captains[166] (or 26.59%) declared Amsterdam as their homeport according to the STA, while according to the GGR only 174 of the same captains[167] (or 14.07%) did so. The difference between the STA and GGR is even greater if we state the problem in another way, namely, while of the GGR entries coupled with those of the STA, Amsterdam accounts for 32.51%[168] of the captains having a Dutch homeport according to the STA, but they account for only 16.16%[169] (according to the GGR). Thus, while according to the STA, Amsterdam accounts for nearly a third of the homeports of all Dutch captains, according to the GGR Amsterdam was the homeport for only one-sixth of all Dutch captains.

Looking at this phenomena from the perspective of the STA, we have already noted that 442 captains or 24.39% of those destined for Dutch ports listed Amsterdam as their homeport. Now if we take only those 1752 captains who said that they were sailing for Amsterdam, there were 545 (or 31.11%) who also claimed it as their homeport.[170] Of those 1346 STA entries[171] for which it has been possible to find a corresponding GGR entry, 342 captains[172] (or 25.41%) were recorded in the STA with Amsterdam as their homeport. But according to the GGR, only 172 captains[173] (12.78%) did so. Thus in both cases, that of the STA compared with the GGR and that of the GGR compared with the STA, we find that approximately one-half of those captains recorded in the STA with Amsterdam as homeport, are listed in the GGR as having another Dutch homeport. This fact reflects quite accurately the role Amsterdam played as homeport according to all the entries listed in the STA as compared with all the GGR entries. Consequently the importance of Amsterdam as a homeport should be reduced accordingly and that of the smaller Dutch ports increased.

In the context of the concentration of this study on shipping from Russian ports, the question arises as to what degree the above-mentioned disconcordance between the STA and GGR regarding the homeport of the captain affects our interpretation of the GGR data on shipping from Russian ports. Once again starting with the GGR, we find that of the 575 ships having a Russian port of departure during 1724 and 1725, a total of 557 captains[174] (or 96.87%) were recorded as having a Dutch homeport, while of the 663 ships[175] which sailed from Russian ports and which were destined for Holland according to the STA, 625 captains[176] (or 94.26%)

declared Dutch homeports. Both percentages are about twelve percentage points higher than the overall percentages (of both the STA and GGR entries) of captains having a Dutch homeport.[177] On the basis of the STA couplings with the GGR, according to the GGR, 477 captains[178] (or 98.35%) out of a total of 485 couplings[179] listed a Dutch homeport, while according to the STA, 463 captains[180] (or 95.46%) did so, the difference thus being 14 or 2.89%. Again both percentages are about twelve percentage points higher than those of all the coupled entries.[181]

According to the GGR, of the 575 ships which arrived at Amsterdam from Russian ports during 1724 and 1725, 80 captains[182] (or 13.91%) listed Amsterdam as their homeport. But according to the STA, out of the 663 ships destined for Dutch ports, 195 ships[183] (or 29.41%) had captains who declared Amsterdam as their homeport, while of the 648 ships destined for Amsterdam, 166 captains[184] (or 25.62%) claimed Amsterdam as their homeport. Based on the 485 couplings of the STA with the GGR on shipping from Russian ports during this two-year period the number of the captains having a Dutch homeport according to the STA (namely, 463), 148 captains[185] (or 31.97%) listed Amsterdam as their homeport, while similarly only 72 captains[186] out of 477 Dutch captains[187] (or 15.09%) did so according to the GGR. Therefore we may say, firstly, that shipping from Russian ports to Amsterdam followed the general pattern of all shipping from the Baltic to Amsterdam for Amsterdam was recorded twice as frequently as the homeport in the STA than in the GGR. Secondly, ships from Russian ports had a higher component of captains having a Dutch homeport.[188]

Thus, of the three variables involving ports, the greatest degree of variance between the STA and GGR concerns the homeport of the captain. While this variance affects Dutch versus non-Dutch homeports only marginally, 58 cases out of 1237 or 4.69%, it is important to know that approximately one-half of those captains recorded in the STA with Amsterdam as their homeport had a Dutch port other than Amsterdam as their homeport according to the GGR.[189]

C. The GGR as a Basis for the Study of Russian (and Baltic) Shipping to Amsterdam

The various qualitative and quantitative tests carried out on the GGR allow us to conclude that on the whole the GGR are definitely a very reliable source for the study of Russian (and Baltic) shipping to Amsterdam during the eighteenth and first quarter of the nineteenth centuries. However, the parameters of each of the GGR variables must be defined. Of all the variables, the parameters for the date recorded in the GGR are the most difficult to establish and more study will have to be devoted to this problem. We have seen that the date of the ship arrival at Amsterdam and the date at which the ship was recorded in the GGR could be the same, but these two dates could also differ by as much as five months or more. For a ship such as "de Waakende Leeuw" the average time lag between its arrival at Amsterdam and date that it was recorded in the GGR was within ten days, which, considering that the ship had to be unloaded and the accounts settled, was not an unreasonable delay. For cases involving some sort of damage to

either the ship or cargo, the time lag was about a month and one week, again not an unreasonable delay considering the circumstances. Also the time lag of approximately three weeks indicated by the bills of lading must be taken into consideration.

In the comparison of the dates recorded in the GGR with those of the STA for ships passing the Sound in July in the years 1724 - 1725, and 1784 - 1785, the average time lag was computed to be 45 days. Since it would usually take a week or longer for a ship to sail from the Sound to Amsterdam, the sailing time from the Sound to Amsterdam and the delay of registration in the GGR can be considered as approximately 45 days.

Difficulties arise, however, when we tabulate the GGR data on a yearly basis and discover that in some instances over 50% of the ships and cargoes are registered as arriving at Amsterdam during the first four months of the year. Considering the weather and sailing conditions this is definitely not the pattern that one would expect for 18th century merchantmen. The STA show that the time of year greatly affected the way ships coped with the seasonal storms and ice. Instead of a time lag of 45 days between the passage of the ship through the Sound in July and its registration in the GGR, for ships passing through the Sound in December the difference between the date of passage and the date of registration in the GGR is on the average more than 158 days. The yearly censura of December thus coincides with the period of the greatest possible time lag and widest fluctuations in the recording of ships in the GGR in comparison with their date of passage through the Sound. The variations in

the yearly figures derived from the GGR must be evaluated in this context. Direct comparisons with other quantitative data presented on a year to year basis is also impossible except through the coupling method such as that developed and presented in this study.

The information on the port of departure as stated in the GGR proves to be on the whole quite accurate. Where differences between the GGR and other primary sources on this variable occur, they seem to be restricted to specific ports such as Elbing versus Pillau. The variance between these two ports was more the result of the historical development of these two ports than inaccuracies which might have occurred in either the STA or GGR. Due to the shallowness of the Friese Haf which connected Elbing (and also Königsberg) with the Baltic, many of the ships loaded only part of their cargo at Elbing. These ships then sailed to Pillau or the "Pillau Deep" where, lying at anchor, they loaded the remainder of their cargo.[190] The variance of the STA and GGR on these two ports, while statistically quite significant, does have a valid historical explanation. The validity of the information on the port of departure as recorded in either the STA or the GGR is not challenged by this variance. It should be noted that these ports are not Russian ports and the conflict between the STA and GGR on these two ports does not affect this study. The variance for Russian ports of departure as recorded in the STA and GGR is quite small, ranging from 3.4 - 3.7%.

The port of arrival proved to be the most reliable variable. In our comparison of the STA and GGR data, the degree of variance for shipping from the Baltic to Holland was very low, ranging

from 0.8 - 1.3%. For shipping from Russian ports only, the variance is of the same low order ranging from 0.9 - 1.4%.

As far as the name of the captain is concerned, it has proved to be the most valuable tool for the coupling of the individual GGR entries with other sources of a similar nature, although the fact that the GGR tend to Dutchify non-Dutch names needs to be taken into account when undertaking such coupling processes. Many of the ships carried the same names and this variable is relegated to the role of a secondary and not primary coupling tool.

The lastage of the ship can serve a similar purpose. With regard to this variable we have established that the lastage of the ship was recorded in the GGR in lasts of timber at approximately two-thirds of the load that the ship could actually carry and that to convert the registered lastage to lasts burden (deadweight lastage or cargo-carrying capacity in rye lasts), the registered lastage should be increased by a factor of 1.876, in other words, the inverse of the equation RL = .533ML.

With regard to the lastage of the cargo, it was impossible to reach any definite conclusion about the parameters of this GGR variable, except when a ship was chartered bij de hoop, the cargo lastage was considered equal to the registered lastage. For ships carrying other commodities or mixed cargo, the cargo lastage was equal to the sum of the total number of lasts of each commodity.

This brings us to the last variable, namely, the homeport of the captain and the nationality of the ship. The controversy over the question of homeport and nationality in the GGR has been rather limited in com-

parison with that in the STA. It does, nevertheless, present a problem for this controversy is connected with the question of the inclusiveness or representativeness of the GGR with regard to Russian (and Baltic) shipping to Amsterdam. In his article on judgements in average Schöffer considered that the GGR recorded only the ships which carried the Dutch flag,[191] while in a recent series of articles, Dekker concluded that probably since 1730 and definitely since 1760 galjootsgeld was levied on all ships coming from the Baltic to Amsterdam.[192] However, a comparison of the STA with the GGR presents quite a different picture. We have already established from the GGR themselves that the homeport of the captain can not be used as a criterion as to who should or should not pay galjootsgeld.[193] Both the charterparties, muster-rolls, and Dekker's articles have shown that ships carrying a Russian flag and registered in non-Dutch ports paid galjootsgeld. (Here Dekker would say "foreign-owned" and I would say "supposedly foreign-owned.") But does the inclusion in the GGR of ships flying foreign flags commanded by non-Dutch captains and registered in non-Dutch ports necessarily mean that all the ships arriving at Amsterdam from the Baltic paid galjootsgeld and that therefore the GGR represent the total amount of shipping from the Baltic to Amsterdam?

For our two two-year samples of coupling the STA and the GGR, it was possible to couple 89.25% for 1724 - 1725[194] and 94.35% for 1784 - 1785.[195] During the 1724 - 1725 period 1752 ships[196] passed through the Sound for Amsterdam. For only 1346 of these ships[197] was it possible to locate the corresponding GGR entries, leaving 406 ships unaccounted for. Supposing that it would be possible to find entries in the STA

corresponding to the 149 GGR entries for which no STA entry has yet been located, this would still leave 257 ships (or 14.67% of those destined for Amsterdam according to the STA) unaccounted for.[198] Similarly, for the second two-year sample, namely 1784 - 1785, according to the STA there were still 508 ships[199] which were not located in the GGR. If one subtracts the uncoupled entries of the GGR for the same period, or 68 ships,[200] this still leaves 440 ships (or 29.00%) unaccounted for. Let us suppose that it was possible that the number of ships destined for Amsterdam, according to the STA, which went elsewhere, exceeds the number of ships which did not intend to sail for Amsterdam but arrived there. In the light of the low degree of variance on port of destination/arrival,[201] this would, nevertheless, still leave a substantial number of ships which one must assume did arrive at Amsterdam but did not pay galjootsgeld. The conclusion must, therefore, be drawn that neither the homeport of the captain, the flag or nationality of the ship, nor the place where the ship was registered mattered. The criterion for the levying of galjootsgeld was that of ownership (control) of the ship or cargo. Stated more specifically, the GGR pertain to ships which were effectively controlled by Dutch shipowners regardless of the flag (of convenience) or registration of the ship. Although the GGR data give an incomplete picture of the total shipping from Russian (and Baltic) ports they do more than compensate for this by indicating the true magnitude of Dutch owned/controlled shipping. For the GGR recorded Dutch ships regardless of changes in the registration of ships or homeport of the captain, due to the desire to carry on business in times of war[202] or the inducements provided by Russia in order to establish its own

"national" merchant marine.[203]

It has been shown that it is not possible to compare, on the basis of yearly totals, the GGR data with other sources due to the time lag in recording the ship arrivals. Nevertheless, we may still attempt such a comparison. The only known Dutch source which gives a breakdown by port of departure of ships arriving at Amsterdam are the Nieuwe Nederlandse Jaarboeken for 1778, 1781, 1783, 1784, 1790, 1791, 1792 and 1793. If we take the four consecutive years, namely, 1790, 1791, 1792 and 1793 the variance between the GGR and Jaarboeken due to the GGR time lag should be reduced enough to make a comparison between these two sources possible. Only for St. Petersburg, Narva and Riga are the numbers of ships involved sufficient for such a comparison. According to the Jaarboeken for these four years, 120 ships arrived from St. Petersburg at Amsterdam via the Vlie and Texel. During the same four years the GGR recorded 115 ships arriving at Amsterdam, a difference of five ships (or 4.2%). During the same period, 296 ships arrived at Amsterdam from Narva according to the Jaarboeken while the GGR recorded 292 ships. Again the difference of four ships (or 1.4%) is small. However, in the case of ships coming from Riga, the Jaarboeken listed 534 ships while the GGR listed only 414. This difference of 120 ships (or 22%) is quite substantial and supports the assumption that the GGR do not pertain to all shipping from the Baltic but rather only to that which was controlled in one way or another by the Dutch merchants and shipowners.

One final remark must be made concerning the homeport of captains sailing on the Russia to Amsterdam route. The disagreement

between the STA and the GGR in case of Dutch versus non-Dutch homeports is small and the number of non-Dutch captains or those having a Russian homeport is negligible. This meant that for the sake of expediency the coding and keypunching of this variable has been omitted from our study except for three sample years, namely, 1724, 1725 and 1769.[204] What is of importance, however, though not directly for our study but for Dutch historiography, is the finding that about one-half of the ships listed in the STA as having a captain with the homeport of Amsterdam registered a different Dutch homeport in the GGR. In his Noorderkwartier, the region immediately north of Amsterdam, van der Woude had noted an "amazing increase" in the number of Dutch captains listing Amsterdam as their homeport in the STA after 1710.[205] Using Simon Hart's study on the demographical changes in Amsterdam as a basis, van der Woude saw the reason for this change in the increase of foreign seamen in Amsterdam.[206] Both van der Woude and Faber, in the latter's study on Friesland,[207] used the Sound Toll data on the captain's homeport to indicate changes in the nature and structure of Dutch shipping. Consequently the tables and graphs which they presented based on the Sound Toll date will have to be revised,[208] the greatest increase going to Dutch ports on the northern islands and those in Friesland and Groningen.[209] And the whole question of the importance of the role played by Amsterdam within the Dutch Republic vis-à-vis the other Dutch ports will have to be reexamined.[210]

The GGR serve, therefore, as a reliable and accurate source for the study of Dutch shipping from Russia and the Baltic to Amsterdam. When coupled and subsequently interfaced with the STA they will also provide valuable information about the degree of control exercised by Dutch merchants on various branches of trade and routes from Russia and the Baltic to Amsterdam.

Footnotes — Chapter II

[1]Some small Russian ports on the White Sea such as Mosterzanij (799MOS) and Mesen (792MSN) are listed only once or twice in the GGR from 1705-1825. See also Appendix B, p. 363 for a copy of a folio of the GGR for 1724 of the D.O.H. and Appendix B, p.364 for a sample page of print-out of the GGR data as prepared for processing by computer.

[2]Due to time limitations, the names of the captains and of the ships sailing from Russian ports to Amsterdam as recorded in the GGR of the D.O.H. were not punched. However, the names of the captains listed in the GGR of the D.M.H. were punched as well as the names of captains and ships of the whole GGR of the D.O.H. for 1724, 1725, 1783 and 1784. For the latter two years, the name of the ship is no longer given in the GGR.

[3]It is true that from 1764 onward, the cargo carried was assessed at one-half stuiver per last instead of one stuiver per last. This does not, however, affect the figures presented in the tables and graphs which are based on the size of the cargo and ship. As far as the monies collected after 1764 are concerned they do show a decrease. But since the bookkeeper of the GGR continued to receive his commission on the basis of the old fee system, the GGR after 1764 give both the actual amount of money collected and the amount of money that would have been collected had the assessment remained unchanged.

[4]G.A.A., PA6/59. Captain Jan Martins (homeport:Silt) commanding the ship "de Wijnstok" was listed in two sequential entries on 12 April, 1753 as coming from St. Petersburg to Amsterdam carrying 75 lasts of cargo, the registered ship lastage being 62. Both entries are identical and in each case the amount paid was f.5:6:-. However, one entry is the last entry at the bottom of a folio and the other is the first entry on the following folio. It is possible that this double entry is just an error in registration although no adjustment was made in total of monies received.

[5]Some of these instances as found in the GGR of the D.O.H. are that

after the entry of		
"1724-8-29 Jan Tiebles	van der Schelling [Terschelling]	
Liefde	van Dantzick [Danzig]	210/150,"
we find the entry		
"1724-8-25 Siebe Harmans	van Hinlopen [Hindeloopen]	
Witte Windhond	van Elsenvos [Helsingfors]	196/196";
after		
"1724-11-4 Tieert Olphert	van Hinlopen	
Elisabeth	van Elsenvos	186/156,"

(Footnotes - Chap. II)

we find

"1724-11-3 Jacob Gosses	van Mackum	
	van Coninbrg [Königsberg]	36/21";

after

"1725-7-21 Pieter Janse Slocher Peerboom	van Hoorn	
	van Ryga [Riga]	50/125,"

we find

"1725-7-19 Haije Hayties het Fortuijn	van Hinlopen	
	van Nerva [Narva]	221/190";

after

"1819-5-21 Jan Jacobs Rars [n/a]	van [n/a]	
	van Liebau [Libau]	43/27,"

we find

"1819-5-10 Arend Fokken [n/a]	van [n/a]	
	van Memel	61/41";

and after

"1824-6-30 P.G. Losserd [n/a]	van [n/a]	
	van Dantzig	75/73,"

we find

"1824-4-22 J.G. Brouwer [n/a]	van [n/a]	
	van Dantzig	42/32."

In all the above examples, except that of 1824, the late entries were recorded in the same month. In the GGR of the D.M.H. for 1727 we find a folio marked "1726 in 1727." This seems to imply that some ships which arrived in 1726 did not pay their galjootsgeld till 1727 but were still counted with the ships for 1726. For Brakel ("Statistische," p. 38) this was just an example of sloppy bookkeeping by the D.M.H.

[6]Brakel, "Statistische," pp. 365 and 368-369.

[7]See below Tables II.1, II.1.A, II.9 through II.14, III.1, III.1.A, III.5 through III.10, IV.1, IV.1.A and IV.5 through IV.10.

[8]Taking St. Petersburg as an example (Table II.9.A), we find that the cumulative percentages for tonnage of cargo arriving during the months of January through April to be 61.9% in 1723, 47.7% in 1724, 51.2% in 1733, 51.0% in 1743, 50.1% in 1761, 45.5% in 1765, 48.3% in 1774 and 42.8% in 1791. As far as the total number of ships from all Russian Baltic ports is concerned (Table II.1.A), we find a percentage of 51% for 1791. As far as the total number of ships from all Russian (Baltic) ports is concerned (Table II.1.A), we find percentages of 51% in 1717 and 55% in 1799 for the first third of the year.

(Footnotes - Chap. II)

[9]Once more taking St. Petersburg as an example (Table II.9.A), we find percentages for tonnages of cargo carried listed as arriving in February as high as 27.9% in 1743 and 29.4% in 1770.

[10]Whereas in most cases the ship-declarations give a single date of arrival, there are instances where weather conditions make it difficult to decide exactly at what date the ship should be considered as arriving at Amsterdam for comparison with the GGR. A case in point is that of Captain Peder Blegen (G.A.A., N.A. 1029/225, 27 August 1759). He was in command of the ship "de Boodschap Maria" which after much difficulty reached Amsterdam on 4 December 1759. Due to low temperatures the ship was frozen in the Y from 12 December 1759 to 2 January 1760. It was not possible to start unloading till 4 January when some 18 bundles of rough hemp were unloaded. From 7 January through 15 February, the Y was once again frozen and it was not until after the last date that the rest of the cargo could be unloaded. Unfortunately, in the GGR for 1753-1760, a ship called "de Boodschap Maria" under captain Peder Blegen could not be located.

[11]G.A.A., N.A. 14196/831, 27 August 1784. On 15 August 1784, the ship "De Juffrouw Susanna" under the command of captain Mijndert Hendrik Boijsen (Homeport: Schellingwoude) arrived at Amsterman. It had left Viborg on 3 July. Due to adverse weather conditions, the ship did not reach the Sound till 23 July. Leaving the Sound on 25 July, the ship again encountered storms resulting in damages to cargo and ship. The GGR of the D.O.H. for 26 August 1784 list captain "Meyndert Hend: Booysen" arriving from Viborg. The date of passage through the Sound matches that given in the STA which record a "Mendert Hendrik Boysen" (homeport: Amsterdam) coming from Viborg on 23 July 1784 on its way to Amsterdam [Nationality No. 2, Ship No. 209]. For an explanation for the difference in homeports of the captain, see Chapter II, B.5.

[12]G.A.A., N.A. 10830, fol. 1729, 22 December 1766. In this ship-declaration, the crew of the ship "de St. Petersburg" stated that they departed from St. Petersburg on 12 September for Amsterdam with a cargo of hemp, codilla, tallow, hides, sailcloth and other goods. Due to contrary winds, the ship did not arrive at Amsterdam until 1 December, 1766. The GGR of the D.M.H. list the "de St. Petersburg" under the command of Auke Siebles (homeport: Amsterdam) as arriving from St. Petersburg on 7 May, 1767 carrying 160 lasts of cargo the ship lastage being 78. The possibility that this might be a second voyage must be dismissed.

(Footnotes - Chap. II)

[13]It is possible, when more samples are located that the delay in GGR registration compared with the ship-declarations may change somewhat. At the moment, the GGR date is on the average 5.4 weeks after the date given in the ship-declarations based on 24 samples.

[14]Of the samples located to date (22), the average difference between the later GGR dates and the earlier dates given in the average judgements is 5.6 weeks. This compares quite favourably with the average delay derived from the ship-declarations. (The samples in both instances are taken from different cases.) Schöffer ("Vonnissen," p. 90) estimates the time lag as varying from one to two months, but this was only a rough estimate by him and not based on any calculation.

[15]This does not mean that in all cases the galjootsgeld was paid after the judgements in general average were passed. For example, the GGR recorded a captain Jan Lindenbergh (homeport: Karlskrona) arriving at Amsterdam from Karlskrona with the ship "d'Emmanuel" on 22 May 1724 with 20 lasts of cargo and 46 lasts being the registered size of the ship. According to the judgement in general average (G.A.A., R.A. 2826/1152, 31 August 1724) the ship was declared to have arrived at Amsterdam on 25 March 1724.

[16]G.A.A., PA88. The bills of lading used for comparison with the GGR can be found in letters sent to an Amsterdam merchant named David Leeuw from merchants in Narva 1724-1728 (fol. 950), from Reval 1705-1708 (fol. 951), from Riga 1705-1722 (fol. 952), from Viborg 1704-1737 (fol. 983), from Archangel 1713-1724 (fol. 984) and from Moscow 1718-1725 (fol. 985); letters sent to Jan Isaak de Neufville and Co. of Amsterdam from Riga 1741-1764 (fol. 1288) and from St. Petersburg 1742-1763 (fol. 1327); and letters sent to Simon Bevel, also of Amsterdam, from Archangel 1719-1727 (fol. 1647) and from St. Petersburg 1719-1727 (fol. 1648).

[17]G.A.A., PA88/984. A bill of lading is enclosed in a letter sent to David Leeuw in Amsterdam by the widow Tobias Puyteling from Archangel on 11/24 September 1720. According to the notation on the bill of lading David Leeuw paid the galjootsgeld on 14 October 1720 for a consignment consisting of 4000 large mats [hemp] carried on the ship "de Waakende Leeuw" under the command of Sible Riewer. It was not until 15 January 1721 that the GGR of the D.M.H. listed a captain Sibble Riewer (homeport: Warns) in command of "de Waakende Leeuw" from Archangel as paying galjootsgeld. In a letter sent [?] August 1721 from Archangel by Bodisco and van Dordt to David Leeuw, there was found a bill of lading for 40 rolls of hides carried on the ship "de Juffrouw St. Cilia" under the

(Footnotes - Chap. II)

command of Roger Simons. According to the bill of lading, the galjoots-geld was paid on 8 January 1722, but in the GGR it was not until 20 April that the same ship and captain were recorded, a difference of almost three months and three weeks. It must be noted that these bills of lading refer to only part of the cargo and the possibility that galjootsgeld was not paid to the D.O.H. until it had been collected from all the different shippers is a very real one. Nevertheless, these analyses do point out the possibility of a considerable time lag in some instances between the arrival of the ship and the recording of the galjootsgeld even for ships which did not suffer adverse weather conditions.

[18]Ibid. Enclosed in a letter sent on 19 June, 1719 from Archangel [sender unknown due to damage to manuscript], one finds a bill of lading on which it is noted that galjootsgeld was paid on 14 bundles of hemp on 26 April 1720. However, on 12 February 1720, the GGR of the D.M.H. already recorded the same ship and captain, namely, "de Juffrouw Catharina" under the command of Pieter Wijbrands, as paying galjootsgeld.

[19]The average difference is 3.2 weeks but the standard deviation is 1.4 weeks.

[20]G.A.A., PA78/1053. "Rederyboek van het schip 'de Juffrouw Christina,' 1724-1733"; PA78/1052 and 1054. "Rederyboek van het schip 'de Waakende Leeuw,' 1728-1736 and 1737-1744." The ship "de Juffrouw Christina" was purchased on 14 July 1724 for f. 10,160:-:- by thirteen shareholders. One of these, Dirck Leeuw, served as bookkeeper. The ship "de Waakende Leeuw" was purchased in 1728 by twenty-one shareholders. Again Dirck Leeuw served as bookkeeper.

[21]G.A.A., PA78/1053. The debit entry for 18 March 1729 reads "het Verstellen van de Compasfen & glazen f.8:19:-."

[22]G.A.A., PA78/1052. The debit entry for 3 August 1732 reads "Tabak voor de Rusfe arbyders f.2:-:-." Apparently, it was an accepted practice to give tobacco as a gratuity to the worker who (un)loaded the ship at a Russian port. Quite often similar entries read simply "de Rusfe arbyders" and they are found among other entries pertaining to the ship's purchases of supplies and victuals prior to departure from Amsterdam.

[23]In most instances the galjootsgeld was paid by the "convooyloper" Van Lochem who seems to have served in a stevedoring capacity. He arranged for the loading and unloading of ships, the purchase of ballast, lighter costs and paid such levies as the galjootsgeld and harbour dues. He submitted bills which ranged from f. 400 to f. 600 per voyage as the sum of these various costs.

(Footnotes - Chap. II)

[24]See above Chapter I, footnote 11.

[25]The Pampus was a shallow, submerged sandbank which lay in front of the Amsterdam harbour approaches from the Zuiderzee.

[26]G.A.A., PA78/1052. See the credit entries for 28 December 1727 for freight from Narva to Amsterdam paid by Thomas Agges.

[27]This comparison is based on the assumption that the date that this cost was incurred is the same as that entered in the account books.

[28]The minimum is 4 days and the maximum difference is 25 days. One arrival on 10 October 1731 is not included since it is not certain that this date is correct as the freight was not paid until 20 December. The corresponding GGR entry date is 10 December. This would make a difference of 61 days which, if included in our sample, would change the average delay to 16.8 days.

[29]The minimum delay is 0 days and the maximum 42.

[30]The basis for the coding system was developed by Johansen and Glamann for their analysis of the post-1783 STA. Many smaller ports both in Russia and Holland were used by ships listed in the GGR which do not appear in the original Johansen-Glamann coding scheme. In addition, some corrections were made as a result of the more detailed study done by the author on these two areas.

[31]The allocation of the number 370's for Courland facilitates computer processing and enables one to take into account such political changes as the Third Partition of Poland in 1795. While the coding system as such is based on the larger political divisions of the eighteenth century, the divisions are determined more by the principle of expediency than that of exact political boundaries which were in a constant state of flux during most of this period.

[32]See Appendix A.1 for an alphabetical listing of the ports including some of the alternate names used for the same port. Appendix A.2 lists the ports in numerical order and thus is useful for determining code groupings correlated to political or geographic divisions.

(Footnotes - Chap. II)

[33]The non-Baltic ports were found in the GGR of the D.O.H. for those years which were processed in their entirety, i.e., every fourth and ninth year starting in 1709 through 1824. Considering that less than twenty such ships were culled from c. 15,000 GGR entries the non-Baltic ports form a negligible problem. Unlike the STA, the GGR do not include Copenhagen.

[34]G.A.A., PA78/99. The names of the ships and lastages which appear in the original manuscript have been omitted here.

[35]Schöffer, "Vonnissen," pp. 90-91.

[36]G.A.A., PA78/100. The 1779 entries in question are:

"Juni 2 Fredik Paulse v Amstel [Amsterdam]
v Frederikshavn
NB is Noorwegen "

but the only port in Norway which resembles this port of departure is Frederikshald and the entry definitely reads "Frederikshavn"; the other entry reads,

"Juni 16 Johan P. Engellan v ----
v Holmstad
NB is Noorwegen "

Again the port with closest equivalent name in Norway is Holmerstrand. It has so far not been possible to determine what is meant by these two notations.

[37]G.A.A., PA78/100. One case which has not been mentioned so far but which does appear in the footnotes to Tables II and Tables III is the entry in the GGR of the D.O.H. on 18 November 1779 of a ship under the command of Sybrand Bakker from Onega. This case was added to the data set of the GGR of the D.M.H.

[38]Schöffer, "Vonnissen," p. 91.

[39]Bang, Tabeller 1930, p. xii.

[40]Schöffer ("Vonnissen," p. 91), who has made a detailed study of the average judgements, mentions that at times the port of departure given in the judgements is not the same as that given in the GGR. He does not, however, give any further details or breakdowns to show on which routes there were discrepancies and on which routes there were none. The author has restricted his study on average judgements to those involving only Russian ports and did not find any discrepancies in the cases examined.

(Footnotes - Chap. II)

[41]The port books of the city of Riga for the eighteenth century will be of assistance here. They are located with the other former archives of the City of Riga in the Tsentralnyi Istoricheskii Arkhiv Latviiskoi SSR. I am indebted to Professor V. Doroshenko of Riga for this information.

[42]Christensen, Dutch Trade, p. 15; Johansen, Preliminary Manual, p. 3.

[43]G.A.A., PA78/100. No reason is given in the GGR for this omission. Previous to this date, only for 1773 was the homeport omitted.

[44]G.A.A., PA6/61.

[45]That is for Tables and Graphs II and III.

[46]See below Chapter III.B.5.

[47]G.A.A., PA88/1052-54. From at least 1728 till July 1734, Sjouke Piet Brouwer was captain of the ship "de Juffrouw Christina," which sailed regularly between Amsterdam and Narva. For the second voyage in 1734, Jan Jetses was in command of the ship. Similarly from 1728 till 1732 Sieble Riewers of Warns was in command of the ship "de Waakende Leeuw." In 1734, the same ship made two voyages, one to Narva and the other to Viborg, under the command of Tjeerd Jans . From 1736 till 1740, the ship was under the command of Age Ziebles, also from Warns.

[48]For example, the GGR of 22 May 1724 list a "Jan Lindebergh" (homeport: Karlskrona) in command of the ship "Emmanuel" arriving from Karlskrona. A judgement in general average of 31 May 1724 (G.A.A., R.A.2826, Nr. 1152) states that a captain "Jan Lundbergh" in command of the ship "Emmanuel" arrived at Amsterdam on 25 April from "Carelscroon" [Karlskrona].

[49]For example, the GGR for 1784 list a Pieter Pieters on 29 October and another Pieter Pieters on 1 November, both coming from St. Petersburg. The lastages of the two ships, however, were not the same, being 209 and 239 lasts respectively. A more complicated situation involving almost identical names of captains coming from the same Baltic port is that of a Lolle Sietses (1), a Solke Sietses (2), a Sietse Sietsen (3), a Tierck Sietses (4), a Lolle Setses (6), a Loke Sietses (7) and a Zietse Sietses (8) all coming from Stettin in 1724. Because of difficulties

(Footnotes - Chap. II)

in interpretation the above names could very well be of the same or totally different persons. Through the use of a combination of lastages and homeports it was possible to determine that a) Lolle Sietses (1) (homeport: 559YJL) and lastages 28/30 is the same as Lolle Setses (6); b) that Solke Sietses (2) (homeport: 554WOU) lastages 33/24 is the same as Lolke Zietses (5) and Lolke Sietses (7); c) that Sietse Sietsen (3) (homeport: 554WOU) with lastages 33/23 is the same as Zietse Sietses (8), and finally d) Tierck Sietses (4) (homeport: 559YJL) lastages 48/23 has no connections with the other captains. The assumption is made that the homeport given was not changed. The name of the ships aided in the identification. (The name of the ship is not given in the STA and thus is of no use when these records are compared with those of the GGR.)

[50]For example the GGR for 13 July 1725 list a "Jan Bouwes Paauw," captain of the ship "de Bok" (homeport: Riga), coming from St. Petersburg. In a judgement in general average of 30 August 1725 (G.A.A., R.A. 2826, Nr. 1184) he is referred to simply as "Jan Bouwes."

[51]G.A.A., N.A. 4573, 9 June 1691. Thomas van Son, an Amsterdam merchant declared having sold, on behalf of Hendrik van den Santheuvel, Willem de Wit, Paulus van Eijsch, Anthonij Walbeek, Lodewijk Terwe and Johanna Terwe, widow of Alewijn van Vollenhoven, to Liberius and Herman Páthé, merchants of Riga, a flute named "De Anna Clara" whose name was changed to "de Twee Gebroeders."

[52]See for example, G.A.A., N.A. 5260, 8 May 1690; N.A. 5265/113, 6 June 1692; N.A. 9412/12877, 26 September 1746; N.A. 12355/310, 28 June 1762; and N.A. 10900/278, 19 June 1781.

[53]G.A.A., N.A. 15823/1632, 27 September 1788. Christiaan Fraser, as proxy for Thomas Zuckerbecker, a Riga merchant, declared having sold on 23 September 1788 to Johannes de Vette, a merchant of Ostende, a hookership named "Rigaas Welvaren" for a price of Dfl. 11,500, the ship being at that time <u>en route</u> between Ferrol and St. Martin.

[54]G.A.A., PA78/96. A small spot-check was taken of the GGR for the period of 1 January through 31 May, 1724. The GGR list the following number of ships as having the same or similar names,

Maria - 4	St. Pieter - 2	Liefde - 5
Elisabeth - 3	Johannes - 2	Vrede - 5
Margareta - 3		Gerechtigheid - 3
Anna - 4		Hoop - 4
Catherina - 4		
Magdalena - 2		

(Footnotes - Chap. II)

Another example of duplicate ship-names is that of two ships named "de Juffrouw Catherina" sailing from Archangel in 1718. In letters sent by Tobias Puyteling on 27 October 1718 from Archangel to David Leeuw in Amsterdam (G.A.A., PA88/1005) there were enclosed cognossements pertaining to a ship "de Juffrouw Catherina." That there were two different ships involved here can be seen in the cognossements which list the captain of one as Pieter Wijbrandts and of the other as Claes Baaijs. This is confirmed in the two different entries in the GGR of the D.M.H. for 1719 which list a "Juffrouw Catherina" under Claes Baaijs on 1 February 1719 at 200 lasts and carrying 200 lasts of cargo, and a "Juffrouw Catherina" under Pieter Wijbrants on 26 May 1719 at 170 lasts but also carrying 200 lasts of cargo.

[55]For all tables and graphs the lasts given in the GGR have been converted to tons on the basis of 1 last = 2 tons. This has been done to facilitate comparison of data with that on English shipping. This approximate conversion is generally accepted and used by other authors such as Aksel Christensen (Dutch Trade, p. 98), Simon Hart ("Amsterdam," p. 5) and Frederick C. Lane, ("Tonnages, Medieval and Modern," Ec.H.R., 2nd ser., 17(1964)2:229 for the seventeenth century.

[56]Koopman, 1768, p. 194.

[57]Cornelis van Yk, De Nederlandse Scheepsbouw open Gestelt, Amsterdam, 1697, pp. 319-320; B.E. Bruggen, "Beschouwing over het aangeven van de hoofdafmetingen van de Nederlandse zeeschepen en de daarbij gebruikte maateenheden (1600-1800)," M.N.V.Z., 20(1970), p. 25. See also Koopman, p. 193 which describes the last as a ship measure as follows (in free translation): "SHIPMEASURE, the Measure of ships, barges and all cargocarrying Vessels, is found by means of Lasts and Tons interior, and by means of Feet, and elsewhere Palms, in respect of the length, depth and breadth, external: If one states that a ship in this or another Harbour is so many Last, one understands thereby, so many multiples of 4000 pounds weight. . . ."

[58]Koopman, 1768, 193-194 reads (in free translation): "According to these Capacities or Sizes, all Duties or Tolls, on arriving and departing Ships at most of the Sea-Harbours, or at most Cities, are determined." For the origins and meaning of the term lastgeld, see H.E. Becht, Statistische gegevens, pp. 14 ff.

[59]Koopman, 1768, p. 192; A.R.A., Admiraliteitscollege, Aanhangsel 31 (Verzameling Bisdom), No. 217, No. 44 Meeting van Scheepen, c. 1754-55, fols. 342-386. (Hereafter cited as Meeting.)

[60]Koopman, 1768, p. 194.

(Footnotes - Chap. II)

[61]T. R. Rumsey, England, Poland and the Baltic 1550-1640: Studies in Trade and Diplomacy, unpublished Ph.D. dissertation, University of Virginia, 1972, pp. 149-150.

[62]When in the GGR there is a conflict between the lastage and the monies collected, the amount collected was used to determine the lastage instead of the number of lasts given. For example, in the GGR of the D.O.H. for 1725 there is an entry for 7 September according to which a Direck Schelvis arrived from Riga with 82 lasts of cargo on a ship of 18 lasts. The monies collected were f. 4:12 for the cargo and f. 1:4 for the ship which means that at one-half stuiver per last the size of the ship should read 48 lasts and not 18. The ship size of 48 lasts is thus the figure that was used in the tables.

[63]G. Moorsom, "On the new Tonnage Law as established in the Merchant Shipping Act of 1854," Transactions of the Institution of Naval Architects, 1(1860):128-140; Walther Vogel, "Die Grundlagen der Schiffartsstatistik," Veröffentlichungen des Instituts für Meerkunde, 16(1911):1-9. For a succinct description of the problem of lastage or tonnage measurements, but not a solution, see the article by Frederick C. Lane, "Tonnages, Medieval and Modern," Ec.H.R., 2nd ser., 17(1964)2:213-233.

[64]John J. McCusker, "Colonial Tonnage Measurements: Five Philadelphia Merchant Ships as a Sample," J. Ec. H., 27 (March 1967) 82-91, and Christopher French, "Eighteenth-Century Shipping Tonnage Measurements," J. Ec. H., 33(March 1973) 434-443.

[65]Paul Gille, "Jauge et tonnage des navires," Le Navire et l'économie maritime du XV au XVIII siècles, Travaux du Colloque d'Histoire Maritime, 1956, ed. Michael Mollat, Paris, 1957, p. 96. Deadweight lastage is the difference between the light displacement lastage (the weight of the water displaced by a vessel when entirely unloaded or the weight of the ship itself) and the displacement lastage loaded (the weight of the water displaced when the ship is loaded to its designed draught).

[66]Lane, Tonnages, p. 225. This condition assumes that the overall specific gravity of the cargo is roughly .63.

[67]Mesting, fols. 342-344; Bruggen, "Beschouwing," p. 25.

[68]"Tractaat tusschen de Kroon van Denemarken en de Staet der Vereenighde Nederlander. . . , twaelf Februarij, 1647 Article IV" as found in Groot Placaetboek, II, 's Gravenhage, 1658, fols. 567-574. (Hereafter cited as Tractaat 1647.)

(Footnotes - Chap. II)

[69]Idem; Meeting, fols. 380-381. In this and subsequent formulas the terms length, width and height have been used instead of the usual breadth and depth since the first letters of these three terms correspond with their Dutch equivalents "lengte," "wijdte," and "holte." Similarly the "D" is used to denote Deck or the Dutch "deck" or "verdek." The measurements used here and elsewhere are those of the Amsterdam foot of .283 Metres which is indicated as "voet" or "vt" to distinguish it from the English foot of .305 Metres. Unless otherwise indicated, the symbol " ' " likewise designates Amsterdam voeten and not English feet.

[70]Tractaat 1647, fols. 568-570; Meeting, fol. 343; Nicolaas Witsen, Aeloude en hedendaagse Scheepsbouw en Bestier, Amsterdam, 1671, p. 33 of the Appendix.

[71]Tractaat 1647, fol. 570.

[72]G.A.A., PA78/244, "Lyst vande uitrekeninge van alle schepen na het Concept Placaet van 23 Februarij, 1668." (Hereafter cited as Concept Placaet 1668.)

[73]Meeting, fol. 366. "NB the law states that the Cubic feet must be divided by 200 and one-third subtracted from that amount which is the same if one divides by 300 and then does not subtract anything" (in free translation).

Fols. 380-381 state that a ship that can carry 175 lasts pays only for 116 lasts and a ship of 144 lasts pays only on 96 2/3 lasts, thus a reduction of approximately one-third. John J. McCusker has reached the conclusion that the registered tonnage was on the average thirty-two percent less than the measured tonnage; Simon Hart ("Amsterdam," p. 106, footnote 9) and Jorma Ahvenainen ("Some Contributions to the question of Dutch traders in Lapland and Russia at the end of the Sixteenth Century," Acta Iapponica Finniae 6 (1967), pp. 37 ff) are of the opinion that ships were registered at one third or one half of their real size, but admit that this is only a rough estimate. One should, therefore, always treat the size of ships as given in harbour and port books with a certain degree of caution.

[74]Bruggen, "Beschouwing," p. 25. In this article Bruggen studies the size of East Indiamen and warships and not that of the common marchantmen. Metric equivalences were taken from Staring's Lijst van alle Binnen- en Buitenlandse Gewichten en Munten, 3rd ed., Schoonhoven, 1855, p. 14. (Hereafter cited as Staring.)

(Footnotes - Chap. II)

[75]Meeting, fol. 343.

[76]Meeting, fol. 362-363. According to this formula, the sizes of the two ships given in footnote 78 below would be 145 lasts and 61 lasts respectively.

[77]Meeting, fol. 345.

[78]For example, the Formula (1) as applied to the sample list of ship measurements and ship sizes given in the Tractaat 1647, fols. 575-576 would place the largest ship mentioned namely, one of 125' x 25' x 14', at 146 lasts while the Tractaat 1647 states that the size of this ship was 155 lasts. Conversely, the smallest ship without a deck that is mentioned, namely, one measuring 80' x 21' x 11' would, according to Formula (1) be 61.8 while the Tractaat 1647 places the ship at 50 lasts. Just to see how accurate some of the English formulas would be, the Amsterdam voet was converted to the English foot at 1 vt./1.08 = 1 ft. Taking the English formula in common use at that time of:

$$\text{Tonnage} = \frac{\text{Length} \times \text{Breadth} \times 1/2\ \text{Breadth}}{94}$$

The larger ship would have been calculated at 326 tons or 163 lasts while the smaller ship would have measured 150 tons or 75 lasts. If instead we took the formula adopted by English merchant shipping under the tonnage law of 1773, namely,

$$\text{Tonnage} = \frac{(\text{Length} - 3/5\ \text{Breadth}) \times \text{Breadth} \times 1/2\ \text{Breadth}}{94}$$

the tonnages would be 294 and 127 respectively or the lastages 147 and 64. This is only an observation and all these methods demonstrate the danger of using a single formula for both the larger and smaller ships. For a recent attempt at establishing some conversion coefficients for the various ship sizes, see French, "Eighteenth-Century Shipping."

[79]Meeting, fol. 344.

[80]It must be noted that for ships having the same measurements the cargo-carrying capacity was affected not only by the type of construction, e.g., a flute or a frigate, but also by such influences as the date of sailing (weather conditions), the route and length of voyage (extra weight of provisions and equipage for longer voyages) and the terms of the charterparty if the ship was to be armed.

(Footnotes - Chap. II)

[81]One of the reasons for this low number of samples, apart from the substantial amount of time involved in locating charterparties in the notarial archives, is the fact that many ships were chartered to carry their cargo to ports other than Amsterdam. Further, the majority of the charterparties state the approximate carrying capacity of the ship instead of the measurement. Others do not give any information at all on the size of the ship. The number of ships sailing from Narva to Amsterdam is relatively small compared with shipping from such ports as Danzig or Riga but then it seems that on the whole the measurements of the ship were given only for ships engaged to fetch timber.

[82]Regression is a technique for obtaining a functional relationship among variables where the values of one variable can be measured in terms of associated variable(s). The relationship considered here is of the form

$$Y = a + bX$$

where "Y" is called the dependent variable, "X" is the independent variable.

The least squares methods are used to estimate the coefficients of a and b. For our purpose the formula would read:

$$RL = a + bML$$

where RL = the Registered Lastage as recorded in the GGR
a = the intercept [set at 0]
b = the regression coefficient (slope of the line)
ML = the Measured Lastage as stated in the charterpar
and calculated according to Formula (2).

[83]The coefficient of determination (R^2) equals the square of the correlation coefficient. R^2 is the percentage of the total variation explained by the regression equation.

[84]Whenever the charterparties stated the cargo-carrying capacity of the ships in lasts of a certain commodity, the only commodity mentioned was rye. It was, therefore, assumed that even in those charterparties where the cargo-carrying capacity was given in lasts without any further clarification, it implied rye lasts.

[85]G.A.A., PA88/1053.

[86]Ibid. See under the credit entries for 1729. The term "schiesters-geld" could not be located in the literature relevant to this subject. The Woordenboek der Nederlandsche Taal (vol. 14, 1936) states that the term "schieten" was used in connection with the docking of ships and use of lighters.

(Footnotes - Chap. II)

[87]See below Tables II, III and IV. Since the manner in which the ship was constructed, or type of ship, has an effect on the relation of either the applicability of the formula to determine the measured lastage or the cargo-carrying capacity to the registered lastage of the ship, the conversion factor RL = .533ML may not be valid for many individual cases. Nevertheless, it can be assumed that the applicability of this conversion factor increases the greater the number of ships. During the past few years, J. Bruijn, F.G. Gaastra, I. Schöffer, et al., at the University of Leyden, have been working on a quantitative study of various aspects of the history of shipping and trade of the Dutch East India Company. As a rule of thumb, they use Formula (2) or L x W x H/200. The search for an acceptable method for determining the lastage of a ship proved to be a continual problem for the Dutch East India Company. At one time, the Company sent an official to Batavia, c. 1690, to measure the ships so as to prevent fraud. Measuring well over 40 ships, this official established the following relations between the actual measured lastage and the official registered lastage:

Length of Ship	Actual ML	Official RL	Relation RL versus ML
130 vt.	293	100	RL = .372ML
145 vt.	406	140	RL = .344ML
160 vt.	547	180	RL = .330ML

That RL was put at .330 - .372 ML instead of .533ML is not surprising considering the extra armaments, crew, provisions, and equipage that a ship on the East India route had to carry compared with one sailing the Baltic route. The problem of ship lastages on the East India route still has to be solved as the various methods used by the Dutch East India Company were influenced primarily by fiscal factors and thus have almost no metrological value.

[88]Just as the Dutch term voet has been used to denote the linear measure of Amsterdam, so the term pond or ponden is used to denote the Amsterdam weight measure. The abbreviation "pd." is used to designate the Amsterdam pond (or ponden). The Amsterdam pond was equal to .494 Kilograms (Staring, p. 20).

[89]Meeting, fol. 348.

[90]Ibid., fols. 358-359, and Koopman, pp. 147-148. See especially Staring (pp. 14ff.) who places the Amsterdam grainlast at 2003.91 Litres.

The grainlast was divided into 27 mud = 36 sack = 108 schepel; K.M.C. Zevenboom ("Bijdrage tot de kennis van de oude Amsterdamse graanmaat," Verhandelingen der Koninklijke Nederlandse Akademie van Wetenschappen, Afd. Letterkunde, new series, 66(1959) 1:16-17) mentions that in 1807 tests were carried out to determine exactly what the old

(Footnotes - Chap. II)

Amsterdam grain measurements were. A box 5 vt. long and wide and 2 1/2 vt. high, having a volume of 62 1/2 cu. vt., was filled with rye. The rye was packed as much as possible to simulate the effect of the movement of the ship on such cargo. The box was found to contain 54 1/2 schepel which meant that 125 cu. vt. would equal 109 and not 108 schepel. This difference was considered negligible and the weight of different types of grain continued to be for wheat 120 to 130 pd. per sack of 3 schepel (or 4320 to 4680 pd. per last), for Prussian rye at 116 to 124 pd. (or 4176 to 4464 pd. per last), for dried Prussian rye at 106 to 116 pd. (or 3888 to 4176 pd. per last) and barley at 92 to 106 pd. (or 3312 to 3816 pd. per last). The average weight of a last of wheat was put at 4500 pd. (or 2226.4 Kilograms), a last of Prussian rye at 4320 pd. (or 2137.3 Kilograms), a last of dried Prussian rye at 4032 pd. (or 1994.9 Kilograms) and a last of barley at 3528 pd. (or 1745.5 Kilograms). The general standard used in Amsterdam during the eighteenth century was the Amsterdam rye last of 4250 pd. (or 2099.883 Kilograms).

[91]See above pp. 71 ff.

[92]A shippound (also 6 schip pund, 8 schippound or 9 schippund) was a unit of weight used in the Baltic trade varying from 300 to 400 English pounds and equalled 20 lis pounds. The abbreviation "shpd." denotes shippounds Amsterdam weight and "shlb.", English weight.

[93]Staring, p. 21. One shippound of flax = 148.427 Kilograms.

[94]Koopman, pp. 146-196; Hart, "Amsterdam Shipping," p. 105; Staring, pp. 14 ff. Wine at 8 oxheads a last was equal to about 1863 Litres, herring at 14 casks (tonnen) loosely packed equal to about 1694 Litres and packed at 21 casks per last of about 1452 Litres.

[95]Staring, p. 14.

[96]Koopman, p. 147.

[97]Tables II.4.B and II.4.D show this to be true on an aggregate basis as well.

[98]G.A.A., PA88/1052 and 1054. The GRR entries recorded for this ship were 13 July 1728 at 142 lasts for the size of the cargo and 142 lasts for the size of the ship; 6 November 1728, 142 lasts cargo and 142 lasts ship; 25 October 1729, 152 lasts cargo and 142 lasts ship; 12 July 1730, 142 lasts cargo and 142 lasts ship; 14 August 1731, 142 lasts cargo and 142 lasts ship; 10 December 1731, 144 lasts cargo and 142 lasts ship;

(Footnotes - Chap. II)

28 August 1732, 142 lasts cargo and 142 lasts ship; 27 November 1732, 148 lasts cargo and 142 lasts ship; 3 August 142 lasts cargo and 142 lasts ship; 15 April 1734,142 lasts cargo and 142 lasts ship; and finally, 12 July 1734, 142 lasts cargo and 142 lasts ship.

[99]On 15 August, 1729, the GGR recorded the "Juffrouw Christina" coming from Danzig as paying galjootsgeld on 266 lasts of cargo and 142 lasts for the size of the ship.

[100]G.A.A., PA88/1052. An entry for 10 October 1729 states that for the voyage from Danzig to Amsterdam there were 13 merchants who shipped cargo on this voyage.

[101]It was also possible for a ship to pay galjootsgeld only for the ship if it arrived with no cargo (in ballast). An example of this is the GGR for 10 April 1784 for Samuel Nuscke from Stettin. Most likely, he had come to Amsterdam early in the season with the hope of finding some cargo.

[102]For example, the STA list a Jan Hoolen as passing through the Sound on 26 June 1784 coming from Riga en route to Amsterdam carrying 62 lasts of rye. The GGR for 19 August of the same year record a Jan Hoolen from Riga paying galjootsgeld on 62 lasts of cargo, the size of the ship being 30 last. A ship declaration dated 25 August 1784 (G.A.A., N.A. 15512/185) states that a ship, "de Vijf Gebroeders" under captain Jan Hoolen carrying rye from Riga to Amsterdam had suffered some damage at sea due to storms.

[103]Meeting, fol. 354.

[104]The STA data for 1724 and 1725 was transcribed from the STA manuscripts located in the Rigsarkivet, Copenhagen, as "Øresundstoldregnskaberne," Ledger Books Nos. 176, 195, 196, and 198. Only the STA data on ship movements which met one of these criteria has been transcribed:

1. The port of destination or departure was Russian.
2. The port of destination or departure was Dutch.
3. The homeport of the captain was either Dutch or Russian. A ship movement involving a voyage from London to Danzig or from Stockholm to Le Havre by a non-Russian or Dutch captain was not included. Even so more than 4,600 STA ship movements were processed for the years 1724 and 1725.

(Footnotes - Chap. II)

[105]The D.M.H. for 1724-1726 pertain exclusively to ships from Archangel. For 1784-1786, the D.M.H. data on shipping from St. Petersburg has been added to the GGR data used for this comparison.

[106]The GGR no longer stated the homeport of the captain after 1779 and it was not possible to check for this variable in the 1784-1785 sample.

[107]I am thankful to Professor Hans Chr. Johansen for supplying me with the STA computer print-outs for 1784 and 1785.

[108]The reasons for using such a long possible delay are mentioned in footnotes 111 and 118 below.

[109]The term "coupling" is used rather than interface since it was impossible to combine the STA and GGR into one data set for processing by computer. As a consequence, all calculations and sampling had to be done by hand. The reason for this rather laborious and inefficient manner for treating the STA and GGR data, after so much work was put into preparing and coding the data, lies in the unreliability of the Canadian postal service during the six months prior to completion of the dissertation.

[110]STA-17841013 3825/412PIL/501AMS Dirk Hendricks (751EMD)
GGR-17841013, /412PIL Dirk Hendriks 62/32
The system of notation used for the STA and GGR is as follows:

```
          1         2         3
1234567890123456789012345678 90
17841013 3825/412PIL/501AMS  for STA
17841013      412PIL         for GGR
```

For both the STA and GGR, columns 1-4 = the year, cols. 5 & 6 = the month, cols. 7 & 8 = the day, cols. 14 - 19 = the port of departure. For the STA only, col. 9 = nationality of the ship, cols. 10 - 12 = the number of the ship, cols. 21 - 26 = the port of arrival, followed by the name of the captain. The port code in brackets after the name of the captain is his homeport. For the GGR only, the two figures after the name of the captain represent the lastage of the cargo carried and the registered lastage of the ship respectively. For 1784-1786, the GGR do not give the homeport of the captain. In the case of notations for 1724-1726, the homeport of the captain will precede the lastages.

(Footnotes - Chap. II)

111 For example:
STA-178410103896/412PIL/501AMS Harme Steven (761PAP)
GGR-17850411 /412PIL Harme Steffens 78/42,
or
STA-178411013007/412PIL/501AMS Henrich-Jacob Scholten (761PAP)
GGR-17850405 /412PIL Hendrick-Jacob Schulte 77/43,
or
STA-178411172333/451STT/501AMS Claas Wiggers (563GRO)
GGR-17850420 /451STT Claas Wieger 23/23,
or even longer
STA-178409172125/352RIG/501AMS Haye-Johannes Cramer (546LEM)
GGR-17850512 /352RIG Haye-Johannes Craamer 109/57.
It is quite possible that Craamer wintered at his homeport, Lemmer, before sailing on to Amsterdam the following spring. The time lag on his previous voyage that year was only 20 days.
(STA-178406272524/352RIG/501AMS Haye-Johannes Cramer (501AMS)
GGR-17840717 /352RIG Haye-Johansen Cramer 129/57.)
For an explanation of the difference in homeports between the last two STA entries, see below Chapter II.B.4.

112 For example:
STA-178407062587/329NAR/501AMS Albert Cornelis (501AMS) and
STA-178410302292/329NAR/501AMS Albert Cornelis (501AMS) for one
GGR-17841217 /329NAR Albert Cornelis 244/244
In this case the GGR entry was coupled with the 17841030 STA entry.
Also:
STA-178405164038/319STP/501AMS Cornelis Jurgens (319STP) and
STA-178408144199/319STP/501AMS Cornelis Jurges (319STP) for one
GGR-17841001 /319STP Cornelis Jurgens 150/68
Again the STA entry was coupled with the later GGR entry. In both cases and others like it, the assumption is made that the captain, though originally bound for Amsterdam was probably ordered to sail for a French or Iberian port instead.

113 For example:
STA-178407292756/411MEM/563GRO Jan Suidema (563GRO) and
STA-178410022196/411MEM/563GRO Jan Zuidema (563GRO) for one
GGR-17841002 /411MEM Jan Suidema 63/35.
Although in both cases, Suidema stated at the Sound that he was destined for Groningen, the first STA entry was coupled with the GGR entry.

114 For example:
STA-178410292284/319STP/501AMS Pieter Pieters (501AMS) (a)
STA-178411012315/319STP/501AMS Pieter Pieters (501AMS) (b)
and

(Footnotes - Chap. II)

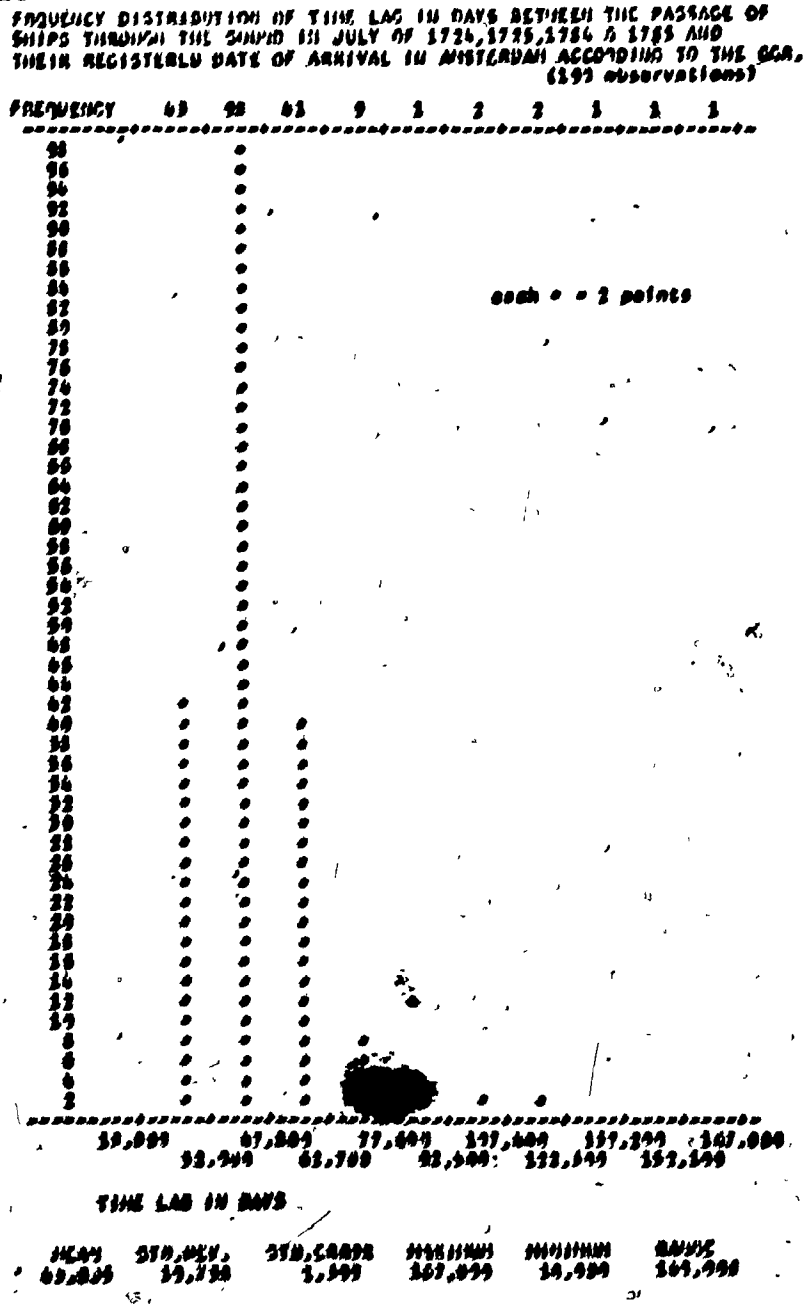
GGR-17841130	/319STP	Pieter Pieters	209/209	(c)
GGR-17841217	/319STP	Pieter Pieters	234/234	(d)

115 The standard deviation is 19.431, the minimum value, 19 days and the maximum, 167 days.

116 The standard deviation is 19.942, the minimum value 18 days and the maximum, 144 days.

117 Actually, 45.905 days, the standard deviation being 19.738 days.

118



(Footnotes - Chap. II)

119 That is, 65 positive couplings were made. For another five GGR entries the coupling with the STA is somewhat uncertain and these have been omitted from the sample.

120

FREQUENCY DISTRIBUTION OF TIME LAG IN DAYS BETWEEN THE PASSAGE OF SHIPS THROUGH THE SOUND DURING 1735 WHOSE REGISTERED DATE OF ARRIVAL IN AMSTERDAM ACCORDING TO THE GGR OCCURED DURING JANUARY THROUGH MAY, 1736.

(65 observations)

FREQUENCY	8	4	9	13	10	2	3	6	6	3
13				*						
12				*						
11				*						
10				*	*					
9			*	*	*					
8	*		*	*	*					
7	*		*	*	*					
6	*		*	*	*			*	*	
5	*		*	*	*			*	*	
4	*	*	*	*	*			*	*	
3	*	*	*	*	*		*	*	*	*
2	*	*	*	*	*	*	*	*	*	*
1	*	*	*	*	*	*	*	*	*	*
	54,000	77,600	111,200	124,800	143,400	172,000	195,200	219,200	242,800	266,400
										290,000

TIME LAG IN DAYS

MEAN	STD.DEV.	STD.ERROR	MAXIMUM	MINIMUM	RANGE
158.531	63.314	7.914	290,000	54,000	236,000

121 A check of ship declarations showed that on the average a voyage from the Sound to Amsterdam took about twenty days. Considering that all the ships in our sample (17) suffered damage, it is likely that during the peak season the sailing time from the Sound to Amsterdam took even less time. An example of this is the ship-declaration made on 10 April 1744 by the crew of the ship "de Juffrouw Maria Elisabeth." (G.A.A., N.A. 9402/12082.) They left the Sound on 16 March, were at the Vlie on 24 March and arrived at Amsterdam on 28 March. The ship was recorded in the GGR on 17 April as carrying 51 lasts of cargo, the registered ship lastage being 28.

(Footnotes - Chap. II)

[122]For example:

STA-178410193953/411MEM/501AMS		Lamert Dich	(751EMD) and
GGR-17841117	/411MEM	Lammert L. Dyk	63/31,
STA-178405316371/410KON/501AMS		Nicolai Kruse	(261HAM) and
GGR-17840723	/261HAM	Nicolaas Kruse	30/32 or
STA-172509224095/352RIG/501AMS		Sirpe Rugsboom	(352RIG) and
GGR-17251022	/352RIG	Zirck Rijnbon	(520VLI) 192/220.

Other examples could be given. Since the majority of ships sailing from Swedish ports did so under Swedish captains, the problem is more acute on this route.

[123]For example:

STA-178412112350/352RIG/501AMS		Thomas Ysbrand	(501AMS) and
GGR-17850525	/352RIG	Ysbrand Thomas	99/81.

[124]For example:

STA-178407063015/352RIG/501AMS Harm Berens Sturman (761PAP) and
GGR-17840823 /352RIG Hamre Behrens 108/58. But the later entries that year read:
STA-178410313994/401KON/501AMS Harm Behrends Styrman (761PAP) and
GGR-17841214 /401KON Harme Behrends Stuurman 110/58.

The situation could also be reversed, as is shown in the following example:

STA-178408213429/401KON/501AMS		Luytje Luytjes	(751EMD)
GGR-17851006	/401KON	Luyte Luytjes Ruyl	84/50.

[125]It is very probable that this type of situation accounts for the fact that it was not possible to locate some of the GGR entries in the STA, especially if the common Christian name is one like "Jan" or "Pieter."

[126]For example, the following entries in 1725,

STA-172504161031/401KON/501AMS		Jacob Opkes	(517TES)		(a)
STA-172507181142/401KON/501AMS		Jacob Opsies	(517TES)		(b)
STA-172509081301/401KON/501AMS		Jacob Opkes	(517TES)		(c) and
GGR-17250807	/401KON	Jacob Oepkes	(517TES)	72/52	(d)
GGR-17250924	/401KON	Jacob Oepkes	(517TES)	80/52	(e)
GGR-17260427	/401KON	Jacob Oepkes	(517TES)	65/52	(f)

In all of the three GGR entries, the name of the ship is "Cornela" or "Cornelia." The problem is here that the (b) and (c) entries can be coupled with any of the GGR entries, as far as dates are concerned. Considering the problem with the time lag of the recording in the GGR of ship arrival, the same order was maintained for coupling purposes as that found in the sources, namely (a) with (d), (b) with (e), and (c) with (f).

(Footnotes - Chap. II)

[127]A rather complicated situation is that found in 1725 involving shipping from the port of Stettin to Amsterdam. The relevant STA entries are as follows:

STA-172410211309/451STT/501AMS	Solcke Sietsen	(554WOU)	(a)
STA-172502231004/451STT/501AMS	Sietje Sietsen	(501AMS)	(b)
STA-172502231005/451STT/501AMS	Solcke Sietsen	(501AMS)	(c)
STA-172502231006/451STT/501AMS	Lolle Sietses	(501AMS)	(d)
STA-172505061053/451STT/501AMS	Sietse Sietses	(501AMS)	(e)
STA-172505061054/451STT/501AMS	Solcke Sietses	(501AMS)	(f)
STA-172505061061/451STT/501AMS	Lolle Sietses	(501AMS)	(g)
STA-172506211132/451STT/501AMS	Lolle Sietses	(554WOU)	(h)
STA-172506211133/451STT/501AMS	Sietse Sietses	(554WOU)	(i)
STA-172506211134/451STT/501AMS	Solcke Sietses	(501AMS)	(j)
STA-172508211269/451STT/501AMS	Solcke Sietses	(501AMS)	(k)
STA-172509261317/451STT/501AMS	Solcke Sietses	(501AMS)	(l)
STA-172509261318/451STT/501AMS	Lolke Sietses	(501AMS).	(m)

The following entries were found with the captain having the same or similar names:

GGR-17250405	/451STT	Lolle Sietses	(559YJL)	28/20	(n)
	The name of the ship = "Rosenburgh"				
GGR-17250405	/451STT	Solke Sietses	(554WOU)	33/24	(o)
		"Solomons Wijsheid"			
GGR-17250406	/451STT	Sietse Sietses	(554WOU)	33/23	(p)
		"Gerechtigheid"			
GGR-17250523	/451STT	Lolle Setses	(559YJL)	25/20	(q)
		"Roosenburgt"			
GGR-17250523	/451STT	Tierck Setses	(559YJL)	48/23	(r)
		"Gerechtigheid"			
GGR-17250524	/451STT	Lolke Sietses	(554WOU)	40/24	(s)
		"Salomons Wijsheid"			
GGR-17250710	/451STT	Lolle Sietses	(559YJL)	46/20	(t)
		"Borsenburgh"			
GGR-17250711	/451STT	Zietse Sietses	(554WOU)	46/23	(u)
		"Geregtigheid"			
GGR-17250711	/451STT	Lolle Zietses	(554WOU)	50/24	(v)
		"Salomons Wijsheid"			
GGR-17250828	/329NAR	Lolke Sietses	(554WOU)	30/24	(w)
		"Salomons Wijsheid"			
GGR-17251008	/451STT	Lolle Sietses	(559YJL)	36/20	(x)
		"Rosenburght"			
GGR-17251008	/451STT	Lolke Sietses	(554WOU)	33/44 [sic]	(y)
		"Solomons Wijsheid"			
GGR-17251019	/491OEE	Siedse Sietses	(554WOU)	23/23	(z)
		"Gerechtigheyd"			

No entries were found in the GGR for January through April 1726 pertaining to a captain Sietses or variations of that name. From the GGR entries

(Footnotes - Chap. II)

we see that three ships are involved. They are the "Roosenburgh" under captain Lolle Sietses or Setses (entries (n), (q), (t), and (x)), the "Gerechtigheid" under the command of Sietse (or Tierck, Zietse, or Siedse) Sietses or Setses (entries (p), (r), (u) and (z)) and "Salomons Wijsheid" under captain Solke (or Lolke or Lolle) Sietses or Zietses (entries (o), (s), (v), (w) and (y)). The following couplings were made: (a) with (o), (b) with (p), (c) with (s), (d) with (n), (e) with (r), (f) with (t), (g) with (q), (h) with (v), (i) with (u), (j) with (w), (k) with (x), (l) with (z) and (m) with (y).

The first thing one notices about the STA entries is that with three exceptions the homeport of the captain is continually given as Amsterdam. Secondly, on one voyage the homeport of the captain is given as Woudsend, and on another a different homeport. In the GGR entries, this occurs only once, namely, entry (u) of the series (p), (r), (u) and (z) lists Woudsend instead of IJlst. (Both towns are close together in Friesland.) With the ports of departure there is only one case where the STA and the GGR conflict (entries (j) with (w)). The other case involving entries (m) and (y) can be considered a "semi-conflict" since the GGR do not state a specific port of departure.

For the years 1784 and 1785 the GGR do not give the homeport of the captain or the name of the ship. Fortunately cases like this one were not encountered. Should this have been the case, we still would have the lastage of the ship as a guide in settling coupling problems.

[128]This figure is based on the sum of the yearly totals of Column "N" in Tables V.1-V.4. For individual examples involving conflicts between the STA and the GGR regarding ports of departure, see footnotes 122 and 137 above and footnotes 140 and 141 below.

[129]Ibid., Column "O".

[130]Idem. Without conflicts involving the port of Elbing, the yearly totals for Column "O" would be 23 or 4.7% in 1724, 73 or 9.8% in 1725, 28 or 5.4% in 1784 and 61 or 9.9% in 1785.

[131]This figure is based on the yearly totals of "Total for Russia" in Column "O" in Tables V.1-V.4.

[132]Ibid., Column "N."

[133]This figure is based on the sum of the yearly totals of Column "C" in Tables V.1-V.4.

[134]Ibid., Column "D."

(Footnotes - Chap. II)

[135]Idem. Without conflicts involving the port of Pillau, the yearly totals for Column "D" would be 38 or 6.7% in 1724, 63 or 8.1% in 1725, 9 or 1.7% in 1784 and 26 or 4.2% in 1785.

[136]Idem. This figure is based on the sum of the yearly totals of "Totals for Russia."

[137]Ibid., Column "C."

[138]Ibid. This figure is based on the sum of the yearly totals of Column "P." Professor Hans Chr. Johansen was kind enough to check for me all the STA west-bound entries for 1784 and 1785 against the remaining uncoupled GGR entries. The figures for 1724 and 1725 do not include the possibility of a non-Dutch or Russian captain sailing from a non-Russian Baltic port to a non-Dutch port who nevertheless may have arrived at Amsterdam. For the reasons for this see footnote 104 above.

[139]This figure of 21 ships is based on the sum of the yearly totals of Column "E" in Tables V.1-V.4.

[140]For example:

STA-178407112657/352RIG/513HOR	Peter Schuring	(564PER)	and
GGR-17840809 /352RIG	Abraham Pieters Schuring	72/32,	or
STA-178407171686/412PIL/563GRO	Teke Roloff Swart	(563GRO)	and
GGR-17840819 /431ELI	Teeke Roeloff Swart	12/12.	

See also footnote 113 above.

[141]The numbers in "Column P" involving non-Dutch ports of destination according to the STA which were nevertheless located in the GGR is 16 for 1784 and 8 in 1785. See for example:

STA-178406224121/412PIL/652LIP	Michael Blanck	(444KOB)	and
GGR-178407p5 /444KOB	Michel Blank	40/34.	

[142]This figure is the sum of the yearly totals of "Total for Russia," Column "P" in Tables V.1-V.4.

[143]This percentage is the fraction that 9 is of 903. See above footnote 132.

[144]This figure is the sum of the yearly totals of "Total for Russia" Column "E" in Tables V.1-V-4.

[145]Ibid. The figure 797 is the sum of the yearly totals of Column "A" minus the yearly totals of Column "B."

(Footnotes - Chap. II)

[146]See for example, Ralph Davies, The Rise of the English Shipping Industry, London, 1972, pp. 202-227.

[147]The figures 494 and 743 are the yearly totals of Column "N" for 1724 and 1725 respectively in Tables V.1 and V.2.

[148]Ibid. Total of Column "C."

[149]See footnote 147 above.

[150]This figure is the total of Column "S" in Table V.1.

[151]This figure is the total of Column "S" in Table V.2.

[152]G.A.A., PA78/96. The number of captains having a non-Dutch homeport in 1724 can be broken down as follows:

Port (Code)	Number
059JYL	1
082DAG	4
211GEL	4
221STC	23
233NOK	8
234KAM	1
239VET	1
241KAK	5
242KAH	9
259SKP	1
279HIS	2
	56

Port (Code)	Number
401KON	6
421DAZ	12
444KOB	4
451STT	6
459POP	1
463STR	5
	34

Port (Code)	Number
751EMD	4
758BOK	1
801LEH	1
	6

The total number of captains having a non-Dutch homeport in 1724 is thus 96 or 14.2% of the total number of captains recorded in the GGR for that year.

(Footnotes - Chap. II)

152 (cont'd) The number of captains having a non-Dutch port in 1725 can be broken down as follows:

Port (Code)	Number
001KOE	1
061JYL	2
111DRM	2
209WAA	1
211GEL	1
221STC	25
231VIS	1
232GOT	2
233NOK	8
234KAM	3
241KAK	6
242KAH	10
243AAH	1
246LAD	1
263VAR	1
299STR	2
299SVG	1
	68

Port (Code)	Number
319STP	2
341REV	1
352RIG	4
369LIV	1
	8
401KON	8
421DAZ	22
444KOB	9
449KAI	2
451STT	8
461GRI	1
462WOL	3
463STR	3
471ROT	1
472WIM	1
	58

Port (Code)	Number
632LON	1
701HAU	1
721BRM	3
751EMD	2
758BOK	2
	9

The total number of captains having a non-Dutch homeport in 1725 is thus 143 or 16.8% of the total number of captains recorded in the GGR for that year.

For the year 1769, data on the homeport of the captain has also been processed and the breakdown of captains having a non-Dutch homeport is as follows:

Port (Code)	Number
001KOE	1
061FLS	4
082FOE	4
082NOA	2
082SIL	1
086UTE	1
088HOS	3
125FLE	1
201HEN	2
203BRT	1
209WAA	1
211GEL	1
219OER	1
221STC	11
233NOK	2
234KAM	1
239NYP	1

Port (Code)	Number
301FRK	1
308WAM	1
308WIB	4
319STP	2
343ARN	2
352RIG	1
	11
371LIB	2
401KON	15
411MEM	1
421DAZ	30
444KOB	9
451STT	14
459DEI	1
459UCK	2

Port (Code)	Number
631HUL	1
632LON	2
701HAU	1
721BRM	4
751EMD	10
758BOK	2
758JUI	4
758NOD	4
758SPI	4
808DUK	1
809MOR	1
	34

(Footnotes - Chap. II)

152 (cont'd)

Port (Code)	Number	Port (Code)	Number
241KAK	2	461GRI	1
242KAH	5	462WOL	2
243AAH	3	463STR	15
247KRN	1	464BAP	12
249TRL	1	471ROT	7
251HES	1	472WIM	1
263WAR	2	481LUE	5
	54		115

The total number of captains having a non-Dutch homeport in 1769 is thus 216 or 25.7% of the total number of captains recorded in the GGR for that year.

153 It must be noted that in 1724 the homeport of 12 and in 1725 of 20 captains was not given. Similarly in 1769 this figure stood at 45. The assumption is made that these captains had Dutch homeports since the name of the captain and that of the ship suggested this. The overall percentages of 84.34% of the captains having a Dutch homeport in 1724-1725 is based on this assumption.

154 This figure is the sum of the yearly totals of Column "U" in Tables V.1 and V.2.

155 This figure is the total of Column "C" in Table V.1.

156 Ibid. Column "J."

157 This figure is the total of Column "J" in Table V.2.

158 Ibid. Column "C."

159 This figure is the total of Column "H" in Table V.1.

160 Ibid. Column "A."

161 The figure 865 is the total of Column "H" and the figure 1048 the total of Column "A" in Table V.2.

162 This figure is the sum of the yearly totals of Column "Q" in Tables V.1 and V.2.

(Footnotes - Chap. II)

[163]Ibid. Column "F."

[164]Ibid. Column "I."

[165]This figure was tabulated separately when the figures shown above in footnote 152 were being prepared.

[166]This figure is the sum of the yearly totals of Column "V" in Tables V.1 and V.2.

[167]Ibid. Column "T."

[168]Ibid. Column "V"/Column "U."

[169]Ibid. Column "T"/Column "S."

[170]This figure was tabulated separately.

[171]This figure is the sum of the yearly totals of Column "C" in Tables V.1 and V.2.

[172]This figure was tabulated separately.

[173]This figure is the sum of the yearly totals of Column "K" in Tables V.1 and V.2.

[174]This figure was tabulated separately.

[175]This figure is the sum of the yearly totals of "Total for Russia" in Column "A" in Tables V.1 and V.2.

[176]Ibid. Column "I."

[177]Name 96.87% less 84.34% (see above footnote 153) or 12.53% and 94.26% less 82.29% (see above footnote 154) or 11.97%.

[178]This figure is the sum of the yearly totals of "Total for Russia" in Column "T" in Tables V.1 and V.2.

[179]Ibid. Column "N."

(Footnotes - Chap. II)

[180] Ibid. Column "V."

[181] Namely 98.35% less 86.98% (see above footnote 153) or 11.37% and 95.46% less 82.29% (see above footnote 154) or 13.17%.

[182] This figure was tabulated separately.

[183] This figure is the sum of the yearly totals of "Total for Russia" in Column "I" in Tables V.1 and V.2.

[184] This figure was tabulated separately.

[185] This figure is the sum of the yearly totals of "Total for Russia" in Column "U" in Tables V.1 and V.2.

[186] Ibid. Column "T."

[187] Ibid. Column "V."

[188] Circa 95% of the shipping from Russia to Amsterdam was carried out by captains having a Dutch homeport while for shipping from the whole Baltic this percentage stood at circa 85%.

[189] While historians agree that the homeport of the captain cannot be used to provide a definite outline of the changes in the structure of shipping, it may do so in a secondary role as it was used by Dutch historians Faber, Lootsma, Van der Woude and others. The use and possible misuse of the homeport of the captain as an indice is discussed in the following section.

[190] Edward Carstenn, Geschichte der Hansestadt Elbing, Elbing, 1937, passim; F.B.M. Tangelder, Nederlandse Rekeningen in de Pondtol-registers van Elbing, 1585-1602 (Rijksgeschiedkundige Publication) 's Gravenhage, 1972, pp. ix-xxvii. An example of this can be found in the ship-declaration made on 14 January 1772 (N.A. 14108/3890) by the crew of the ship "Reeder's Welvaren" under the command of captain Lieuwe Sjoords. According to this declaration, the crew stated that they had loaded wheat and hemp at Königsberg, departing from there on 24 October 1771. On 28 October they arrived at Pillau where they took on the remainder of the cargo and sailed from there for Amsterdam on 3 November. Adverse winds forced the ship to return to Pillau and it was not until 5 December that they once again were able to set course for Amsterdam. On 10 Decem-

(Footnotes - Chap. II)

ber, they entered the Sound, leaving it on 15 December. Again storms teatered the ship and damaged the cargo. It was not until 27 December that the ship reached Vlieland and finally on 1 January 1773 it arrived at Amsterdam. In the Galjootsgeldregisters the ship was recorded on 4 February 1772 as coming from Königsberg carrying 51 lasts of cargo, the size of the ship being 101 lasts. But in the Sound Toll Accounts the ship was recorded as coming from Pillau. In view of the information given in the ship-declaration, both the STA and GGR can actually be considered correct. The pondtolregisters of the different ports in the Friese Haf and those of Pillau as the entrance to the Baltic will have to be consulted for any further research into this matter.

[191]Schöffer, "Vonnissen," pp. 10-11 and p. 88 above.

[192]Dekker, "Een nieuw licht . . . ," Ons Zeewezen, (1971), 10, p. 45.

[193]For 1724 and 1725, the percentage of captains having a homeport which was not Dutch stood at a modest 15.7%. It rose to 25.7% by 1769 and to 40.51% by 1784 but declined to 26.66% by 1785. (The first two percentages are based on the GGR data presented in footnote 152 above while those for 1784 and 1785 are based on the STA data presented in Columns "N" and "U" of Tables V.3 and V.4 respectively using the equation of

$$\% = \frac{\text{"N"} - \text{"U"}}{\text{"N"}} \times 100.)$$

[194]This percentage is based on the sum of the yearly totals of Column "N" for 1724 and 1725 (or 1237) divided by the sum of the yearly totals of Column "M" for 1724 and Column "L" for 1725 (or 1386) as found in Tables V.1 and V.2. The STA entries which were coupled with the GGR entries prior to May of 1724 and 1784 have not been included in Column "M" but are included in Column "C."

[195]This percentage is based on the sum of the yearly totals of Column "N" for 1784 and 1785 (or 1135) divided by the sum of the yearly totals of Column "M" for 1784 and Column "L" for 1785 (or 1203) as found in Tables V.3 and V.4.

[196]This figure is based on the sum of the yearly totals of Column "B" in Tables V.1 and V.2.

[197]Ibid. Column "C."

(Footnotes - Chap. II)

198 The use of year caesuras means that the GGR entries for January through April for 1726 and 1786 were also checked. Of the 137 GGR entries for 1726 all but 36 were accounted for by the STA entries of 1725. Similarly out of the 80 GGR entries for 1786, 65 were positively accounted for by the STA of 1785 and another five tentatively. Since it is possible that some or all of these uncoupled GGR entries can be accounted for by ships which passed the Sound early in 1726 and 1786, these uncoupled GGR entries have not been subtracted from the two two-year totals of unaccounted for STA entries.

199 This figure is based on the sum of the yearly totals for 1784 and 1785 of Column "C" minus the sum of the yearly totals for the same years of Column "B" in Tables V.3 and V.4.

200 Ibid. The sum of the yearly totals of Column "N" for 1784 and 1785 minus the sum of the yearly total of Column "M" for 1784 and the yearly total of Column "L" for 1785.

201 It ranged from 0.8 - 1.4%. See above pp. 96-97.

202 The Amsterdam Notarial Archives contain many charterparties in which it is clearly stated that captains sailing from Russian ports during time of war such as 1780-1783 would be provided with whatever documents were necessary to demonstrate without doubt that the cargo and ship were Russian in all respects and sailing on Russian account. For examples of this, see, G.A.A., N.A. 10900/254, 5 June 1781 and N.A. 10901/134, 27/29 April, 1782. Simon Hart, in his Engel van de Stadt, 1746-1819 ('s Gravenhage, 1951, pp. 125-126) describes the large number of pseudo-sales of ships during 1780-1783. In addition, the GGR for 1780-1783 show a markedly different picture than that of the disastrous decline of "Dutch" shipping presented by the STA.

203 In order to encourage his fellow Russians to actively engage themselves in maritime shipping and trade, Peter I granted tariff and duty reductions and other financial inducements to ships carrying a Russian flag and crew and being registered there. The possibility that these ships might meet all of Peter I's requirements for a ship to be Russian but still remain under actual control of the Dutch is very real. Of the 1724 and 1725 STA entries pertaining to shipping from Russian ports to Holland, there are 12 which list the captain as having a Russian homeport. Out of these 12, it was possible to locate nine corresponding GGR entries. For four of these the homeport of the captain according to the GGR was identical with that given in the STA, i.e., Russian in both sources. But for the remaining five the Russian homeport according to the STA was changed to

(Footnotes - Chap. II)

a Dutch homeport in the GGR. For an example of this, see above footnote 122. But the entry, STA-172506054094/319STP/501AMS "Michaila Klfelof" (319STP) was not located in the GGR. This is one of the rare instances where the captain had a Russian name. The fact that the GGR do not list this ship lends credence to the argument that the GGR pertain only to Dutch-owned /controlled ships, since the entry indicates not only a ship flying the Russian flag but also a Russian captain. The names of the other two captains for which it was not possible to find a corresponding GGR entry are Dutch and for one of them an earlier coupling was found.

Another illustration of a ship flying the Russian flag and registered as Russian owned but probably actually owned (controlled) by Dutch shipowners is that of the ship "de Liefde" commanded by Jan Herman de Bok. (G.A.A., PA6/84.) The ship sailing in June 1772, under a Russian flag and owned by a Russian subject, from Onega to Ostende with a cargo of timber, was shipwrecked on the north-west coast of Scotland. Lodewijk Hovy and Sons, merchants of Amsterdam, as correspondents of the owners of the ship empowered a Thomas Irvine of Edinburgh to handle the question of salvage. The Admiralty Court was thus also involved. So far everything follows normal shipping practices. What is not normal is that the D.M.H. paid the sum of f.38:14:- to the barristers, Mr. Augustinus and Sons, for the handling of the case in the Admiralty Court for the period of 23 June to 29 December 1774. Why should the D.M.H. pay the legal expenses for a salvage case involving a ship flying the Russian flag, owned by a Russian subject and sailing from Onega to Ostende (not Amsterdam) unless the ship in question was actually Dutch owned/controlled, and/or the Russian subject was also a Dutch merchant? In the GGR of the D.M.H. there are entries for the years 1768 through December of 1771 for this ship as sailing from Archangel to Amsterdam under the command of a Jan H. de Bok whose homeport was the Dutch island of Vlieland, the cargo lastage varying from 390-421 lasts and the registered lastage of the ship being constant at 201 lasts.

[204] See above Chapter II.A.3.

[205] A.M. van der Woude, Noorderkwartier, pp. 374-398. Van der Woude was, however, not entirely satisfied with this explanation and stated (pp. 397-398) that more research had to be done before a certain answer to this problem could be given.

[206] Simon Hart, "Zeelieden te Amsterdam," M.N.V.Z., 17(1968) 5-20 and "Historisch-demographische notities betreffende huwelijken en migratie te Amsterdam in de 17e en 18e eeuw," Maandblad Amstelodamum, 55(1968) 63-69.

[207] J.A. Faber, Drie Eeuwen Friesland, pp. 269-289.

(Footnotes - Chap. II)

[208]That is in van der Woude's Noordelkwartier Tables 6.1 and 6.2 and Graphs 6.1, 6.2, 6.3 and 6.4, and in Faber's Drie Eeuwen Friesland, Appendix V. and Graphs V.2 and V.3, and his earlier study "Friesland en de Sontvaart," It Beaken, 21(1959) 187-196. The study by S. Lootsma on the shipping of Hindeloopen ("De zeevaart van Hindeloopen in de zeventiende en achtiende eeuw," Ec. Hist. Jrbk., 21(1940)216-296) which used the Sound Toll homeport data will also have to be reappraised.

[209]Exactly how these STA entries (Amsterdam as homeport versus other Dutch homeports in the GGR) are to be apportioned among the other Dutch homeports has yet to be established. One may also ask whether this can be done on the basis of just one two-year sample or whether the sample should be extended to five or ten years or whether another two-year sample should be taken at a later date, for instance 1774 and 1775. The reasons for this discrepancy between the STA and the GGR are not quite clear. One could assume that once the nationality of the captain, in this case Dutch, was established, it mattered little to the Sound Toll officials which specific small Dutch port the captain came from. It may also be that the nature of the Dutch "sea-pass" and "sea-letter" (see Christensen, Dutch Baltic Trade, pp. 76-80) played a role here.

[210]See, for instance, the Dutch historian Unger who in his rather extensive article following the publication of the final Bang volume ("De publikatie der Sonttabellen voltooid," TvG, 71, pp. 147-205) tried to put aside the whole question of homeport of captains and nationality of ship, preferring instead to concentrate on the movements through the Sound of certain commodities to and from Holland.

PART TWO: SHIPPING AND TRADE

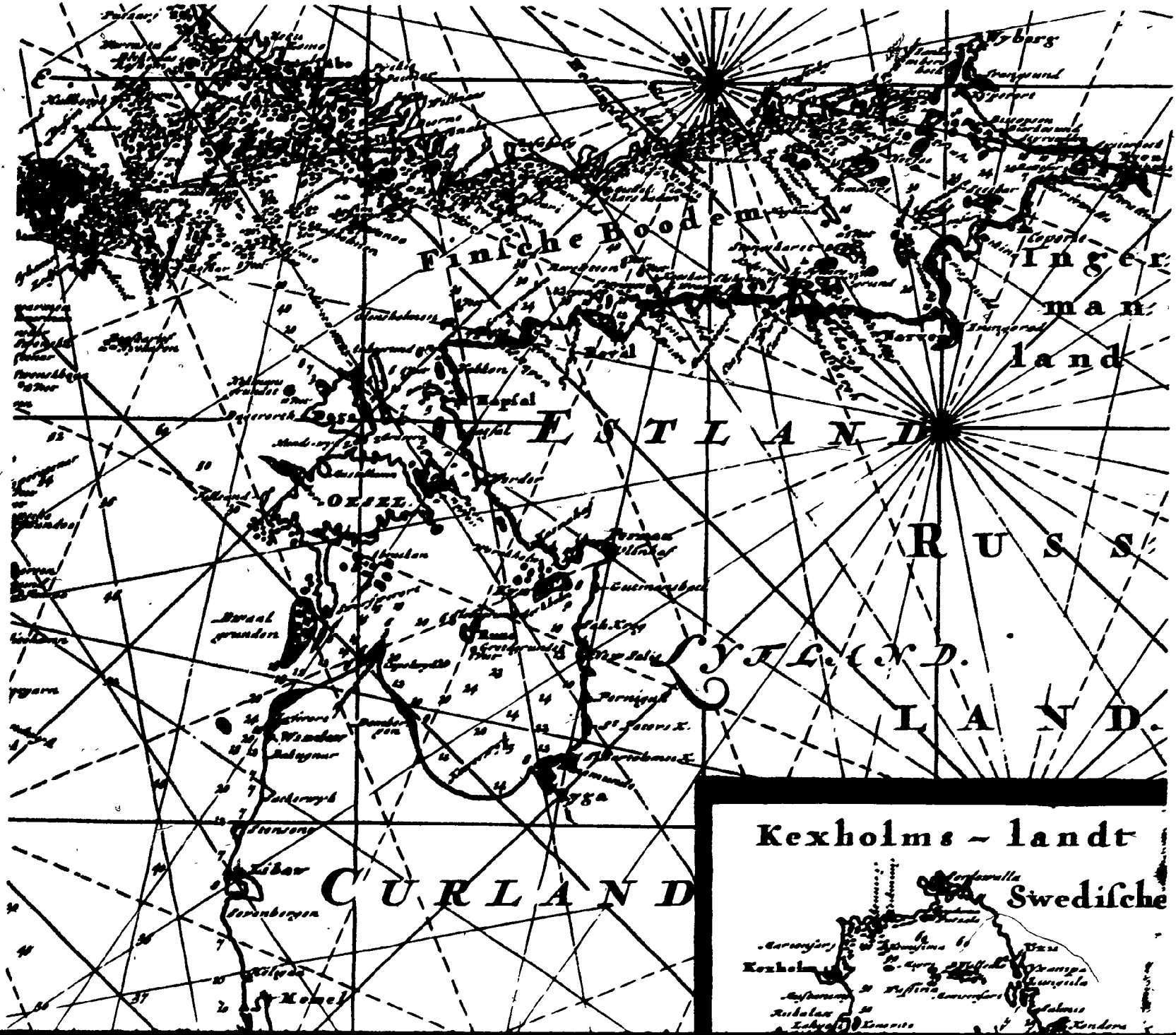
CHAPTER III

THE INDIVIDUAL AREAS

III.A. St. Petersburg

In November of 1703 a galjot named "d'Juffrouw Anna" sailed up the mouth of the riva Reva en route to Schansternye, a former Swedish fortified town on the banks of both the Neva and Bolshaia Okhta rivers. The captain, Jan Hillebrantsz (homeport: Terschelling) had left Reval with a cargo of wine, salt and other goods upon hearing that the Swedish troops had vacated Schansternye. To his surprise, Hillebrantsz was greeted by Prince Alexander Menshikov and invited to dine with him and the Tsar. Not only did the Russian government buy the whole ship's cargo at a good price but Hillebrantsz also received a present of five hundred ducats and each of his crew, three hundred thalers. Hillebrantsz had never heard of St. Petersburg and was under the impression that the money was a prize to the first ship to sail to Schanternye or surrounding region after the Russians had conquered this territory. Apparently even the large gift did not help the captain realize that Peter I had started to build a new port which would radically change Russia's trade relations with the West.[1]

The idea of diverting the Archangel trade to the Gulf of Finland or even to Riga was not new. Already in the 1640's, the Swedish government had discussed this possibility. The Swedish Resident in Moscow at that time had made extensive inquiries into Russian market conditions. He was of the opinion that if a sufficient reduction in customs tariffs and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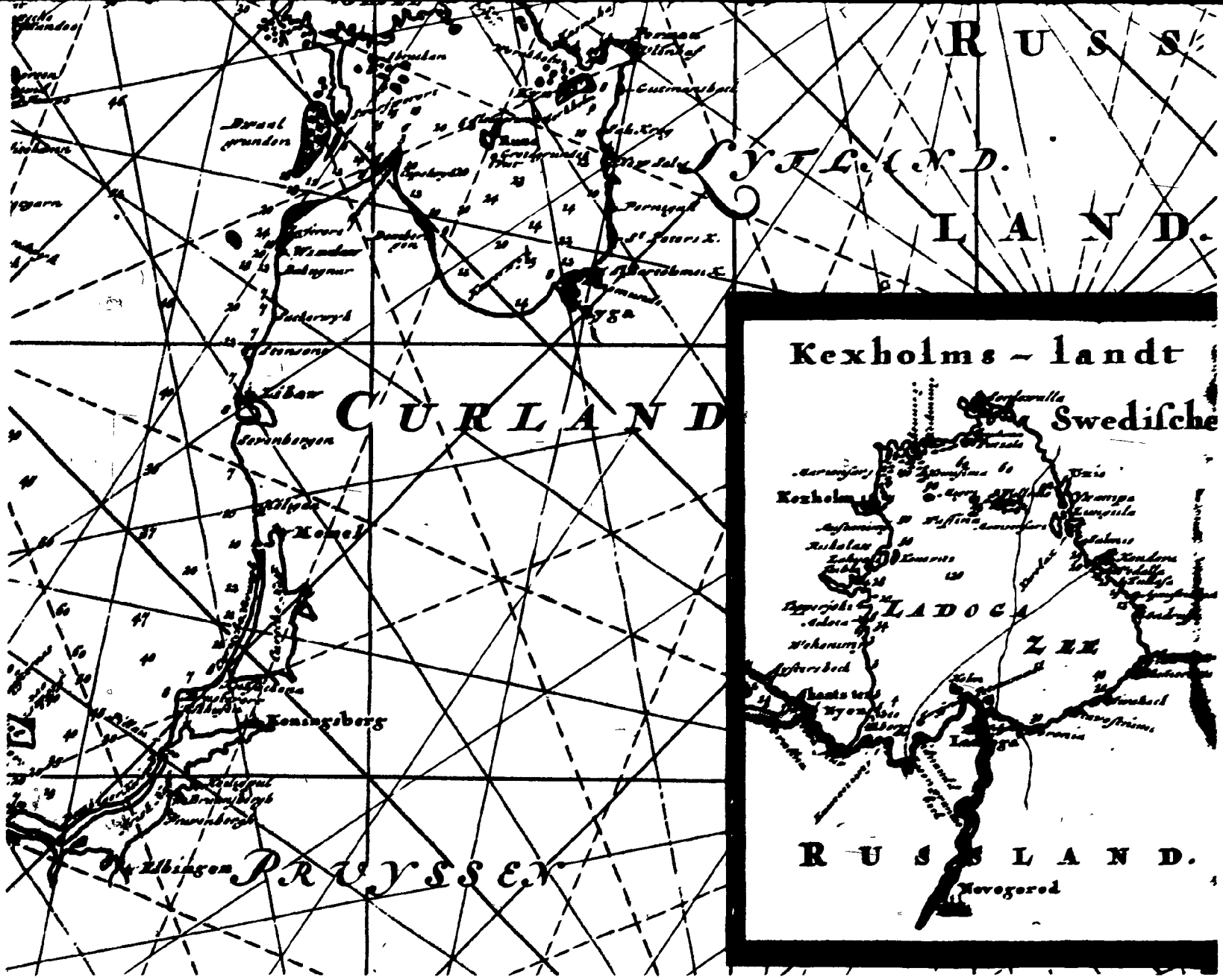


Map 1: Map of the eastern coast of the Baltic Sea, c.1697[2] taken from, "Paskaart van de Oost-Zee" in J. Loots, Paskaertboek, Amsterdam, 1697.

tolls were granted at a port such as Narva it would then be much more profitable for the West Europeans to trade via Narva instead of Archangel. However, both the Swedish and later the Dutch who made a similar proposal to the Tsar in 1647 agreed that such a change in trade patterns was applicable only to light goods. Heavy Russian goods such as tar and pitch had to go via Archangel also in the future.[3] The flexibility of trade routes which had existed in the sixteenth and early seventeenth centuries for the different Russian production areas was replaced during the course of the seventeenth century by increasing use of the Archangel route, which became so established that later Swedish efforts to divert the Archangel trade to the Baltic by trade policy measures did not succeed.[4]

Although the arrival of the first ship at St. Petersburg in 1703 was a fortuitous event and a fortunate one for the captain rather than a determined effort by the Dutch merchants to start trading via this new port, the generous award and personal recognition which Peter I bestowed could not fail to make the Dutch merchant community aware of this new development.[5] Nevertheless, the Dutch were loath to shift their trade from Archangel to St. Petersburg. Unlike their English counterparts who gladly abandoned Archangel for St. Petersburg because of the Dutch competition, the Dutch continued to trade via Archangel virtually ignoring St. Petersburg.[6] Since the main reason for Russia's war with Sweden had been to gain control of Russia's Baltic trade with Europe and to establish St. Petersburg as the new port through which this trade was to be channelled, Tsar Peter was not going to see his hard won victories

not to bear fruit simply because of the intransigence of the Dutch merchants.[7] On 5 November 1713 he ordered that one-half of the Archangel export trade be rerouted via St. Petersburg instead and expanded this order to cover all exports in 1715.[8]

As could be expected, problems plagued the development of the port of St. Petersburg from the very beginning. Aside from the difficulties of building a new port with docks and warehouses on the chosen location, the Dutch had to cope with a whole new Russian bureaucracy which was slow and perhaps too greedy.[9] Russian officials even tried to set the buying price for incoming goods regardless of the prices offered for the same goods at other Russian ports.[10] The Dutch merchants in St. Petersburg correctly placed the blame for their problems not on the Tsar but on the Russian bureaucracy. From their newly-gained experience at St. Petersburg, they knew that the Tsar was sympathetic to their plight and did his best to alleviate their difficulties and that Peter I was the only person able to improve the sad state of affairs. Even Menshikov, the governor of St. Petersburg, and Count Apraxin, the admiral of the Russian navy, constantly failed to keep agreements that the Dutch merchants had made with the Tsar.[11]

Not only did the Dutch not have much initial success with those officials in charge of the port of St. Petersburg, they also had difficulty in reaching the port. The shipping channel to St. Petersburg was quite shallow and new sandbars were constantly being formed due to the slowness of the current of the river Neva as it entered the Baltic. The larger ships

were therefore forced to anchor two to three miles offshore thus adding time and expense for unloading and loading.[12] As time progressed conditions improved. By 1715 watercamels were aiding ships in and out of the harbour.[13] In 1716 work was started on the dredging of a channel from St. Petersburg to Kronstadt to a depth lower than the existing 6 - 9 1/2 vt. so that ships would not be forced any longer to transfer almost all of their cargo at Kronstadt.[14] Nevertheless the shipping channel to St. Petersburg continued to pose an effective barrier to the larger ships for which Kronstadt remained the port of call throughout the eighteenth century.[15] Most of the charterparties for the larger ships stated that the ships would have to call at St. Petersburg as well as Kronstadt. The costs for lighters and barges to carry the cargo which could not be disposed of or loaded at St. Petersburg was borne by the shipowners and not the charterer. This clause ensured that the captain would load as much cargo as possible at St. Petersburg. In presenting a table on ship movements to and from Russian ports for 1761 to 1763, the eighteenth-century historian, J.P. Kilburger, did not even mention St. Petersburg but spoke instead of Kronstadt. Surprisingly both the STA and GGR hardly ever mention Kronstadt.[16]

In order to encourage trade to St. Petersburg, Tsar Peter offered a douceur of 4 Rijksdaalders to each captain who arrived with a full cargo and 2 Riks. to the first mate and 4 Riks. to the rest of the crew.[17] At the same time, Peter ordered that a fine of one ruble per 26 lasts of ballast carried be levied on ships which arrived in ballast at Kronstadt-St. Petersburg. The result was that on approaching their destination, the

crew threw the ballast overboard, usually right in the shipping channel. Finally, in 1735, the Admiralty of St. Petersburg petitioned the Tsarina for abolition of this levy and permission to fix and determine suitable locations where ships could discharge their ballast.[18]

Despite these difficulties and opposition to the whole idea of St. Petersburg, Dutch merchants established themselves in this port. The increase in the Dutch community was reflected in the growth of their own Protestant church. Up to 1713, the Dutch shared a church and pastor with the Lutherans but by 1717 decided to call a pastor of their own. Soon after, they asked and received permission from the Tsar to build their own church.[19]

Shipping to St. Petersburg increased steadily. In 1716 a convoy of over 40 Dutch and English merchantmen arrived at St. Petersburg though many had difficulty finding a return cargo.[20] The number of ships climbed to 75 in 1720, 109 in 1722 and 180 in 1724.[21] Yet by the time of Peter's death, shipping from St. Petersburg accounted for less than one-fourth of all shipping from Russia's Baltic ports via the Sound and less than one-sixth of Dutch shipping to Amsterdam.[22] The assertion that by the time of Tsar Peter's death St. Petersburg had become Russia's leading port must be seriously questioned.[23]

Although by 1797 the total number of ships which called stood near one thousand, St. Petersburg never became the leading Russian port for the Dutch, nor did the Dutch share in this increase.[24] If we take the last two years of Peter's reign, 1724 and 1725, as a base (Table I.1), we notice that there were only twenty-two years in the period from 1716 to

1822 when the annual number of ships arriving at Amsterdam from St. Petersburg exceeded this level. Table II.4.A and Graph II.4.A clearly

TABLE I.1 INDEX OF SHIPPING FROM ST.PETERSBURG TO AMSTERDAM, 1719-1823.
(1724+1729/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	21	19	19	36
172-	45	33	43	50	100	100	140	62	102	33
173-	64	76	62	45	86	57	83	124	200	76
174-	105	233	112	95	126	74	74	136	71	79
175-	48	88	102	112	83	55	110	112	88	98
176-	67	36	88	88	55	62	71	102	86	107
177-	52	64	86	95	88	64	38	100	169	131
178-	126	43	74	55	152	29	52	45	90	121
179-	79	88	45	62	55	10	55	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	90	71	424	40	38
182-	64	45	21	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED SOURCE: TABLE II.4A

indicate that ship movements from St. Petersburg to Amsterdam peaked in the late 1730's with the single annual highs occurring in 1738 and 1741. After that the number of ship movements dropped quickly to the level of the late Petrine era. During the period just prior to the Wars of 1780-1783 shipping from St. Petersburg picked up but then, apart from the post-war year of 1784, declined again and never recovered. The single all-time high of 1817 should be seen as an extraordinary occurrence due primarily to the high cost of grains caused by massive crop failures in western Europe.[25]

In contrast to the decline of Dutch shipping from St. Petersburg to Amsterdam, the total amount of shipping from St. Petersburg to western

Europe increased almost three-fold during the eighteenth century. Using Table V.5, it is possible to present a series showing the number of ships passing through the Sound from St. Petersburg, taking the average number of ships for every ten years:[26]

Average number of ships annually from:*

	Russia	St. Petersburg	St. Petersburg to Holland
1720-1729	404	100(24.6% **of those from Russia)	33(33.6%*** of those from St. Petersburg)
1730-1739	668	143(21.5%)	41 (28.5%)
1740-1749	672	171(25.5%)	49(28.5%)
1750-1759	766	242(31.6%)	44 (18.2%)
1760-1769	831	269(32.4%)	35 (13.1%)
1770-1779	1237	471(37.0%)	51 (10.8%)
1780-1783	1115	465(41.7%)	30 (6.4%)

* In this table and others based on the Sound Toll data, there is no mention of whether the ships had cargoes or not, and no differentiation in the size of the ship. The significance of this and other similar tables lies, however, not in what they tell with regard to the total trade but in what they reveal concerning the share or relative position of different ports or nations.

** Percentage of number of ships from Russia.

*** Percentage of number of ships from St. Petersburg.

The above figures show quite clearly that up to the middle of the eighteenth century shipping to Holland managed to keep a certain share of the St. Petersburg export trade but then declined rapidly. The decline of Dutch shipping to the Netherlands becomes even more evident if we differentiate between the Dutch and non-Dutch ships (i.e., according to the homeport of the captain) as the following Sound Toll figures show:

Average number of ships annually from St. Petersburg:

	(St. Petersburg)	With Dutch captains	To Holland w/ Dutch captains	To Amsterdam acc. to GGR
1720-1729	100	31 (31.0%)*	30 (30.0%)	30 (30.0%)
1730-1739	143	38 (26.2%)	35 (24.1%)	37 (25.6%)
1740-1749	171	49 (28.7%)	44 (25.4%)	46 (27.1%)
1750-1759	242	48 (24.1%)	38 (15.9%)	38 (15.5%)
1760-1769	269	59 (21.7%)	31 (11.5%)	32 (11.9%)
1770-1779	471	96 (20.3%)	42 (8.8%)	37 (15.5%)
1780-1783	465	16 (3.4%)	13 (2.9%)	13 (2.7%)

*Percentage of number of ships from St. Petersburg.

Even if all Dutch shipping from St. Petersburg is included, there is still a decline, although not so dramatic, of the Dutch share of St. Petersburg shipping. An interesting aspect of these figures is that whereas in the 1720's Dutch shipping from St. Petersburg and shipping from St. Petersburg to Amsterdam were practically synonymous, this is no longer the case by the 1760's when almost one-half of the Dutch shipping from St. Petersburg went to non-Dutch ports.

So far we have dealt with shipping through the Sound and shipping to Amsterdam but not with the total turnover of shipping at St. Petersburg itself. Continuous data for this are not presently available but several contemporary sources provide interesting comparisons with the STA and GGR data as can be seen from the following survey:[27]

Average number of ships annually from:

	Russia (Baltic ports)	St. Petersburg	St. Petersburg acc. to the STA	St. Petersburg acc. to the GGR
1714-1722	-	62	35 (56.3%)*	
1758-1764	-	403	224 (55.5%)	20 (5.0%)*
1761-1763	1887	332 (17.6%)**	208 (62.6%)	30 (8.9%)
1773-1777	2007	732 (36.5%)	488 (66.6%)	32 (4.4%)
1778-1783	-	652	478 (72.9%)	42 (6.4%)
1784-1786	-	808	-	33 (4.0%)
1793-1797	2324	1029 (44.3%)	-	19 (1.9%)

* Percentage of St. Petersburg shipping.

** Percentage of all shipping from Russia's Baltic ports.

Since we have already determined that the port of departure as given in the STA is quite accurate, the difference between the overall St. Petersburg figures and the STA figures must indicate the amount of inter-Baltic shipping, i.e., shipping between St. Petersburg and Lubeck, Danzig, Sweden or other Russian ports. Even so, it is clear that St. Petersburg was not the dominant Russian port during most of the eighteenth century. Only in the last decade of the century did St. Petersburg shipping surpass that of its main rival, Riga.

Then why has so much emphasis been placed on St. Petersburg? Because St. Petersburg was the capital of Russia, the representatives of foreign powers including the English observed the development of Russia's trade from this particular vantage point. The result was that in the dispatches sent to Western Europe this trade was equated with that of St. Petersburg, and the importance of this port where the English played a major role was overemphasized. By using the Sound Toll data, it is possible to see that from its inception the export from St. Petersburg was dominated by the English whose share increased in the course of the century as the number of ship movements clearly show:

Average number of ships annually from St. Petersburg:

	(St. Petersburg)	With English* captains	To England** & Scotland
1720-1729	100	51(51.1%)	46(46.4%)
1730-1739	143	89(62.4%)	83(58.2%)
1740-1749	171	105(61.5%)	91(53.2%)
1750-1759	242	163(67.2%)	154(63.6%)
1760-1769	269	187(69.6%)	178(66.3%)
1770-1779	471	310(65.7%)	295(62.5%)
1780-1783	465	302(64.9%)	302(64.9%)

* Includes Scottish captains.

** Practically all ships to England and Scotland sailed under captains from these two countries.

Two observations stand out in this table. The first is that there can be no doubt that ships under the command of English/Scottish captains dominated shipping through the Sound from St. Petersburg. But as it will be seen later on this predominance was not true for shipping from all Russian ports. The second observation is that, unlike what has been asserted by Reading, the British did not serve as carriers for third parties.[28] One can say that all British ships from St. Petersburg went to Britain. This contrasts with the Dutch pattern where, by the 1760's and 1770's, one-half of all Dutch shipping from St. Petersburg went to countries other than Holland. The predominant position of the English at St. Petersburg is even greater if one considers the overall shipping turn-over at St. Petersburg. For the period from 1758 to 1761, 1,769 ships came to St. Petersburg of which 627 (or 35.4%) were English, 234 (or 13.2%) Dutch and only 50 (or 2.8%) Russian. Of the Baltic ports, Lubeck accounted for 179 ships (or 10.1%), Rostock for 110 ships (or 6.2%) and Danzig for only 14 ships (or 0.8%). Of the two other Baltic maritime powers, Sweden accounted for 353 ships (or 20.0%) while for Denmark-Norway the number of ships was 169 (or 9.1%).[29]

In view of the uncertain parameters of the GGR "registered" date of arrival, it is difficult to define seasonal shipping patterns. Nevertheless, the data presented in Table II.1.A allow some general observations to be made. The first is that during the months of May and June ships were <u>en route</u> either to or from St. Petersburg. Secondly, the summer return fleet started returning to Amsterdam in late July and August with a continuous flow of ships arriving during the following months. And thirdly, it seems that a sizeable number of ships waited as late as possible at St. Petersburg (end of September through November) to load the hemp after it had been

brought to St. Petersburg. This is reflected in the high percentages of registered ship arrivals for December through April/May of the following year. The number of ships that wintered at St. Petersburg was very small[30] and the comparison of the GGR with the STA indicates that the GGR entries for January through April/May pertain to ships which left St. Petersburg the preceding year.

So far we have dealt only with ship movements and it may be argued quite correctly that the number of ships is a very crude indicator of the absolute and relative importance of St. Petersburg and Dutch shipping from there. Other equally and perhaps more valid indicators would be the tonnage of cargo carried, the size of the ships and the value of the goods traded. It may very well be that according to one of these variables St. Petersburg was indeed the most important Russian port.

TABLE I.2 INDEX OF TONNAGE OF CARGO CARRIED FROM ST.PETERSBURG TO AMSTERDAM (1715-1823). (1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

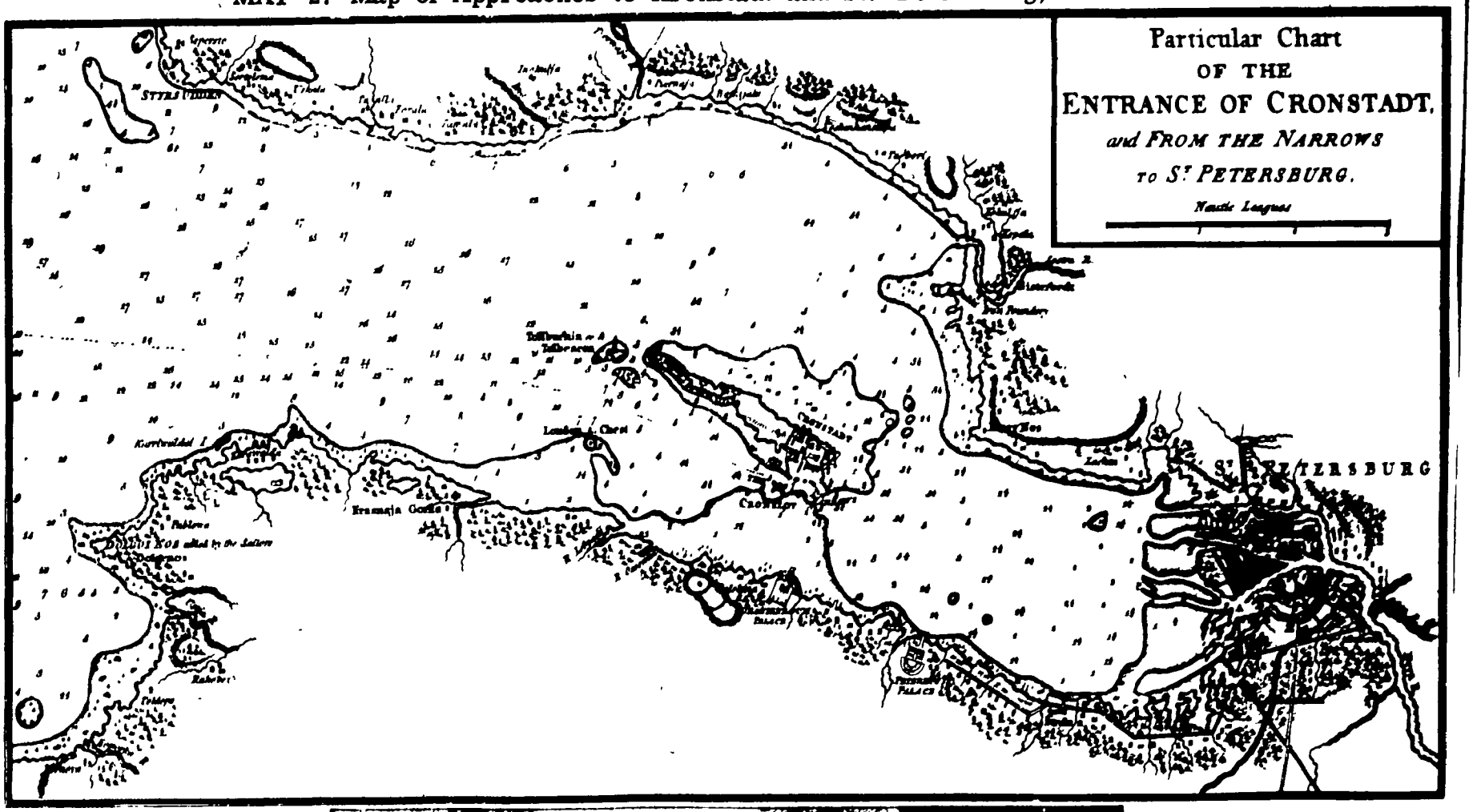
	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	32	20	37	36
172-	69	29	47	62	106	94	164	75	118	45
173-	78	106	88	53	104	73	104	212	358	123
174-	162	482	189	140	144	78	120	171	89	93
175-	61	117	130	132	93	56	120	169	126	133
176-	116	66	152	167	83	124	132	189	179	209
177-	100	114	144	149	159	103	55	148	276	216
178-	224	71	109	106	293	53	79	69	150	201
179-	141	172	91	98	90	14	78	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	134	96	674	63	52
182-	80	49	24	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4A

With regard to the tonnage of cargo carried, we have available only the GGR information.[31] Even if this data should prove not to be representative in later studies, which is doubtful, it does nevertheless represent a sizeable share of the tonnage of cargo exported from St. Petersburg. Taking the last two years of Peter's reign as an index (Table I.2) the tonnage of the cargo carried from St. Petersburg to Amsterdam was on the whole greater than that of the index years. In fact, there were only thirty-two years where the tonnage of cargo was more than ten points below that of the index. This is quite a contrast to the number of ships which in most years remained well below their respective index. One could assume that the increase in cargo tonnage in relation to the ship would indicate that St. Petersburg did play a more important role in Dutch trade. To the contrary, Table II.5 as well as Graphs II.5 and II.6 clearly indicate that, if judged according to cargo tonnage, St. Petersburg played an even smaller role in Dutch trade with Russia's Baltic ports. On five occasions only, namely, 1741, 1757, 1784, 1815 and 1817 did St. Petersburg account for more than 20% of the total cargo tonnage shipped from Russia's Baltic ports and each of these years can be explained by special circumstances. The outbreak of the war between Sweden and Russia in 1741 affected exports from Reval, Narva and the smaller coastal ports when the ships went in convoys to St. Petersburg. The same year the average size of the ships jumped from approximately 200 to almost 250 tons dropping down to 200 tons and lower during the following years. The reason was that the cost of convoy and armaments weighed proportionately heavier on the smaller than on the larger ships. Closely interwoven with these military developments was the sudden rise in prices in late 1740 and 1741, particularly

MAP 2: Map of Approaches to Kronstadt and St. Petersburg, c. 1796-1801.[32]


Particular Chart
OF THE
ENTRANCE OF CRONSTADT,
and FROM THE NARROWS
to S.t PETERSBURG.
Nautic Leagues
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of such commodities as hemp, rye, tar and tallow.[33] The increased share of St. Petersburg in the Russian export about 1757 must be attributed to the prohibition of the export of timber from Reval and Narva which suffered more from this measure than St. Petersburg. The years 1784 and 1814 should be considered part of the readjustment following periods of war. Thus if one measures according to the tonnage of cargo shipped, St. Petersburg did not hold a dominant share which, with few exceptions, was of the order of 7-15%.

TABLE I.3 INDEX OF TONNAGE OF SHIPPING FROM ST.PETERSBURG TO AMSTERDAM, 1715-1823. (1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	34	22	34	37
172-	64	27	41	61	110	90	162	71	110	50
173-	86	104	92	59	111	78	109	226	376	121
174-	165	461	193	150	157	84	86	160	89	90
175-	56	98	115	122	87	58	124	132	108	113
176-	78	46	105	113	63	74	92	116	104	135
177-	67	79	98	95	110	69	39	109	187	168
178-	135	44	69	66	177	29	51	45	86	129
179-	79	105	51	58	53	9	54	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	91	61	689	52	40
182-	67	43	22	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED SOURCE: TABLE II.4A

Perhaps then, it was according to the tonnage of shipping that St. Petersburg played a dominant role. However, the index of the tonnage of shipping from St. Petersburg to Amsterdam (Table I.3) shows a marked similarity to the index of the number of ships (Table I.1). For only thirty-one out of a possible eighty-one years did the annual tonnage of shipping

exceed that of the 1724-1725 level. The high for 1741 (except 1817 of course) demonstrates how this index is actually a composite index (like Table I.2) of the number of ships and the size of the ships. In Table I.1 we have seen that thenumber of ships in 1741 was more than double the index, and in Table I.4 we see that the average size of the ship for 1741 has also doubled in comparison with the index. The net result is that for 1741,

TABLE I.4 INDEX OF AVERAGE SIZE OF SHIP IN TONS FROM ST.PETERSBURG TO AMSTERDAM,1715-1823.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	158	114	190	103
172-	141	80	96	121	110	90	115	115	107	151
173-	134	136	149	130	129	134	131	182	188	159
174-	158	197	172	157	124	114	117	118	124	114
175-	118	111	113	109	104	106	113	118	123	116
176-	117	129	119	128	115	120	129	113	122	126
177-	127	122	114	100	125	108	104	109	111	129
178-	107	103	94	120	116	101	97	100	95	106
179-	100	120	113	94	96	91	98	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	100	84	162	129	104
182-	104	94	104	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4A

the tonnage of shipping was more than quadruple of its respective index. According to this indicator of the tonnage of shipping, St. Petersburg played an even less important role among Russia's Baltic ports as can be easily discerned by looking at Graph II.7 in comparison with Graphs II.5 or II.6.

The inter-relation of the St. Petersburg and Narva-Reval trade has already been mentioned. This relationship was also perceived by the

eighteenth century historian Storch who found that St. Petersburg was Narva's and Reval's successor in the export of hemp and flax.[34] However, the GGR data indicate that increases in the share of St. Petersburg in Russia's Baltic trade could also have come at the expense of Riga and Viborg.[35]

One surprising fact about the shipping from St. Petersburg to Amsterdam is that the average size of the cargo is so remarkably higher than the average size of the ship. In contrast to the average size of the ship, the average size of the cargo stood for many years at almost double the level of 1724 and 1725. As a matter of fact, the index of the average

TABLE I.5 INDEX OF AVERAGE SIZE OF CARGO IN TONS FROM ST.PETERSBURG TO AMSTERDAM, 1715-1823. (1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	148	103	193	101
172-	153	88	111	124	106	94	118	121	115	135
173-	121	139	142	118	122	127	125	171	179	161
174-	155	206	169	147	130	106	162	126	125	119
175-	127	133	127	118	111	102	109	151	143	157
176-	174	185	173	189	152	200	185	185	209	195
177-	190	178	168	156	181	160	144	148	163	165
178-	177	165	148	193	192	186	152	153	166	166
179-	179	196	202	158	164	146	143	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	148	134	159	156	137
182-	124	109	111	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4A

size of the cargo is the only index among the five presented where the yearly levels are substantially above that of the index. In looking at Table II.4.A we are faced with the incongruity that at times the lastage of the cargo was more than twice the lastage of the ship. These figures, however, take on a completely different meaning if we analyze them in the light of the previously established relationship of Registered Lastage (RL) = .533 Measured Lastage (ML) or Cargo-carrying capacity (CC). This means that a ship should be considered "overloaded" only when the size of the cargo as recorded in the GGR is more than 87.6% greater than the size of the ship. If this percentage was exceeded the ship was loaded with more cargo than its carrying capacity. The inversion of this relation is when the size of the ship is more than 46.7% less than the size of the cargo. In this case the ship could also be considered "overloaded."

Even if we take into account the equation RL = .533CC, there remain several instances in Table II.4, namely 1765, 1768, 1785, 1788, 1792, 1793 and 1794 when the ships on an annual basis were loaded with more cargo than they could carry. Further, if we compare the last two columns of Table II.4.A with those in Table II.4, we see that the difference between size of the cargo and that of the ship is the greatest for St. Petersburg. Three factors come into play here. The first is that at present we have no information on the mix of commodities which made up the cargo lastages as recorded in the GGR. Consequently, we do not know what metrological adjustments have to be made to convert the size of the cargo into its equivalent in rye lasts.

Secondly, as has been noted in Chapter II.A.6 for ships that carried timber, the cargo lastage was held to be the same as the lastage of the ship. Thus if a substantial amount of timber was exported from St. Petersburg, this would decrease the possibility for an aggregate "overload" for any particular year. Although the primary exports from St. Petersburg, both in value and in weight, were hemp and iron, substantial quantities of timber were also exported.[36] For example, in early 1738, the merchant Brumberg made a contract with the Admiralty of St. Petersburg which called for the Admiralty to deliver to St. Petersburg a total of 70,000 trees and 30,000 large balken for export. By the middle of May, twenty ships had already arrived at Kronstadt to load this cargo and another eighty ships were on their way. The problem was that a fire had laid waste to a large section of St. Petersburg and Tsarina Anna was reluctant to allow so much timber, which could be used to rebuild the city, to be exported. This caused great consternation in the merchant community for if the deal fell through the financial losses just for the charterparties which would have to be cancelled could easily exceed 300,000 rubles. Brumberg had been advanced large sums of money by the merchants of Amsterdam and Zaandam and he in turn had advanced both money and credit to the Russians. It was also feared that cancellation of the contracts would cause a problem on the Amsterdam exchange. The Russian Senate advised Anna that the contracts once made should be honoured and Brumberg was allowed to export the timber to Amsterdam.[37] The large size of this single shipment is reflected in the GGR (Table II.4.A) as the number of ships jumped from fifty-two in 1737 to eighty-four in 1738 with a corresponding increase in

the cargo and shipping tonnages. Brumberg continued to export large quantities of timber and with the rise of the Russian sawmill industry slowly switched to exporting sawn planks instead of trees. In 1754, he dealt only in planks, over 310,000, but then an export prohibition on timber terminated his activities at St. Petersburg.[38] It is interesting to note that in Table II.4 the percentages given in the last two columns increase after that date and do not return to the lower pre-1756 (pre-timber export prohibition) levels. When the prohibitions on the export of timber were lifted, the St. Petersburg to Amsterdam timber trade was not revived. Most likely the timber exports from other ports such as Narva and Viborg as well as Norway sufficed to meet Dutch demands. This does not mean, however, that the Dutch did not export timber from St. Petersburg. Charterparties for the late 1780's indicate that considerable quantities of timber were exported from St. Petersburg. But these no longer went to Amsterdam but instead to France and the Iberian peninsula.

The third factor which influenced the figures given in the last two columns in Table II.4.A can be explained by the export of two products, hemp and iron. Most of the charterparties dealing with St. Petersburg stated that iron was to be carried franco vragt (free of freight charges). With compact and heavy ballast such as iron, the captain could load his ship to the maximum (and perhaps even more) without endangering the sailing stability of the ship. None of the other Russian ports offered such a perfect combination of commodities for freighting purposes. It was this "free ride" given to Russian iron which made it so competitive on the western European markets.[39]

During the eighteenth century, the average size of ships from St. Petersburg increased in the 1730's and 1740's, most likely because of the export of timber in larger ships. From this high level it decreased and stayed more or less on the same level as that of the index for the rest

of the period. Undoubtedly the shallowness of the approaches to St. Petersburg played a role here. Nevertheless, Tables I.4 and I.5 do not tell us anything about shifts in either the size of the cargo or that of the ship which may have taken place but are masked by the use of averages. When the GGR were being processed, it became evident that there were substantial shifts in the sizes of cargoes and ships which required further investigations. Since this is the first time that a long series of data on cargo and ship sizes have become available for the study of Baltic shipping, this problem has been dealt with in some detail. The results can be seen in the series of tables and graphs labelled No. 2 and No. 3 in sets II, III, and IV.

There are two approaches to the problem of cargo and ship sizes. The first is to simply count the number of ships in each size category. The second is to count the number of tons in each size category. As we are dealing with both the size of the cargo and that of the ship, this means that there are four possibilities for presenting these frequency distributions and all have been utilized.

Initially both the size of the cargo and of the ships from St. Petersburg were small. Until the time of Peter I's death the ships under 100 tons in size were in the majority (Table II.3.A, Cols. I & II and Graph II.3.A(1)). But this size category was decreasing until, by the 1730's and 1740's, ships larger than 200 tons at times accounted for more than 50% of the ships. Thereafter, the 200 ton+ ships almost disappear, making a brief reappearance in 1817. However, the number of ships according to the size of the cargo present a different picture (Table II.2.A,

Cols. I & II and Graph II.2.A(1)). Instead of a great number of ships falling under 100 tons in size, the majority of ships, according to the size of cargo, lie in the 101 to 300 ton range, thus 100 tons higher. The fluctuations between the 101 to 200 and 201 to 300 ton size ranges are greater. From 1755 and on, the smallest size, that of up to 100 ton cargo size practically disappeared and did not reëmerge again till the end of the century.

In terms of shipping tonnage the 101 to 200 size range accounted for the clear majority of ships throughout the eighteenth century, (Table II.3.A, Cols. III & IV and Graph II.3.A(2)) while ships of under 100 tons represented most of the remaining shipping tonnage. Most of the cargo tonnage was carried by ships whose cargo size fell in the 101 to 300 ton size range (Table II.2.A, Cols. III & IV and Graph II.2.A(2)). The picture presented does not differ much from that depicted in Graph II.2.A(1) except that the 201 to 300 ton size cargo played a slightly more important role, and there was a corresponding small shift right across the graph to a larger cargo size.

Two further analyses of the size of the cargo and size of the ship were undertaken. First of all, Tables II.15 represent an attempt to determine whether any significant shifts took place within the size categories themselves. The GGR data, computed in Table II.15.A, show that both the average cargo size and average ship size in Category A (up to 100 tons) lay in the upper half of the category, while in the other categories the two averages remained in the lower half of their respective categories. Further,

there are no discernible shifts from one category to another.

Secondly, an additional attempt was made to find out in what size categories and to what extent the average size of the cargo was greater or smaller than the average size of the ship. In Tables II.16 this relation is analyzed from the point of view of the ship. With regard to St. Petersburg, Table II.16.A clearly demonstrates that the two smallest size categories (A & B) of ships carried larger additional cargoes in relation to their respective ship sizes. Nevertheless, there were also a few instances where, for very large ships, the size of the cargo was much greater than that of the ship. Again the pattern of shipping after 1756 was markedly different from that of the preceding years as is clearly shown in Cols. II & III of Table II.16.A.

Tables II.9 through II.14 provide an insight into the seasonal fluctuations of shipping from Russia. The only noticeable pattern so far (further and more sophisticated analyses may find more) is that shipping from St. Petersburg occurred mainly during the late summer and fall. The relative lack of tonnage movements arriving at Amsterdam during May through July indicates that there was no spring or early summer fleet. The majority of the ships waited for hemp to be brought to St. Petersburg, a large part of which was carried by barges via Lake Ladoga and the Ladoga Canal.[40]

In comparing the shipping from St. Petersburg with that of the other Russian Baltic ports, our attention is drawn to several distinct features.

The first is that although the number of ships which visited St. Petersburg was quite substantial, it was not till the late 1770's that it can be considered as having caught up with Riga in terms of export through the Sound. According to the GGR not once during the whole 1705 to 1823 period did St. Petersburg rank first in terms of number of ships. As a matter of fact, except for the post-Napoleonic period, St. Petersburg ranked third, or even at times fourth.

Secondly, if according to the STA St. Petersburg became a contender with Riga for the role of the primary port for Russia's exports, it must be remembered that the ships which sailed from St. Petersburg were on the whole 25-50% smaller than the average size of ships sailing from other Russian ports. Even if we take into account that the difference between the average size of the cargo and of the ship was the highest for St. Petersburg, the average size of the cargo was still about 25-40% smaller than that for the rest of Russia. With four exceptions, the years 1778, 1779, 1781 and 1782, St. Petersburg never ranked higher than third in terms of either cargo or shipping tonnage from Russia to Amsterdam. The only indicator according to which St. Petersburg may have ranked first is in the value of imported goods. But in terms of exports, she ranked well behind Riga, and often behind Narva.[41]

By means of the charterparties, it was possible to establish some preliminary figures on the freight prices of shipping from St. Petersburg to Amsterdam and other European ports. For the purpose of computing freight prices, the charterparties were divided into three groups. The first group consisted of those charterparties which stated the freight price

per last of one or more commodities. In charterparties of this sort, the freight price of one of the major commodities was given with the freight price for other commodities to be determined "in proportion." It was possible to establish a relation between the freight prices of the more common commodities. The freight price for hemp of the second quality was 6-10% higher than that for the first-quality or dressed hemp, but for hemp of the third or lowest quality (called codilla) the shipping cost was 29-33% more. If sailcloth was loaded, the price was usually 9-12% more than that for hemp while for tallow it was 12-21% more, and for hides, 20-30%. So far very few charterparties for St. Petersburg have been located stating both the price of hemp and that of one of the cereals such as rye, wheat or barley. For this reason it was not possible to establish a relationship between the freight price for hemp and that for rye on the St. Petersburg route.

The second group of charterparties were those which stated the estimated cargo capacity in rye lasts and hired the ship bij de hoop. In some of these charterparties only the total sum to be paid for freight was given. This limited the sample. The freight price for these charterparties was obtained by dividing the total sum by the cargo capacity. Freight prices presented in Tables I.6 and I.7 below, which do not state any specific commodity, are taken from this group of charterparties and therefore given in rye lasts.

The third type of charterparties are those which were chartered bij de hoop but where instead of the cargo capacity the measurements of the ship were given. The formula used for establishing the freight price was Formula 2 or,

$$\frac{L \times W \times H}{200} + \left(\frac{L \times 1/2W \times 1/2D}{200}\right)$$

Insofar, the existing methods for the computation of the cargo capacity in lasts for individual ships show too many deviations, so that freight prices which have been computed in this manner are annotated with an asterisk, e.g., f. 28*. The commodity most commonly carried by ships under this type of charterparty was timber and thus, even if freight prices computed in this manner may not be accurate in absolute terms, they are of use in indicating relative changes.

The freight prices for shipping from St. Petersburg have been divided into two categories, namely, those sailing for Dutch ports (primarily Amsterdam) and those sailing for non-Dutch ports, labelled Table I.6 and I.7 respectively.

TABLE I.6: Freight prices per last for shipping from St. Petersburg to Amsterdam, c. 1695-1789 contracted at Amsterdam

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with asterisks indicate computation based on measured lastages. Unless otherwise indicated freight prices are per last of rye. Years pre-St. Petersburg are for shipping from Schansternye. Most charterparties were contracted between March and June.)

YEAR			
1690			timber f. 16.4-18.5*(5)
1695	f. 21-27		
1697			timber f. 13.4*(1)
1701			timber f. 11.9-12.7*(3)
1702			timber f. 12.5-15.1*(12)
1703			timber f. 11.5-15*(9)
1718	f. 38(2) for the Tsar		
1719	f. 37(1) for the Tsar		f. 15.2*(1)
1720			f. 33*(1)
1724	f. 17-19(10)	one contract in September at f. 28	
1725	f. 16-18(3)	hemp	f. 29-32(2)
1726	f. 24-27(9)		
1727	f. 20-21.5(2)		
1730	f. 24(3)		
1738		hemp	f. 17, hides f. 19(6)
1740	f. 40(3)	hemp	f. 24(2)
1741	f. 40-42 (for February)		
1742		hemp	f. 26-30(6)

TABLE I.6 (cont'd)

YEAR		
1744	hemp	f. 22-28(19)
1746	f. 30-33. 3(4)	
1747	hemp	f. 20-30(6)
1748	f. 21-22	hemp f. 28(1) in September
1749	hemp	f. 23-26(6)
1751	hemp	f. 25(1)
1752	hemp	f. 23-24(2)
1755	f. 20(1)	
1757	hemp	f. 22. 5-30(2)
1758	hemp	f. 28(1)
1759	f. 40(August)[42]	hemp f. 27(1)
1760	hemp	f. 34(2) and f. 30 (September)[43]
1762	hemp	f. 30(3), iron f. 27(1)
1767	f. 18.5-19(2)	
1769	f. 19(1) wheat	
1771	hemp	f. 22
1784	f. 31(2)	linseed f. 30-30 1/2(5)
1789	hemp	f. 30-32(5)

The nature of the charterparties and the large number of variations on routes prevented the presentation of continuous data. A special effort was made, however, to obtain as many charterparties as possible for the 1780's for comparison with the early eighteenth century.

TABLE I.7: Freight prices per last for shipping from St. Petersburg to non-Dutch ports, c. 1726-1790 as contracted at Amsterdam.

(The same conditions which applied to Table I.6 apply here also.)

YEAR	
1726	hides and caviar 24 ducats to Livorno
1732	hemp f.20 to Bordeaux
1746	hides and wax f.65-75 to Livorno
1747	hides f.66 to Livorno
1758	hides f.65 to Livorno
1761	hemp f.40 to Jersey
1762	f.43 to Lisbon; hides, caviar, wax and sailcloth f.76 to Livorno; hemp f.34 to Guernsey
1763	f.34 to Genoa
1765	hemp f.28, hides and sailcloth f.30 to Nantes; hemp f.22 to Rochefort
1768	
1770	f.18 to Dunkirk
1770	hemp or flax f.28 to Bayonne or Bordeaux
1771	flax f. 28 and tallow f.35 to Bayonne
1772	hemp f.44 to Marseilles
1773	hemp f.25-26 to France (3)
1777	hemp f.23 to Nantes(3), timber f.24.5* to Nantes; hemp f.30, sailcloth f.40 and wheat f.42 to Livorno; hemp or flax f.50, and wheat f.65 to Lisbon.
1778	hemp f.41 to France; hemp f.48-50 and wheat f.65 wheat to Lisbon (3); hemp f.65 to Livorno
1779	wheat f.65 to Lisbon(3)
1780	hemp f.60 and wheat f.75 to Lisbon (3)
1782	hemp f.73 to Nantes; flax f.72 to Lisbon
1783	hemp f.36 to Bordeaux
1784	hemp f.30-33 to Rivadeo or Bilbao(3); hides and caviar f.75, and flax f.50 to Venice; hemp f.30 to Dunkirk
1785	hemp f.30 to Bayonne, San Sebastian or Bilbao(3)
1788	hemp f.27, tallow f.30 and sailcloth f.27 to Bilbao; masts and timber f.32-33* to Naples(3)
1789	f.36 to Ostende or Bruges; hemp f.40 to St. Malo; f.34 to Le Havre; f.35 to Bordeaux
1790	timber f.27-34* to Cadiz(5); hemp f.33, wax and sailcloth f.36 to San Sebastian

Both tables show a changing picture. The freight prices were influenced by supply and demand both of the goods and of available ships, risk of piracy or privateers and conditions of war. Although prices in Europe rose by more than 50% between 1725 and 1789, the freight price

for hemp from St. Petersburg remained practically on the same level despite changes in the interim. Likewise the cost of shipping timber to Cadiz or hemp to San Sebastian in 1790 did not differ that much from freight prices early in the eighteenth century. Whether improved ship design, better "ton per man" ratios, stable wages or competition or a combination of these was the main factor remains a problem that requires further investigation. Although the data are far from complete, it does seem that freight prices were most adversely affected by times of war. One has only to look at the freight prices to Amsterdam of f. 40 per last of rye in 1740 and 1741 and the jump in freight prices for hemp to Bayonne and Bordeaux in the late 1770's to see the influence of war time conditions on freight rates. With the Peace of Paris in 1783 the freight rate for hemp to French ports fell from f. 73 to f. 30.

III. B. Narva

Of all the information derived from the GGR so far, the figures for Narva are, perhaps, the most surprising. The GGR leave no doubt that Narva played a much more important role in Russia's export trade to Amsterdam than had been thought previously.[44] Three factors probably account for this. The first is that historians who have written on Russia's eighteenth century trade tended to concentrate on ports such as St. Petersburg, Riga, Archangel and even Reval.[45] Secondly, known sources on Narva's trade are few. For this study, and probably for others as well, information on Narva had to be gleaned from reports and correspondence of diplomats and merchants writing from either St. Petersburg or Riga.

Thirdly, timber, the principal export from Narva, was classified in many different ways. No effort was made in the Sound to differentiate between the various kinds of timber such as wainscotting, clapboard, deals and planks, staves for barrels, mats, oars, ship-nails and the like.[46] There also existed a great difference in value for the various kinds of timber, e.g., that of the "great Riga masts" versus an equal volume of staves.

Nevertheless, timber was one of the most important export commodities from Russia and the Baltic. The vital economic and political aspects of the Russian and Baltic timber trade during this period have been well described by Albion and Bamford.[47] For the first half of the eighteenth century, Narva exported over one-half of all the timber from Russian ports. The following figures give an indication of the role played by Narva:

Exports of timber through the Sound from Russia and Narva[48]
(annual averages in thousands of pieces)

Years	Total through the Sound	From Russia	% of Baltic	From Narva	% of Russia	% of Baltic
1721-1730	758	280	37.0	264	94.2	33.6
1731-1740	1565	504	32.2	438	86.9	28.0
1741-1750	1538	523	34.0	406	77.6	26.4
1751-1760	1947	561	28.8	312	55.7	16.0
1761-1770	2776	795	28.6	287	36.1	10.3
1771-1780	3707	919	24.8	277	30.1	7.5
1781-1783	3208	661	61.8	115	17.3	3.6

The above figures for Russia do not include timber exports from ports such as Viborg and Frederikshamn which in the Bang volumes were grouped with the other Finnish ports under the heading "Finland." And it should be noted that "Finland" as early as the 1720's accounted for over one-quarter of all Baltic timber exports, a share which rose to over one-half by the

early 1760's. Consequently if Viborg and Frederikshamn could be included the percentages for Russia's overall share in the Baltic timber trade would be higher and Narva's share in the Russian timber trade proportionately lower. Further, the above figures do not differentiate between staves, planks, masts and other kinds of timber. Anyway, there can be no doubt that Narva occupied a primary position in the Russian timber trade. Figures of timber exports from the other Russian ports support this fact.

Exports of timber through the Sound from Russian ports other than Narva
(annual averages in thousands of pieces)

Years	From Russia	From St. Petersburg	%	From Riga	%	From Livonia & Estonia	%
1721-1730	280	3		-			
1731-1740	504	28	5.5	28	5.5	11	2.1
1741-1750	523	31	6.0	51	9.7	35	6.7
1751-1760	561	71	12.6	40	7.0	38	6.8
1761-1770	795	246	31.0	201	25.8	57	7.1
1771-1780	919	241	26.3	284	30.9	117	12.7
1781-1783	661	138	32.8	281	42.4	15	7.5

Although it is not possible at this moment to advance figures on the quantities of timber which went from Russian ports to Holland, the distribution of Baltic timber exports among the Western European nations is known and can be of assistance here.

Destination of timber shipped through the Sound
(annual average in thousands of pieces)

Years	Total through the Sound	To Holland	%	To England	%	To France	%	To Spain & Portugal	%
1721-1730	758	493	64.9	121	16.0	39	5.1	19	2.5
1731-1740	1565	955	61.0	197	12.6	91	5.8	93	5.9
1741-1750	1538	910	59.2	164	10.6	119	7.7	220	14.3
1751-1760	1947	712	36.6	413	21.2	169	8.7	252	13.0
1761-1770	2776	762	27.4	954	34.4	275	9.9	543	19.6
1771-1780	3707	799	21.6	956	25.8	346	9.3	493	13.3
1781-1783	3208	583	18.2	751	23.4	133	4.2	617	19.2

The Sound Toll data clearly indicate that it was not until the 1770's that England replaced Holland as the principal consumer of Baltic timber. Of course, some of the Baltic timber imported into Holland found its way up the Rhine to the German states while other timber was carried by ships sailing to France to fetch wine.[49] The importance of the timber trade to Amsterdam is illustrated by events which took place prior to the outbreak of the Fourth Anglo-Dutch War. In 1778 the Anglo-American-French conflict was threatening the Dutch carrying trade. Prince Willem V suggested that convoys be formed for the protection of all Baltic shipping except those ships carrying timber. Amsterdam protested vigorously, asserting that it was exactly the ships with timber which needed protection and not the other ships. A compromise of limited convoys was reached which in turn infuriated the French who were counting on the neutral Dutch carriers to bring naval supplies from the Baltic to France.[50]

Even in terms of shipping per se, Narva was an important Russian port accounting for about one-fifth to one-third of Russia's shipping for the first half of the eighteenth century.

Shipping through the Sound from Narva to Holland
(annual average of number of ships)

Years	From Russia	From Narva	From Narva to Holland	
1720-1729	414	103(25.1%)*	86(21.3%)*	(83.5%)**
1730-1739	668	202(30.2%)	177(26.5%)	(87.6%)
1740-1749	672	146(21.7%)	109(16.2%)	(74.7%)
1750-1759	766	134(17.5%)	91(11.9%)	(67.9%)
1760-1769	831	103(12.4%)	56(6.7%)	(54.4%)
1770-1779	1237	91(7.4%)	50(4.0%)	(55.9%)
1780-1783	1115	53(4.8%)	22(2.8%)	(41.5%)

* Percentage of ships from Russia.

**Percentage of ships from Narva.

Astrõm believes that by the end of the seventeenth century the English were the leading foreign colony in Narva, but the Sound figures suggest that the Dutch still held the dominant position there right up to the outbreak of war in 1780.[51]

Shipping from Narva through the Sound to England and with English captains (annual averages of number of ships including Scotland)

Years	From Narva	With English & Scottish captains	To England & Scotland
1720-1729	103	16(15.5%)	19(18.4%)
1730-1739	221	42(19.0%)	39(17.6%)
1740-1749	146	20(13.7%)	22(15.1%)
1750-1759	134	27(20.1%)	26(19.4%)
1760-1769	103	34(33.0%)	30(29.1%)
1770-1779	91	31(34.1%)	28(30.8%)
1780-1784	53	22(41.5%)	21(39.6%)

Almost all the Dutch ships went to Holland, and there were very few ships that sailed from Narva to Holland with non-Dutch captains.

Shipping from Narva through the Sound to Holland and with Dutch captains (annual average of number of ships)

Years	From Narva	With Dutch captains	To Holland with Dutch captains	To Amsterdam acc. to the GGR
1720-1729	103	84(81.3%)	83(80.5%)	75(72.8%)
1730-1739	221	174(78.6%)	173(78.3%)	152(68.8%)
1740-1749	146	115(78.8%)	106(72.6%)	103(70.5%)
1750-1759	134	93(69.0%)	87(64.9%)	72(53.7%)
1760-1769	103	58(56.3%)	54(52.4%)	45(43.7%)
1770-1779	91	51(56.0%)	50(54.9%)	38(41.8%)*
1780-1783	53	7(13.2%)	7(13.2%)	17(32.1%)

*Adjustment made for 1775 missing GGR data.

The bulk of timber exports by the English and the Dutch from Narva was destined for their respective countries. Very little, about 2%, of the English shipping went to non-English ports while the percentage for the Dutch was somewhat higher, about 10%. However, prior to the

1750's it had also been 2%. The timber that the Dutch carried to France, Spain, Portugal and the Mediterranean must therefore have come from ports other than Narva.

The index for shipping from Narva (Table I.8), as was the case of St. Petersburg, was also based on the figures for the last two years of Peter I's reign.

TABLE I.8 INDEX OF SHIPPING FROM NARVA TO AMSTERDAM, 1715-1825.

(1724+1725/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	-	-
172-	23	48	53	31	76	124	99	100	120	94
173-	141	163	213	202	196	129	87	123	167	131
174-	102	99	116	199	88	123	88	89	66	97
175-	135	122	100	98	104	87	5	0	26	53
176-	7	0	26	56	66	54	77	48	73	56
177-	49	26	34	43	46	-	53	42	31	24
178-	29	0	6	36	63	73	79	88	82	82
179-	92	101	89	16	78	1	18	31	9	0
180-	7	1	45	7	7	20	7	7	-	-
181-	-	-	-	-	-	9	26	9	18	31
182-	18	11	14	20	27	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.B

Both this index and those presented in Tables I.9 and I.10 as well as in Table II.4.B and Graph II.4.B show that the trade from Narva to Amsterdam reached its zenith between 1730 and 1735, continuing at a fairly high level till the middle of the next decade. Perhaps no other trade route relied so much on a single commodity as Narva. It is therefore not surprising that when Tsarina Elizabeth prohibited the export of timber from Narva in 1756 (existing contracts were honoured), the number of ships dropped in one year from 90 to 1.[52] After the pro-

hibition was partly rescinded, and even after most restrictions on timber exports were lifted in 1761, Narva's timber trade did not recover its previous position.[53] One of the main reasons given by Elizabeth for the export prohibition of timber was the depletion of the timber supply and the serious deforestation of Narva's hinterland. It is not unreasonable to assume that even though the demand for timber rose, Narva no longer was able to supply timber in the same quantities as she had done during the first half of the eighteenth century and before.[54] By 1793-1797, the number of ships which visited Narva still stood at a respectable 87 ships per annum, but in terms of the value of its timber export Narva accounted for just 3.5% of the total value of timber exports from Russia.[55] By the end

TABLE I.9 INDEX OF TONNAGE OF CARGO CARRIED FROM NARVA TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	-	-
172-	25	52	54	33	78	122	99	88	99	81
173-	117	137	180	176	175	119	80	112	151	119
174-	97	93	97	175	82	116	85	67	61	92
175-	119	115	98	97	102	87	5	0	25	53
176-	7	0	28	59	70	56	81	53	81	64
177-	57	29	40	50	53	-	65	52	38	31
178-	38	0	8	45	78	89	94	108	101	103
179-	114	119	111	17	96	1	22	35	10	0
180-	12	2	84	13	4	13	7	3	-	-
181-	-	-	-	-	-	11	28	20	26	27
182-	25	18	19	23	17	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED SOURCE: TABLE II.4.B

of the eighteenth century, it was St. Petersburg which had become the principal exporter of timber, holding a 52.1% share of the total value of Russia's timber exports while Riga's share stood at 33.3%.[56]

The index of cargo tonnage (Table I. 9) and of shipping tonnage (Table I. 10) presents a similar pattern as that of the number of ships.

TABLE I.10 INDEX OF TONNAGE OF SHIPPING FROM NARVA TO AMSTERDAM, 1715-1825.
(1724-1725/7=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	-	-
172-	24	49	54	33	77	123	97	88	102	84
173-	122	142	185	181	179	122	82	115	157	123
174-	97	94	132	182	85	122	88	70	63	95
175-	124	120	102	102	106	91	5	0	26	55
176-	7	0	29	62	74	59	85	56	85	68
177-	60	31	42	52	56	-	68	55	41	33
178-	38	0	8	47	82	94	99	113	106	108
179-	120	124	117	18	101	1	23	37	11	0
180-	9	1	60	10	3	9	5	3	-	-
181-	-	-	-	-	-	9	22	20	28	28
182-	27	19	20	25	18	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.B

On the whole the figures lie somewhat higher than those in Table I. 8 indicating that the average size of the cargo and of the ship increased during the eighteenth century. But this increase did not take place until the second half of the eighteenth century. One wonders to what extent this development was affected by the decision of the Russians in 1761 to limit the annual number of ships from Narva to sixty but not specifying any size. During the years following the export prohibitions, the average size of ships sailing from Narva remained constantly above the index level (Table I. 11) until the first years of the nineteenth century when a curious phenomenon took place. For the decades preceding the turn of the century the average size of ships from Narva fluctuated around four

TABLE I.11 INDEX OF AVERAGE SIZE OF SHIP IN TONS FROM NARVA TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	-	-
172-	101	103	102	106	102	99	98	88	85	89
173-	85	87	87	90	91	95	95	93	94	94
174-	96	95	87	92	97	99	101	101	95	98
175-	92	98	102	104	102	105	98	0	102	103
176-	104	0	114	110	111	109	112	116	115	121
177-	123	120	125	122	122	-	129	131	133	134
178-	135	0	125	132	129	128	126	129	129	133
179-	130	123	132	107	130	127	126	119	117	0
180-	132	146	134	136	35	46	77	38	-	-
181-	-	-	-	-	-	94	86	214	151	93
182-	147	172	139	120	68	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED SOURCE: TABLE II.4.B

hundred tons and the difference between the average size of the cargo and the average size of the ship was negligible. However, in 1800, a marked change took place. Not only did the average size of the ship increase by thirty tons (see the figures for 1802 in Table II. 4. B) but the difference between the ship size and cargo size also became much greater, about 36-46% more, than the average size of the ship. Table I. 12 shows that for the years 1800 to 1803 the index for the average size of ships from Narva stood at nearly double that of the 1724 and 1725 level. Then suddenly in 1804 with the resumption of hostilities after the Peace of Amiens, the average size of the ship and of the cargo dropped by almost three hundred tons. At the same time the number of ships from Narva became much smaller than that for the previous years. Although the numbers of ships were small, it is possible to make a few suggestions

TABLE I.31 INDEX OF AVERAGE SIZE OF CARGO IN TONS FROM NARVA TO AMSTERDAM, 1715-1825.
(1724-1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	-	-
172-	104	109	102	109	103	98	100	88	82	86
173-	83	84	84	87	89	93	92	91	91	91
174-	96	94	83	88	93	94	97	97	92	95
175-	89	94	98	99	98	100	93	0	97	99
176-	104	0	108	105	106	104	106	110	111	115
177-	117	114	119	116	116	-	122	125	126	128
178-	132	0	124	126	123	122	120	123	124	127
179-	124	117	126	102	124	121	119	113	111	0
180-	171	200	187	181	54	65	102	49	-	-
181-	-	-	-	-	-	121	109	215	144	88
182-	139	163	132	114	65	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.B

as to what occurred to induce these changes. The ships that came to Amsterdam from Narva from the time of the Armed Neutrality of 1800 to the imposition of the Continental Blockade by Napoleon must have loaded rye, hemp and other cargo besides timber. Prices in Holland for rye were very high at that time. This would account for the difference in cargo and ship size. The sudden disappearance of the larger ships in 1804 indicates that the larger Dutch ships were effectively shut out from the Baltic waters by war-time conditions.

With regard to the distribution of cargo and ship sizes [as shown in Tables II.2.B and II.3.B and Graphs II.2.B(1) and (2) and II.3.B(1) and (2)], it seems that the 401 to 500 ton ship which accounted for about 20% of the shipping tonnage disappeared from the Narva to Amsterdam route by the time of Tsar Peter's death. And the boom in the Narva timber trade in

the 1730's and 1740's attracted a smaller ship size, primarily that in the 201 to 300 ton class. The reappearance of the 401 to 500 ton class coincided with the restrictions on timber exports in the late 1750's. From that time on even the number of ships in the 301 to 400 ton size, which had been the most common size used, slowly declined until they had all but disappeared by the end of the 1770's. The outbreak of war in 1780 and the French Revolutionary period witnessed some minor fluctuations in the frequency distribution by size, but on the whole the 401 to 500 size ship continued to maintain a share of about 90% of shipping on this route.

The beginning of the nineteenth century marks the sudden appearance of much larger ships at Narva, namely those in the 501 to 600 ton and the 601+ ton sizes, with individual ships carrying cargoes of almost 900 tons. Whether this development reflects the building of larger ships or the use of East Indiamen or other larger trans-ocean sailing vessels in the Baltic remains to be investigated.

As far as shifts within the individual size categories are concerned (Table II.15.B), the number of ships in each category in many instances is too small to permit any definite conclusions. Nevertheless, it seems that in both the 301 to 400 ton and the 401 to 500 ton categories there was a gradual shift to a larger size for both the cargo and the ship. Regarding the differences between the size of the cargo and the size of the ship in each of the ship size categories, Table II.15.B indicates a fairly stable pattern until 1800. From then on till 1817, the tonnage of cargo carried in each ship size category was substantially higher than the tonnage of the ship. After 1817 shipping from Narva to Amsterdam reverted back to the eighteenth century pattern with one exception. The year 1817 marked the first arrival at Amsterdam from Narva of a ship carrying over 700 tons

of cargo and the size of cargoes in this size category increased to 850 tons in 1824.

Freight prices for shipping from Narva were computed in the same manner as those for St. Petersburg. The number of charterparties, located so far, which stipulated a port of destination other than Amsterdam was rather small and therefore have been incorporated in the table on freight prices (Table I.13) of shipping from Narva to Amsterdam.

TABLE I.13: Freight prices per last for shipping from Narva to Amsterdam and elsewhere, c. 1690-1784 contracted at Amsterdam. (Numbers in parentheses indicate number of charterparties consulted. Freight prices with asterisks indicate computation based on measured lastages. Unless otherwise indicated freight prices are per last of rye.)

YEAR	
1690	timber f.16.2*(12)
1694	hemp f.33.5*(2)
1695	f.23*-f.27(3) timber f.20**1)
1698	St. Ubes salt f.50-54(3) [included with salt from Setubal to Narva and return with a full load of timber to Amsterdam.]
1699	timber f.13.3*(2)
1701	timber f.13.3-15*(5)
1702	timber f.13*(3) and f.15.5*(3) in June
1703	timber f.14.5*(7)
1704	timber f.23*(1)
1724	timber f.12*-16*(11)
1725	timber f.18*(1)
1748	St. Ubes salt f.40, timber f.21*-23*(5) and one at f.17*
1771	flax and other cargo to Livorno f. 38. [The captain to pick up iron as ballast at St. Petersburg.[57]]
1777	timber f.24 to Dordrecht
1778	timber f.11.2*(1) to Dordrecht
1779	timber f.34(1) to Dordrecht
1784	timber f.23.5*(2) and f.32(1)

Except for two which carried other commodities, all the above charterparties were for timber and of them only two quoted the freight price of timber in lasts (of a great

hundred deals or 126 pieces each 12 vt. x 11" x 1 1/2").[58] All the other charterparties were bij de hoop stating the measurements and not the carrying capacity of the ships. It would be presumptuous to reach any conclusion on the basis of the data presented in Table I.13. Nevertheless, the indication is that freight prices remained stable throughout most of the eighteenth century and when changes occurred, they were more the result of maritime conditions, i.e., times of war, than increases in shipping costs per se.

III.C. Riga

From the Middle Ages onward, Riga dominated the whole of the Dvina area.[59] The research of E. Dunsdorfs, V.V. Doroshenko and others have shown that flax and hemp formed the bulk of Riga's export. During the first two decades of the eighteenth century, these agricultural products and their seeds accounted for 86.7% of the total value of Riga's exports.[60] The flax and hemp were drawn from Lithuania, Estonia and White Russia. Hemp came even from the northern Ukraine for its hemp was of the highest quality, second only to that grown in Italy.[61] This pattern continued throughout most of the eighteenth century with cereals such as wheat and rye, timber (especially the "great Riga masts"), rough cloth, wax, tallow, some hides and, later on in the century, ropes and cables being the other more noticeable export products.[62]

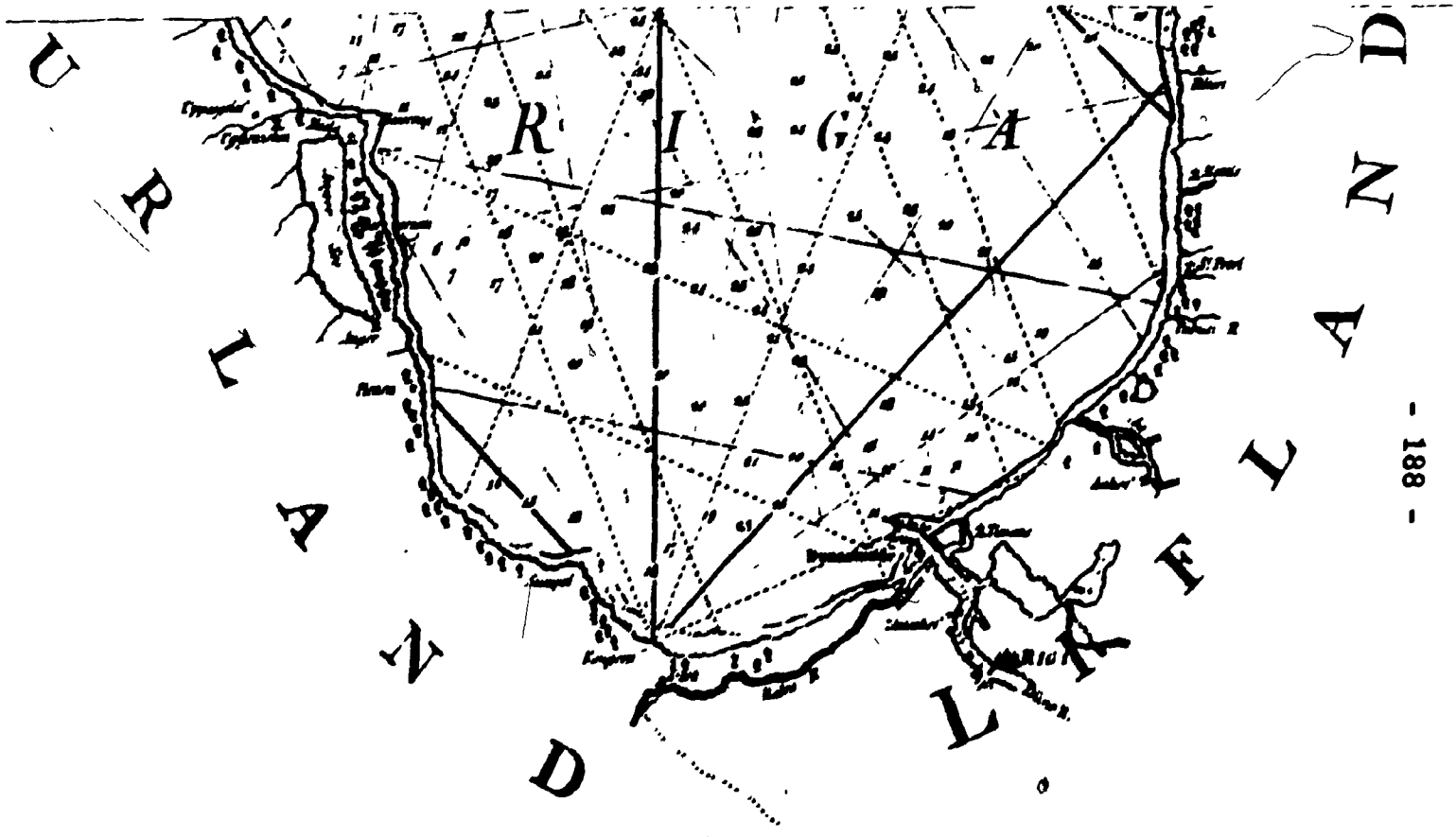
Beside the composition of her export commodities, Riga differed from the other Russian ports in a much more substantial way. When the city capitulated to Tsar Peter on 14 July 1710 she managed to

preserve the privileges granted her by the Swedes in 1690.[63] Thereby, Riga maintained her role as a middleman between the foreign merchants and the merchants of the hinterland. These privileges were reaffirmed in 1768 by Catherine II.[64]

Included in the articles of capitulation of 1710 was the right of Riga to maintain her "wrack" or "brack," a system of official sorting and grading of goods. The mark of the brack of Riga on a consignment of goods was recognized throughout Europe as a sign of trustworthy quality control and no doubt assisted in the acceptance of Riga's products and higher prices for them.[65] So zealous was Riga of the good name of its brack that when in 1774 a quantity of linseed had been exported from Riga without going through the brack, the burgomasters immediately wrote to their colleagues in Amsterdam. In this letter they asked that notices be posted at all public places in Amsterdam advising those intending to buy linseed from Riga that they would be doing so at their own risk and that the City of Riga would not guarantee the quality of linseed exported from Riga that year.[66] The English who traded mainly at St. Petersburg tried in vain for many years to have the Russian government establish at St. Petersburg a brack based on, and conducted according to, the Riga brack. This, it was hoped, would greatly reduce the endless disputes about the quality of goods delivered versus those contracted for.[67]

Riga considered her main competitors to be, not the other Russian ports, but other Baltic ports such as Königsberg, Danzig and Memel. It is therefore not surprising that when Russia imposed new tolls on exports

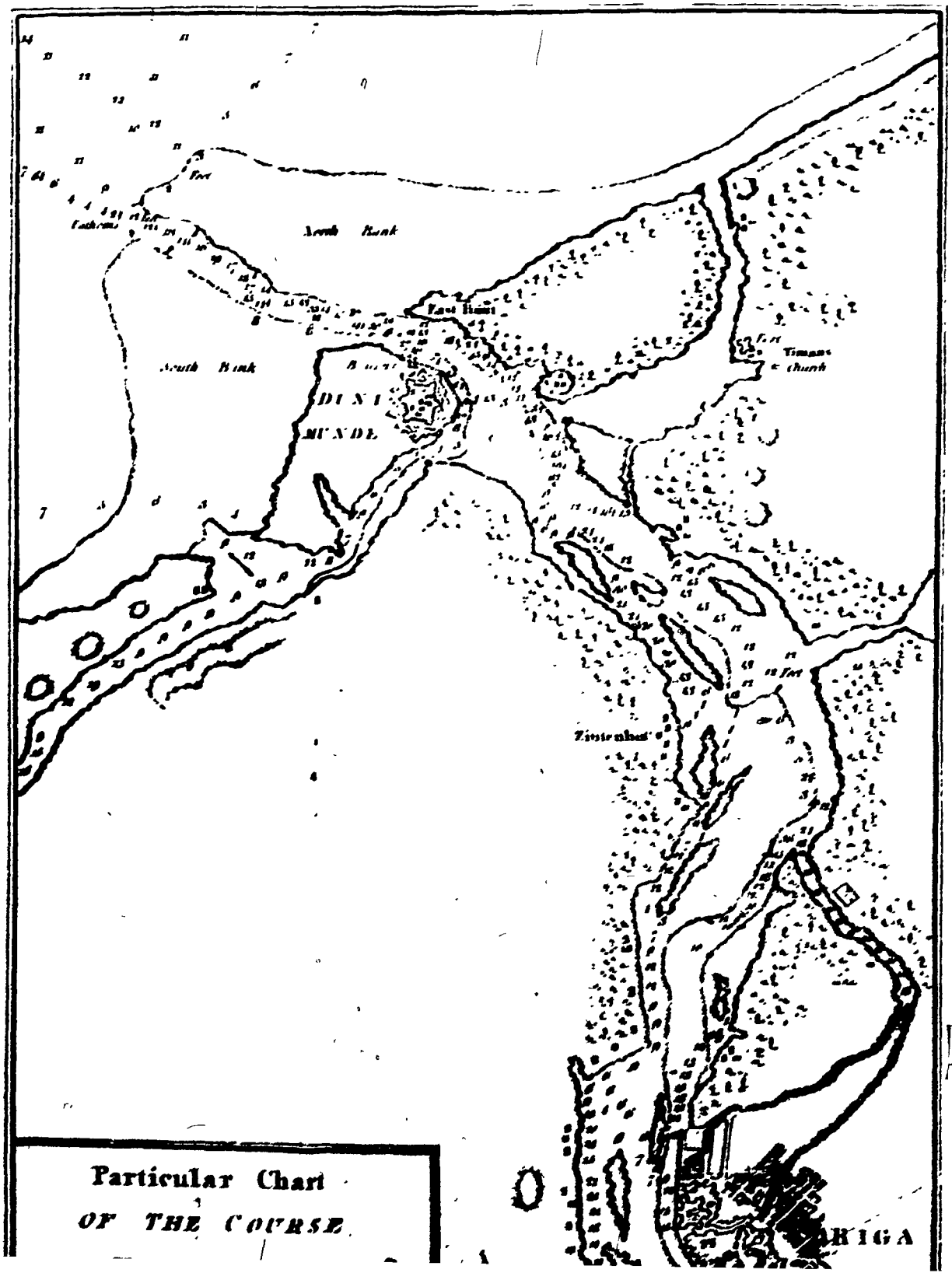
MAP 3: Map of the Baltic coastline near Riga.[68]

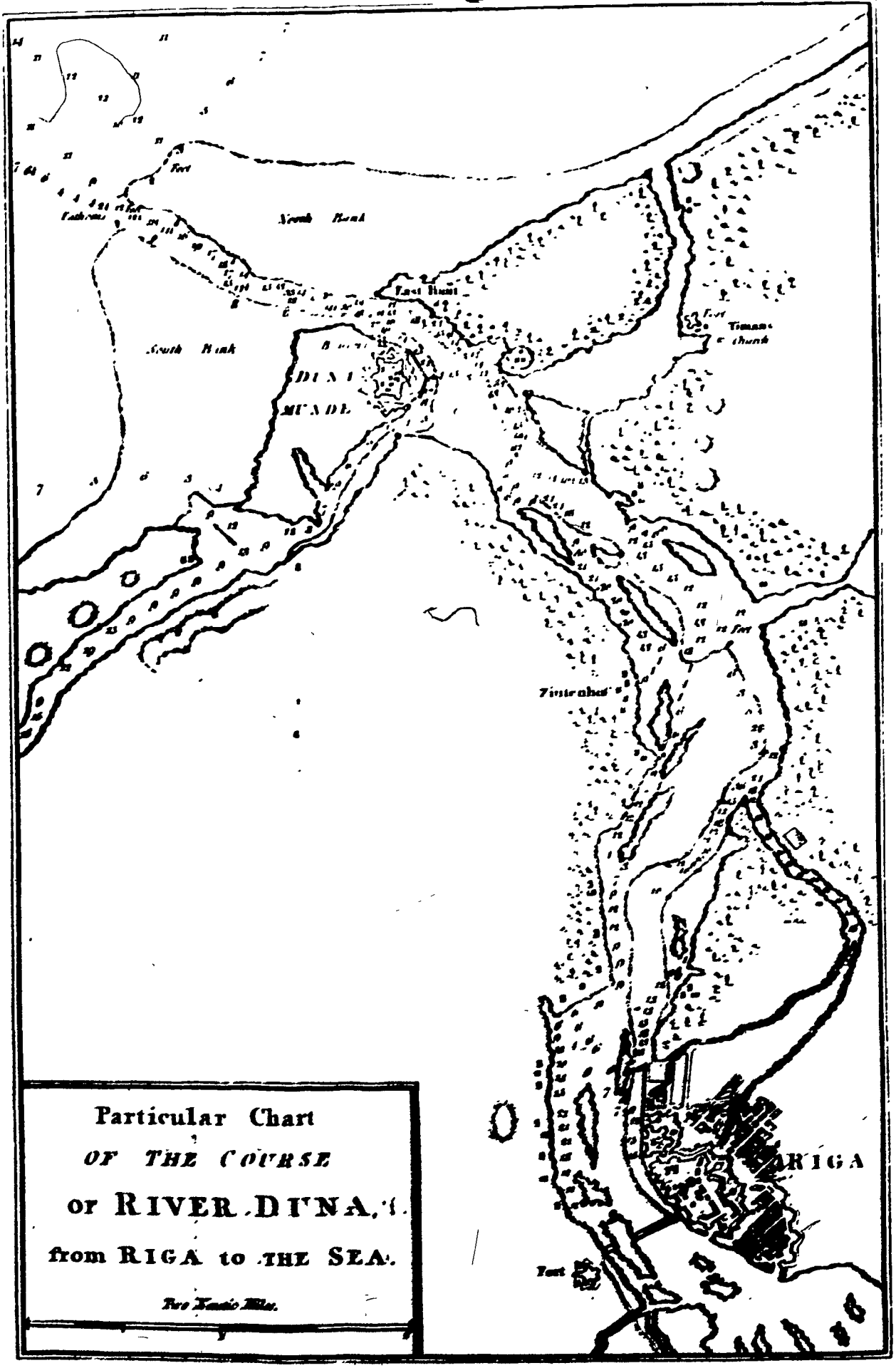


in 1713 that the Riga merchants complained not so much about the tolls themselves but what these tolls would do to Riga's competitive position vis-à-vis these other ports. If Riga were to remain competitive as an exporter, the tolls would have to be reduced by one-third to one-half. However, it was not until 1731 that the tolls at Riga were reduced to the same level as those at Konigsberg and Danzig primarily to promote the export of grains through Riga.[69]

Of all the foreign nations trading at Riga, the Dutch were the most powerful. So powerful in fact that the Riga merchants complained time and time again to the Russian government that, contrary to law, the Dutch were dealing directly with the Russians and by-passing the Riga merchant as middleman. In addition,the Dutch had special privileges at Riga. Some of these were obtained as early as 1679 and 1686 and were incorporated in the privileges Riga obtained from Sweden in 1690. During the Northern War the Dutch were able to strengthen their position in Riga even further by lending the sum of f. 755,000 to Charles XII in 1702. As collateral for this war loan Charles XII pledged the income from the Riga tolls for the next twenty years. And in 1709, the Dutch, in a commercial treaty with Sweden, gained the privilege of paying the tolls at Riga in current silver coin while all other foreign merchants paid the toll in Albert thalers. When in 1731 the sum of f. 164,175 was still outstanding on the loan, the Dutch envoy at St. Petersburg asked the Tsarina to pay this amount. At first Anna replied that she would not pay a debt incurred by Sweden which the latter had used to finance a war against Russia. However, as part of a defensive alliance signed between Russia and Sweden on 5 August

MAP 4: Map of the Dvina River channel from Riga to the Baltic.[70]





Particular Chart
OF THE COURSE
or RIVER DUNA,
from RIGA to THE SEA.

Per Francis Miller.

2 OF 2

1735, Russia agreed to pay the remaining capital and interest on this loan.[71]

Throughout the eighteenth century, the Dutch held a dominant position in Riga while Riga maintained a special position among Russia's Baltic ports until 1793 when Russia established a single unified toll for all her ports. Even as late as 1811, the Rigasche Stadtblätter complained that "the citizens of Riga have and feed a cow but it is the Dutch who milk her."[72]

It was only during the 1790's that St. Petersburg surpassed Riga in the number of ships which annually visited the Russian ports. And as far as shipping to Holland was concerned, Riga remained the primary Russian port. The Sound Toll data illustrate Riga's role.

Years	From Russia	From Riga	From Riga to Holland	
1720-1729	441	205(49.8%)*	127(30.8%)**	(61.9%)*
1730-1739	668	276(41.2%)	166(24.8%)	(60.1%)
1740-1749	672	313(46.6%)	159(23.6%)	(50.6%)
1750-1759	766	366(47.7%)	134(17.4%)	(36.5%)
1760-1769	831	427(51.4%)	187(22.5%)	(43.7%)
1770-1779	1237	525(42.5%)	228(18.4%)	(43.4%)
1780-1783	1115	543(48.7%)	160(14.7%)	(30.2%)

* Percentage of ships from Russia.

** Percentage of ships from Riga.

According to these figures (based on Table V.5) shipping from Riga increased gradually reaching its first peak in 1740 and 1741. The partial ban on the export of grain in 1742 and the bad weather in 1743 undoubtedly were two reasons for the decline in Riga's exports during the following years.[73] By 1750 the ban on grain exports was causing much of the grain from the hinterland to be diverted for export through the Prussian

ports.[74] Nevertheless, shipping through the Sound from Riga increased but at first Amsterdam did not share in this increase. Table I.14 shows that for the second half of the 1740's and through the 1750's, the index

TABLE I.14 INDEX OF SHIPPING FROM RIGA TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	62	87	60	55
172-	64	70	74	69	78	122	118	90	95	79
173-	119	113	61	68	95	96	97	81	134	103
174-	157	135	127	75	100	66	75	72	72	73
175-	57	34	66	70	90	51	59	78	93	95
176-	121	156	113	100	109	96	114	69	93	126
177-	95	75	155	120	140	-	85	103	100	87
178-	95	59	124	136	89	91	76	83	64	76
179-	100	-	80	104	91	-	115	80	56	2
180-	29	24	126	109	42	104	32	9	-	-
181-	-	-	-	-	-	60	100	271	32	42
182-	51	56	24	48	33	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.C

was constantly below its 1724-1725 base level. It is not certain at this moment what exactly caused this decline in shipping from Riga to Amsterdam but war does not seem to be an overriding factor here. The Seven Year's War, for example, did not dampen the rapid increase in Riga's shipping in the late 1750's. Instead we must look to Russian export policies for an answer. There seems to be a very strong case that the restrictions placed on Narva's timber exports led to a shift in the timber trade from Narva to Riga. The peak of 191 ships (Index = 156) in 1761 and the sharp one year decline thereafter coincide with the lifting of the most stringent

limitations on timber exports from Narva. For the next twenty years shipping from Riga to Amsterdam stayed at a fairly high level. It was only at the time of war in 1780 that this shipping dropped below its index level and never recovered. Thus the 1760's mark the high point both for all shipping from Riga vis-à-vis shipping from other Russian ports and for shipping from Riga to Amsterdam (Tables III.1.A and Graph II.5).

The Sound Toll data also demonstrate that the English captains never supplanted their Dutch counterparts at Riga during the eighteenth century.

Shipping through the Sound from Riga by English & Scottish captains (average number of ships annually for each decade)

Years	From Riga	With English & Scottish captains	To England & Scotland
1720-1729	205	55(26.6%)	43(21.1%)
1730-1739	276	47(17.1%)	70(25.3%)
1740-1749	313	79(25.2%)	109(34.9%)
1750-1759	366	123(33.7%)	144(39.3%)
1760-1769	427	131(30.5%)	131(30.8%)
1770-1779	525	155(29.5%)	152(29.0%)
1780-1783	543	106(19.5%)	117(21.5%)

The Sound Toll data indicate that up to the 1760's English shipping did not have the capacity to carry all the goods imported from Riga to England. It appears that captains with homeports in Schleswig-Holstein played an active role here, accounting for over one-third of the ships that went to England from Riga in 1749 and 1751.[75]

Dutch captains, on the other hand, sailed not only to Holland from Riga but as time went on also elsewhere in increasing numbers.

Shipping through the Sound from Riga by Dutch captains
(average number of ships annually for each decade)

Years	From Riga	With Dutch captains	To Holland	To Amsterdam acc. to the GGR
1720-1729	205	127(62.0%)*	121(58.9%)	105(51.3%)
1730-1739	276	164(59.4%)	157(57.4%)	115(41.5%)
1740-1749	313	158(50.6%)	144(45.8%)	117(37.3%)
1750-1759	366	164(44.9%)	125(34.2%)	85(23.2%)
1760-1769	427	226(52.8%)	182(42.5%)	134(31.5%)
1770-1779	525	266(50.7%)	206(39.2%)	131(24.9%)**
1780-1783	543	76(14.1%)	58(10.7%)	126(23.2%)

* Percentage of ships from Riga.

**Adjusted for missing 1775 data.

In the 1720's about 4% of the Dutch captains sailed to non-Dutch ports but from 1750 onwards about 10% did so. The number of non-Dutch captains only occasionally exceeded 10% (Table V.6). Further, the Dutch clearly outdistanced the English at Riga right up to 1780. Whether or not the Dutch regained their position in Riga after the Treaty of Paris has yet to be investigated. But if the Sound Toll data for 1784 and 1785 can be considered to provide some indication, it is not unreasonable to assume that Dutch shipping and shipping to Holland did not suffer gravely. It should also be noted that on the whole the British ships were much smaller than those of the Dutch at least for the first part of the eighteenth century.[76]

By combining the information given by Storch, the Sound Toll and the GGR, it is possible to present the following series:[77]

Shipping from Riga
(average number of ships annually for each decade)

Years	Storch	STA	GGR
1716-1719	165	103(62.4%)*	81(49.1%)*
1720-1729	295	205(69.5%)	105(35.6%)
1730-1739	398	276(69.3%)	115(28.9%)
1740-1749	446	313(70.2%)	117(26.2%)
1750-1759	541	366(67.8%)	85(15.7%)
1760-1769	701	427(60.9%)	134(19.1%)
1770-1774	790	561(71.0%)	144(18.2%)
1784-1786	875	-	105(14.7%)
1793-1797	802	-	120(15.0%)**

* Percentage of all ships from Riga.

**Adjusted for missing 1795 data.

Several conclusions can be drawn from these figures. First of all it is clear that Storch was speaking of all ships that visited Riga and made no distinction between those which sailed through the Sound or not. Thus, approximately one-third of all the ships which visited Riga were involved

TABLE I.15 INDEX OF TONNAGE OF CARGO CARRIED FROM RIGA TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	67	105	79	59
172-	76	77	87	77	78	122	125	97	136	105
173-	139	124	67	77	137	120	129	102	134	142
174-	194	142	133	83	107	78	96	78	78	76
175-	62	39	69	79	102	61	83	121	110	152
176-	192	247	187	135	160	153	167	135	124	195
177-	158	104	221	182	223	-	132	173	173	142
178-	179	68	147	185	126	125	116	102	91	111
179-	134	-	109	114	91	-	122	96	57	2
180-	32	26	197	132	49	115	34	7	-	-
181-	-	-	-	-	-	62	116	326	36	46
182-	55	63	23	50	33	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.6.2

in inter-Baltic shipping. No doubt these were smaller ships and included a large number of Russian coastal vessels and barges which brought goods to Riga for export from there. In terms of all shipping from Russian Baltic ports, Storch's figures indicate that, for most of the eighteenth century, Riga accounted for over one-half of all shipping. As late as 1793-1797 Riga still accounted for more than one-third of Russia's shipping.[78]

According to the number of ships, Riga was the primary port for shipping from Russia to Amsterdam but in terms of cargo tonnage it held second place after Narva until the 1750's (Table II.5). The index of cargo tonnage (Table I.15) shows that the second half of the eighteenth century was better for trade from Riga to Amsterdam. The same holds true for the tonnage of shipping from Riga to Amsterdam (Table I.16).

TABLE I.16 INDEX OF TONNAGE OF SHIPPING FROM RIGA TO AMSTERDAM, 1715-1925.
(1724+1725/7=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	62	133	73	87
172-	74	72	84	73	77	123	112	81	87	73
173-	116	106	65	67	91	98	138	83	111	139
174-	145	109	124	82	96	69	78	70	73	72
175-	57	33	62	75	98	59	76	111	128	143
176-	179	222	151	116	145	142	156	84	132	167
177-	128	82	183	146	174	-	112	151	145	122
178-	147	44	113	147	90	95	133	86	65	81
179-	85	-	77	83	71	-	82	72	46	2
180-	21	18	101	83	32	74	21	4	-	-
181-	-	-	-	-	-	41	90	287	32	38
182-	51	55	22	50	33	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.C

According to all three indicators, namely, the number of ships, the tonnage of cargoes and the tonnage of ships, Riga differed from the overall pattern of shipping from Russia's Baltic ports to Amsterdam. A quick glance at Graphs II.4 and II.4.C shows that whereas the high point for Russian Baltic shipping lay in the 1730's and early 1740's, that of Riga occurred during the 1760's and lasted to about 1780. No doubt the general increase in prices in Western Europe during that time and the restrictions on the Narva trade were the main factors here. Especially striking was the way Dutch shipping maintained itself during the War of the Armed Neutrality in 1780. The high number of ships which arrived at Amsterdam during 1782 and 1783 was surpassed only a few times during the whole period covered by the GGR. In comparing Table II.4.C with Tables V.5 and V.6 there can be no doubt that almost all the Dutch captains had changed their domicile (and most likely registration of the ship as well) by 1781, the second year of the war. During the years 1781 to 1783 a total of 58 captains were recorded in the STA as sailing from Riga to Holland and having a Dutch homeport. For the same years, the GGR listed 342 ships arriving at Amsterdam from Riga. During the year following the Peace of Paris already one-half of the captains passing through the Sound from Riga to Amsterdam listed a Dutch port as their domicile. While the ships which sailed from Riga to Amsterdam were not as large as those which sailed from Narva, they definitely were larger than those which sailed from St. Petersburg. The difference in size of ships between St. Petersburg and Riga became even more pronounced in the second half

of the eighteenth century. The increase in the average size of the ship, as reflected in Table I.17, from about 1756 and on coincides with the export restrictions at Narva and thus serves as another indication that the larger ships which till then had fetched their timber from Narva now began to do so at Riga. The War of 1780-1783 and the period of hostilities following the French Revolution marked a general decrease in the average size of the ship. But the average size of the cargo did not decline as much as that of the ship and remained above the index level. No doubt the same factors which influenced shipping from Narva during this time especially from 1800 to 1807 affected shipping from Riga too. During these years the percentage by which the average size of the cargo was greater than the average size of the ship was constantly above 50%. In 1807 it even reached 95.14% (Table II.4.C).

TABLE I.17 INDEX OF AVERAGE SIZE OF SHIP IN TONS FROM RIGA TO AMSTERDAM, 1715-1825. (1726-1775/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	100	119	173	122
172-	114	103	113	107	99	101	95	98	92	93
173-	97	94	98	98	96	104	112	132	138	136
174-	92	81	97	109	96	104	103	97	131	99
175-	100	98	94	136	113	114	132	163	137	151
176-	148	142	134	116	132	147	135	123	113	133
177-	133	110	116	122	125	-	132	146	146	142
178-	153	75	91	129	121	104	135	103	131	137
179-	85	-	97	80	77	-	71	93	82	91
180-	74	73	83	77	77	70	67	43	-	-
181-	-	-	-	-	-	68	81	135	133	93
182-	93	97	91	103	99	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.C

Of the different ship sizes which served on the Riga to Amsterdam route, those in the 101 to 200 ton and 201 to 300 ton sizes accounted for the great majority of ships (Table II.3.C and Graph II.3.C(1)). And of these two sizes the 101 to 200 ton size accounted for one-third to one-half of the number of ships. By the time of the French Revolution, the 201 to 300 ton ship size had almost disappeared. It reappeared again after 1817.

TABLE 1.48 INDEX OF AVERAGE SIZE OF CARGO IN TONS FROM RIGA TO AMSTERDAM, 1715-1795. (1724+1725/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	109	122	131	127
172-	118	110	117	112	99	100	105	109	112	132
173-	117	110	100	114	113	128	133	126	120	139
174-	124	105	104	110	107	118	124	109	109	105
175-	109	114	105	113	114	118	146	156	140	160
176-	159	159	146	134	147	159	146	153	135	155
177-	164	139	142	151	160	-	155	165	172	169
178-	185	115	119	136	142	136	153	123	161	147
179-	134	-	135	109	100	-	106	117	103	91
180-	112	105	125	121	115	110	108	78	-	-
181-	-	-	-	-	-	104	114	120	113	105
182-	107	112	99	104	98	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4.2

The sudden appearance of the 301 to 400 ton size ships and to a lesser degree those in the 401 to 500 ton size at Riga coincides with the imposition of export restrictions at Narva. From then till the late 1780's these size ships played a marked role in Riga's trade.

As far as shifts within the individual ship sizes are concerned, there really seem not to have been any. Ships of the 100 tons and under class averaged 75 to 90 tons, those in the 101 to 200 size, 125 to 150 tons,

while the average size of the ships in the 201 to 300 tons size category lay mostly in the 220's and 230's (Table II.16.C). Except for the period from 1756 to 1779 the annual number of ships in the 301 to 400 size, and the other larger sizes as well, was too limited to permit any conclusions but it might be noted that during these particular years their average size was about 350 tons. The fact that the harbour at Riga suffered from silting due to the slow current of the Dvina meant that the larger ships had to load outside the harbour at the Boldera. This probably was the main factor inhibiting the use of the larger size ships at Riga for the timber trade.

According to the size of the cargo, ships in the 101 to 200 and 201 to 300 ton sizes accounted for most of the cargo tonnage up to 1756 and again after 1779. During this interlude, 1756 to 1779, the 301 to 400 ton size cargo and to a lesser degree those in the 401 to 500 ton category made their appearance. In terms of percentage of cargo tonnage rather than number of ships the 301 to 400 ton size accounted for a greater share of Riga's exports than those of 100 tons and under. With the advent of the French Revolution the 301 ton+ sizes almost disappear. This decline would have been more dramatic had not the average size of the cargo been 50 to 95% larger than the average size of the ship. In all cargo sizes except the smallest, namely those in size category 'A', the average size of the cargo lay in the lower third or half of each size category (Table II.15.C). And, as was the case with ships from St. Petersburg

and Narva, the smallest size ships carried proportionately more cargo in relation to the size of the ship. Very noticeable is the almost total lack of difference between the size of the cargo in relation to the size of the ship in categories 'D' and 'E' from 1754 onward (Table II.16.C). Only during those years of war when Holland herself was directly involved did the cargo in these ship size categories become appreciably larger than the size of the ship.

With regard to seasonal shipping patterns, it is apparent that ships from Riga arrived at Amsterdam somewhat earlier than those from St. Petersburg and Narva (Tables II.9 - 14.C). This is not surprising since the harbour of Riga was usually free of ice two weeks to one month earlier than those of the other two cities. Further, in terms of both cargo tonnage and shipping tonnage, most arrivals at Amsterdam from Riga took place between July and December. Only rarely did the first four months of the year account for a substantial percentage of arrivals according to the GGR. As far as the average size of either the cargo or the ship was concerned there seem to have been no clear cut seasonal distinctions except that ships arriving before July were on the whole somewhat smaller than those which arrived later in the year.

As far as freight prices are concerned quite a number of charter-parties were located for shipping from Riga. The information that they provided on freight prices is given below in Tables I.19 and I.20.

TABLE I.19: Freight prices per last for shipping from Riga to Amsterdam, *c.* 1690-1789 contracted at Amsterdam

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with an asterisk indicate computation based on measured lastages. Unless otherwise indicated freight prices are per last of rye. Freight price followed by a double asterisk indicate freight prices quoted at Riga with footnote numbers at the end of the line.)

YEAR				
1690	f. 29*(2)			
1698	f. 13*(2)			
1701		flax and hemp f. 20-24(3)		
1703		hemp f. 25(2)	timber f. 14*-21*(3)	
1704			timber f. 18*-23*(14)	
1705	f. 24(1)		timber f. 20*(2)	
1706	f. 24(2)			
1707		tar and pitch f. 20-22(6)		
1708	f. 23-24(3)	tar and pitch f. 29(6)		
1709	f. 30(1)		masts and timber f. 22*-25*(3)	
1744		hemp f. 16-18(11)		
1746			timber f. 14.7*(1)	
1748		linseed f. 20(1)		
1755	f. 25**	hemp f. 11.4**		**79
1760			timber f. 16*-19*(4)	
1769			timber f. 18*(2)	
1771	f. 23(2)		timber f. 18*-19*(3)	
1774	f. 22(3)	hemp f. 19(1)	timber f. 16*-18*(6)	
1776	f. 24**	hemp f. 21.6**	linseed f. 36**	**80
1777	f. 22(2)	hemp f. 19(3)	timber f. 18*-19*(3)	
1778	f. 18-20(5)		timber f. 20*-23*(4)	in November f. 30*
1779			timber f. 22*-25*(14)	
1780	f. 36(4)	hemp f. 31	linseed f. 35(3)	timber f. 26*-35*(4)
	f. 37**	hemp f. 36**		**81
1781	f. 55(3)			
1782	f. 48-50(5)			
1784	f. 24		timber f. 23*(2)	
	f. 25**	hemp f. 25**		**82
1785	f. 24**	hemp f. 24**		**83
1787	f. 18**	hemp f. 18**	in June rye f. 16**	and hemp f. 15.7**84
1789		hemp f. 24(2)		

Very few charterparties listed the freight price for more than one commodity and therefore it was not possible to establish a relation between the freight prices for different commodities. The only exceptions were that the freight price for hemp and flax were usually the same and that codilla was

30% to 50% more expensive to ship than dressed hemp. With regard to differences between the Amsterdam-Riga freight rates and those for some of the other Baltic ports, the rates for Danzig were about 11-15% lower, those for Konigsberg 4-5% lower, while those for Reval were 8-14% higher. Although the voyage to Narva was longer than to Reval it was a more widely travelled route and thus the freight price for Narva was only 5-7% higher than that for Riga.

TABLE I.20: Freight prices per last for shipping from Riga to non-Dutch ports, c. 1737-1784 contracted at Amsterdam.

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with an asterisk indicate computation based on measured lastages. Unless otherwise indicated freight prices are per last of rye.)

YEAR	
1737	flax f.27 to Port-a-Port (1)
1769	hemp f.26 to Port-a-Port(2); timber f.25* to Malta (1)
1777	flax f.29 to Lisbon
1778	timber f.21* to Bruges
1779	flax and hemp f.39-49 to Lisbon (3)
1780	flax and hemp f.46 to Port-a-Port(3); hemp and flax f.50 to Lisbon(1)
1782	f.75-89 to Port-a-Port(3)
1783	flax and hemp f.36 to Port-a-Port(3); timber f.33* to Cadiz
1784	hemp f.27 to Dunkerque; timber f.36*-37* to Brest, l'Orient or Rochefort(6)

Both tables give evidence of the same pattern in freight prices as that which has already been presented for St. Petersburg and Narva. Only during the War of the Armed Neutrality, a war in which the Dutch were forced to take sides with the French against the British, thus losing their role as neutral carriers, did freight rates rise dramatically. Otherwise, the freight price of f.24 for hemp in 1789 was the same as that quoted at the beginning of the eighteenth century.

III.D Viborg and Frederikshamn

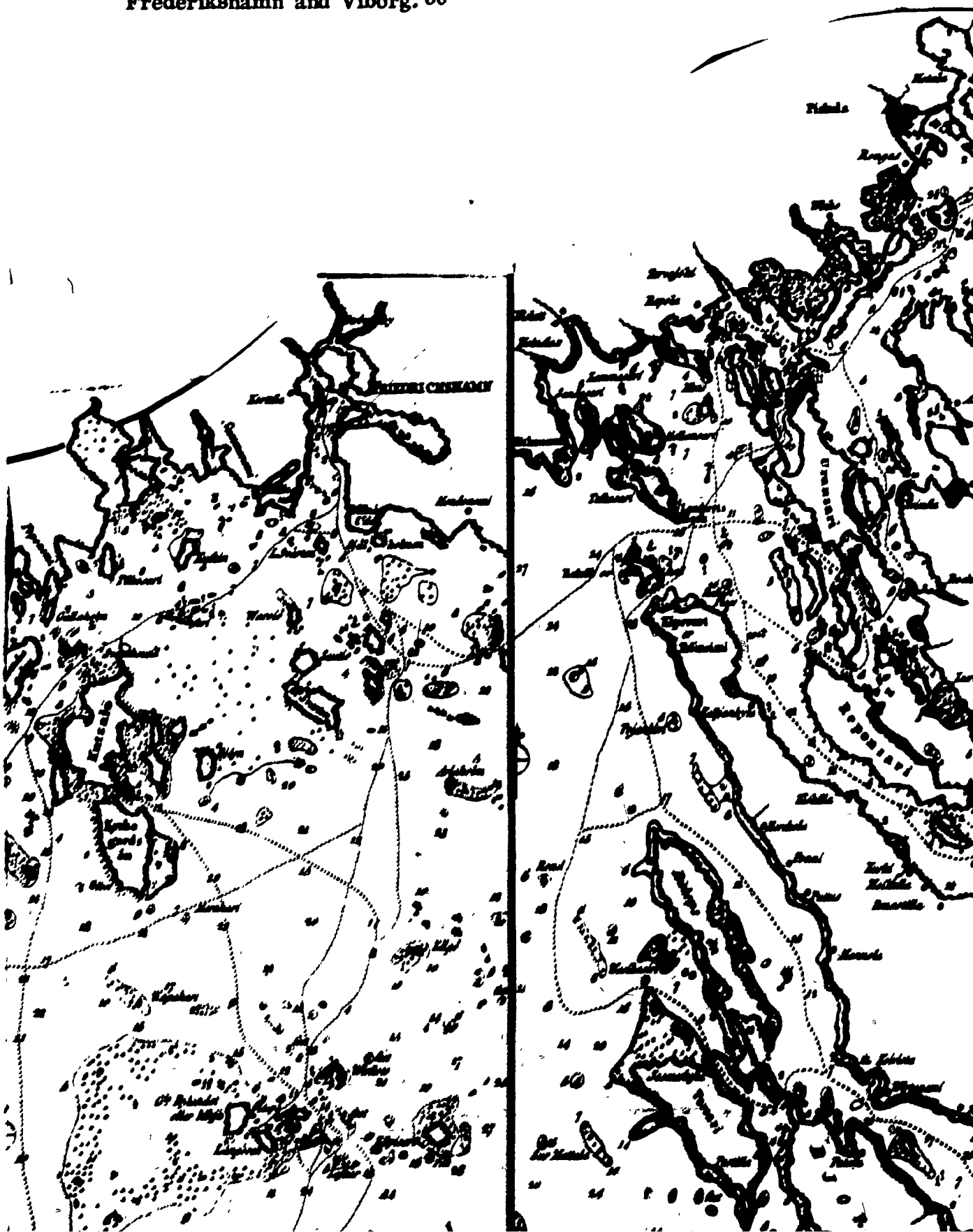
The bulk of the export from Viborg and Frederikshamn consisted of timber and timber products such as tar and pitch. In a typical voyage a ship would bring salt either from St. Ubes or Amsterdam to Viborg and return with a cargo of timber. A large portion of the products from Viborg and Frederikshamn was shipped directly by the Dutch to ports in France, Spain or Portugal. Unfortunately, the Sound Toll data as prepared by Bang treated Finland as a single unit. No distinction was made for the individual ports of Viborg and later Frederikshamn, after the Russian conquest. Consequently, it had not been possible to provide comparative figures on the role played by these two ports in Russia's foreign trade. However, information on timber movements through the Sound indicate that Finnish timber exports increased sharply during the eighteenth century. In judging these figures one should keep in mind that the domestic consumption of the Swedish and Russian capitals required considerable part of timber which might otherwise have been shipped through the Sound. The increase in timber exports seems to have been at the expense of the export of tar and pitch. Figures prepared by Astrõm show that after the Northern War production of tar and pitch did not rise to more than one-third of the pre-war levels.[85]

Exports of tar and pitch to Holland in lasts from:

Years	Narva	Viborg-Fredrikshamn-Helsingfors (VFH)
1681-1690	796	20,258
1691-1700	1	14,767
1701-1710	-	12,990
1711-1720	7	1,040
1721-1730	-	5,646
1731-1740	-	5,632

On the other hand, exports of timber rose dramatically after the Northern War.

MAP 5: Maps of the harbours and surrounding areas of the ports of Frederikshamn and Viborg. [86]



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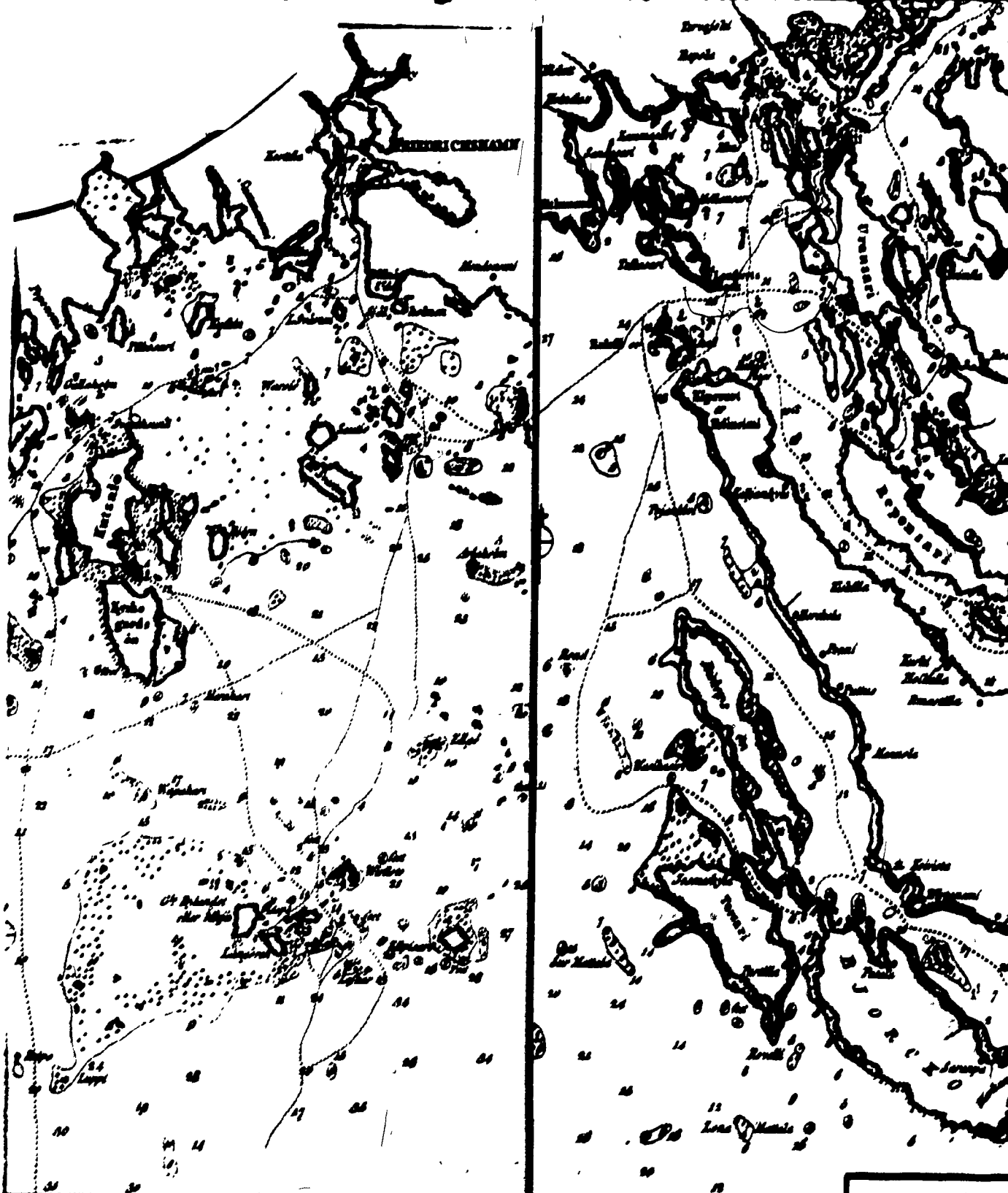
MAP 5: Maps of the harbours and surrounding areas of the ports of Frederikshamn and Viborg. 86



Particular Chart
OF THE
ENTRANCE OF FRIEDRICHSHAMN,
within *and* without *THE ASPO ISLANDS*

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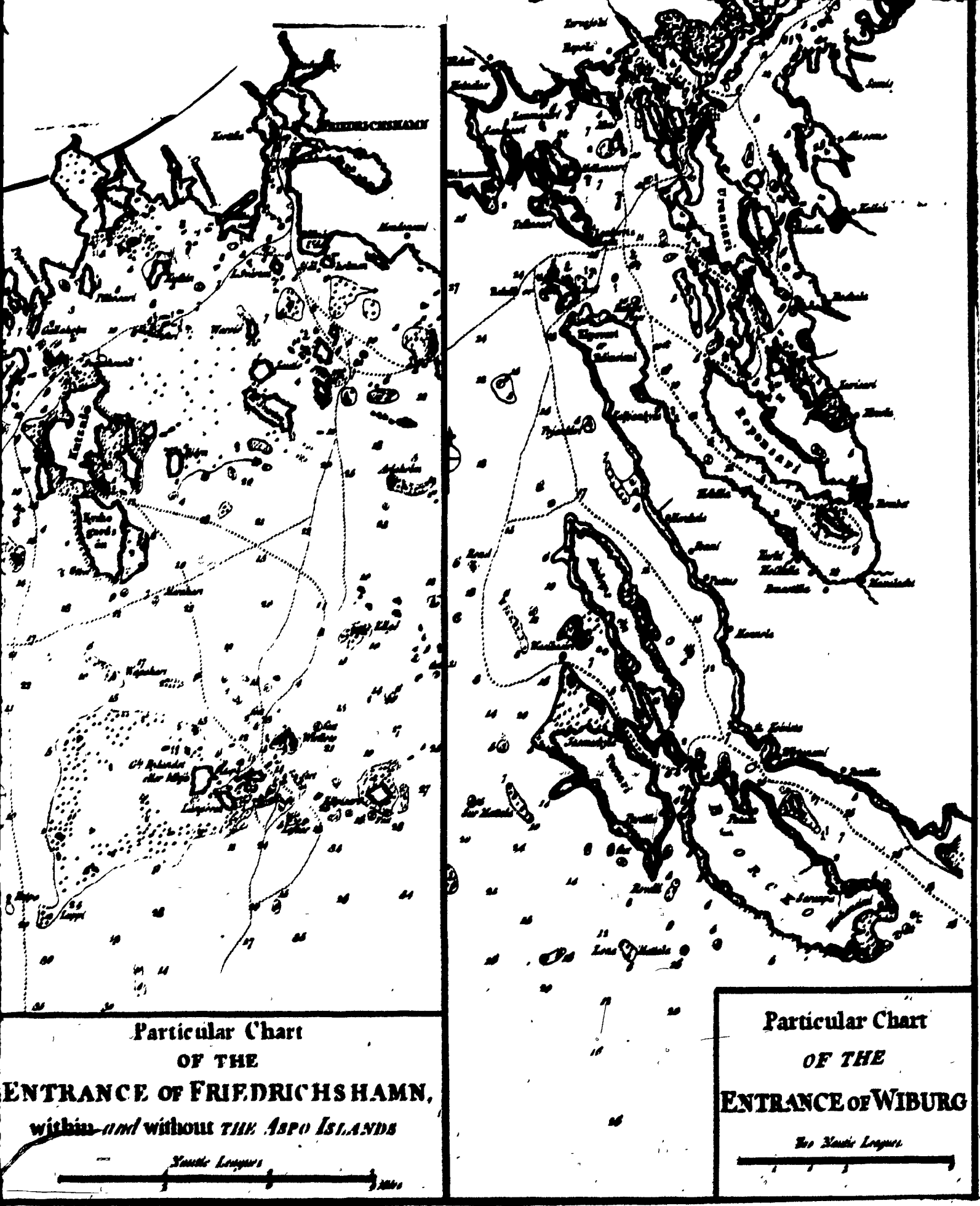


Particular Chart
OF THE
ENTRANCE OF FRIEDRICHSHAMN,
within and without THE ASPO ISLANDS

Particular Chart
OF THE
ENTRANCE OF WIBURG

Exports of timber to Holland in pieces from these towns:

	Balks		Spars		Deals	
Years	Narva	VHF	Narva	VHF	Narva	VHF
1681-1690	35,612	800	12,072	-	459,228	52,620
1691-1700	154,647	13,388	8,767	-	1,275,864	34,260
1701-1710	16,270	122,410	-	-	44,544	137,292
1711-1720	23,152	69,418	10,606	74,506	21,636	95,064
1721-1730	792,107	263,713	621,314	159,436	375,660	1,138,620
1731-1740	1,450,247	330,271	1,961,522	139,794	311,736	1,360,656

	Boards		Planks	
	Narva	VHF	Narva	VHF
1681-1690	638,940	16,344	7,258	-
1691-1700	28,560	8,004	468	-
1701-1710	-	2,004	-	2,710
1711-1720	-	-	690	11,665
1721-1730	6,348	29,004	1,692	18,898
1731-1740	386,784	2,965,416	8,035	48,196

The decline in the tar/pitch trade was thus matched by an increase in timber exports. The fact that tar and pitch production did not recover after the war is somewhat surprising for Finnish tar was considered to be of the highest quality and a product much in demand in Europe. The Russian government sent Viborg tar makers to all parts of Russia to introduce the production of tar or upgrade the quality.[87] The lower prices for tar in Russia after 1726 following the expiration of the tar monopoly held by the Dutch merchant, Jan Lups, the large quantities exported by Sweden and Archangel as well as decreased demand, all these factors depressed prices for tar on the European market. In addition, during the first half of the eighteenth century falling freight rates and rising timber prices in Europe increased the export of timber from Viborg at the expense of tar.[88] It was not until the Seven Year's War when demand increased that prices for tar started to rise and large quantities of tar were once again exported from these ports.[89]

Furthermore, Russian commercial policy was liberal in contrast with mercantilist Sweden,[90] so that therewere no restrictions on the saw-milling industry in the hinterland of Viborg. It was thus a combination of the above mentioned factors which explain the phenomenal rise in timber exports from Viborg.

One should keep in mind, however, that most of the deals exported from Viborg were under 15 feet in length and those from the other Russian ports tended to be 15 to 20 feet or longer and consequently more expensive. A table prepared by Astrõm on exports through the Sound of timber for 1784 illuminates this.[91]

Exports of deals through the Sound in 1784*

	14 feet and under	15-20 feet	over 20 feet
Total from the Baltic*	29,220	2,272	1,451
From:			
Frederikshamn	2,374(8.1%)	-	-
Narva	1,936(6.6%)	279(12.3%)	142(9.8%)
Pernau	174(0.6%)	72(3.2%)	81(5.6%)
Riga	582(2.0%)	81(3.6%)	52(3.6%)
St. Petersburg	4,785(16.4%)	1,145(50.4%)	-
Viborg	11,687(40.0%)	699(30.8%)	-
Total from Russia	21,538(73.7%)	2,246(98.9%)	275(19.0%)
To:			
Amsterdam	3,473(11.9%)	163(7.2%)	-
Dordrecht	840(2.9%)	65(2.9%)	47(3.2%)
Rotterdam	179(0.6%)	-	-
Total Dutch Ports	4,492(15.4%)	228(10.0%)	47(3.2%)
English Ports	10,399(35.6%)	1,508(66.4%)	296(20.4%)
French Ports	5,992(20.5%)	42(1.8%)	118(8.1%)
Spanish Ports	2,525(8.6%)	77(3.4%)	30(2.6%)
Portuguese Ports	2,223(7.6%)	-	-
Italian Ports	-	-	112(7.7%)

*Deals are a long hundred or 120 pieces and only the major ports have been included.

At the beginning of the eighteenth century, the export trade of Viborg was in the hands of the Dutch, a situation which remained practically unaltered during the entire century.[92] However, the pattern of shipping from Viborg changed during this time. According to Büsching's Magazine forty-one ships visited Viborg in 1759. Of these twenty-two came from Amsterdam but only thirteen returned there with timber. Two other Dutch ships arrived from Reval. These and the other Dutch ships sailed from Viborg to non-Dutch ports, primarily Cadiz and Lisbon. Five ships came from England and five ships sailed for England. Of all the ships departing from Viborg only two were loaded with a sizeable quantity of tar, the others carried timber mostly in lengths of less than 12 feet.[93]

The average number of ships that annually visited Viborg during 1761 to 1763 was eighty. For the period 1773 to 1777 this number rose to 171 ships annually. Even so these numbers represented only 4.3% and 7.9% respectively of Russia's Baltic shipping. By the end of the century, 1793 to 1797, Viborg's share dropped to 2.7% or 63 ships annually.[94]

Likewise, shipping from Viborg to Amsterdam never did account for a sizeable portion of shipping to Amsterdam (Table II.1.A and Graph II.5). Only for the years 1718 to 1723, 1735 to 1737, 1756 and 1799 did Viborg hold a share larger than 10% of either the total cargo tonnage or the total shipping tonnage that went from Russia's Baltic ports to Amsterdam (Tables II.5 and II.7 and Graphs II.6 and II.7). It does seem, however, that Viborg served as an alternate port when conditions warranted. In 1756, Viborg probably received some of the timber ships originally destined for Narva. By the following year the timber trade adjusted to the

closure of Narva. In 1757 the number of ships from Viborg dropped from twenty-four to thirteen and the following year it fell to five (Table II.1). In 1782, the number of ships from Viborg jumped to sixteen but the average size of the ship dropped to 158.87 tons (Tables II.4.D and II.6 and II.8).

The years from 1718 to 1739 were the most prosperous for trade with Amsterdam with the year 1736 representing the high water-mark. Thereafter shipping from Viborg declined to a level of roughly fifteen ships annually. After 1766 the number of ships was rarely more than ten per year. Ships which sailed from Viborg to Amsterdam were in the intermediate size categories with ships in categories 'C' and 'D' accounting for the lion's share up to 1762 (Table II.3.D). From then on the 301 to 400 ton size ship almost disappeared but occasionally a 401+ ton size ship visited Viborg.

With regard to the size of the cargo, it is interesting to note that the overload factor in the late 1710's and early 1720's was fairly high, representing a marked contrast to that for the rest of the century. It can be assumed that this reflected tar and pitch exports, the lowering of the overload factor marking the shift to timber exports. Further, the periods from 1800 to 1807 and 1814 to 1817 present a similar pattern of size of cargo in relation to the size of the ship as had already been noted for other Russian ports. After 1817 exports from Viborg to Amsterdam seem to have once again consisted almost exclusively of timber.

Frederikshamn must be ranked as one of the minor ports of Russia and like Narva and Viborg was an exporter of timber.[95] The number of ships from Frederikshamn to Amsterdam normally ranged from three to seven annually and at times these were even ships of less than 200 tons (Tables II.1, II.2.F, II.3.F and II.4.F and Graphs II.1.C and II.4.F). The largest number of ships that sailed from there to Amsterdam in any one year were the twelve ships which arrived in 1785. Even then these ships accounted for only 3.79% of the total tonnage of cargo shipped from Baltic Russia. On the whole the share of Frederikshamn of either the cargo tonnage or shipping tonnage was about 2%. Most of the ships from Frederikshamn lay in the 101 to 200 and 201 to 300 ton size ranges, although up to 1782 ships in the 301 to 400 ton class were not uncommon. Noticeable is the appearance of a few ships in the 401 to 500 ton size between 1778 and 1780 and the lack of ships smaller than 201 tons after the Napoleonic Wars.

The numbers of ships for both Frederikshamn and Viborg are very small, often less than the number of months in the year. While the data on seasonal fluctuations in shipping has been presented in Tables II, 9-14.D and F, it suffices to say that no deviations from the normal patterns have been signalled in these tables.

Freight prices derived from the charterparties for shipping from Viborg and Frederikshamn to Dutch and non-Dutch ports have been combined into a single table, namely, Table I.21:

TABLE I.21: Freight prices per last for shipping from Viborg and Frederikshamn to Dutch and non-Dutch ports, c.1695-1784 contracted at Amsterdam.

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with asterisks indicate computation based on measured lastages. Unless otherwise indicated freight prices are in lasts of rye. Freight prices that are underlined are for Frederikshamn. Unless otherwise specified freight prices are for Amsterdam.)

YEAR			
1695		tar *f.*26(4)	
1701		tar *f.*17(2)	
1702		tar *f.*17-19(4)	
1703		tar *f.*19(7)	
1704		tar *f.*29(4)	timber *f.*18*-21 1/2*(6)
1705		tar *f.*31(7)	
1706		tar *f.*25 1/2-28 1/2(4)	timber *f.*19(1)
1707		tar *f.*22-25(11	
1708		tar *f.*27(6)	
1709		tar *f.*25-32(7)	
1710		tar *f.*25(3)	
1725	*f.*35		timber *f.*14 1/2*(1)
1726			timber *f.*25 per deal of 126 pieces
1744	*f.*19 1/4-*f.*23(2)		
1760		tar *f.*25(1)	timber *f.*23-25 per deal(2)
			timber *f.*40 per deal to Cadiz (1)
			timber *f.*23 per deal(1)
1761			timber *f.*28 per deal (1)
			timber *f.*43 per deal to Cadiz(1)
1768			timber *f.*27 per deal to Sendras(1)
			ditto to St. Marten or Rochefort(1)
1769	(from Wammelsu *f.*33 per deal)		timber *f.*23 per deal or *f.*22 per deal to Dordrecht(1)
1772			timber *f.*26 bij de hoop
1782			timber *f.*71 per deal to Bordeaux(1)
1783			timber *f.*60 per deal to Cadiz or Seville(1)
1784	*f.*32		

The freight rate for tar, one of the heaviest goods, was lower compared with most other commodities. On the average the freight price for tar was *f.*2-3 per last less than that for rye. From 1725 onwards charterparties for tar were very rare, the fact which supports the state-

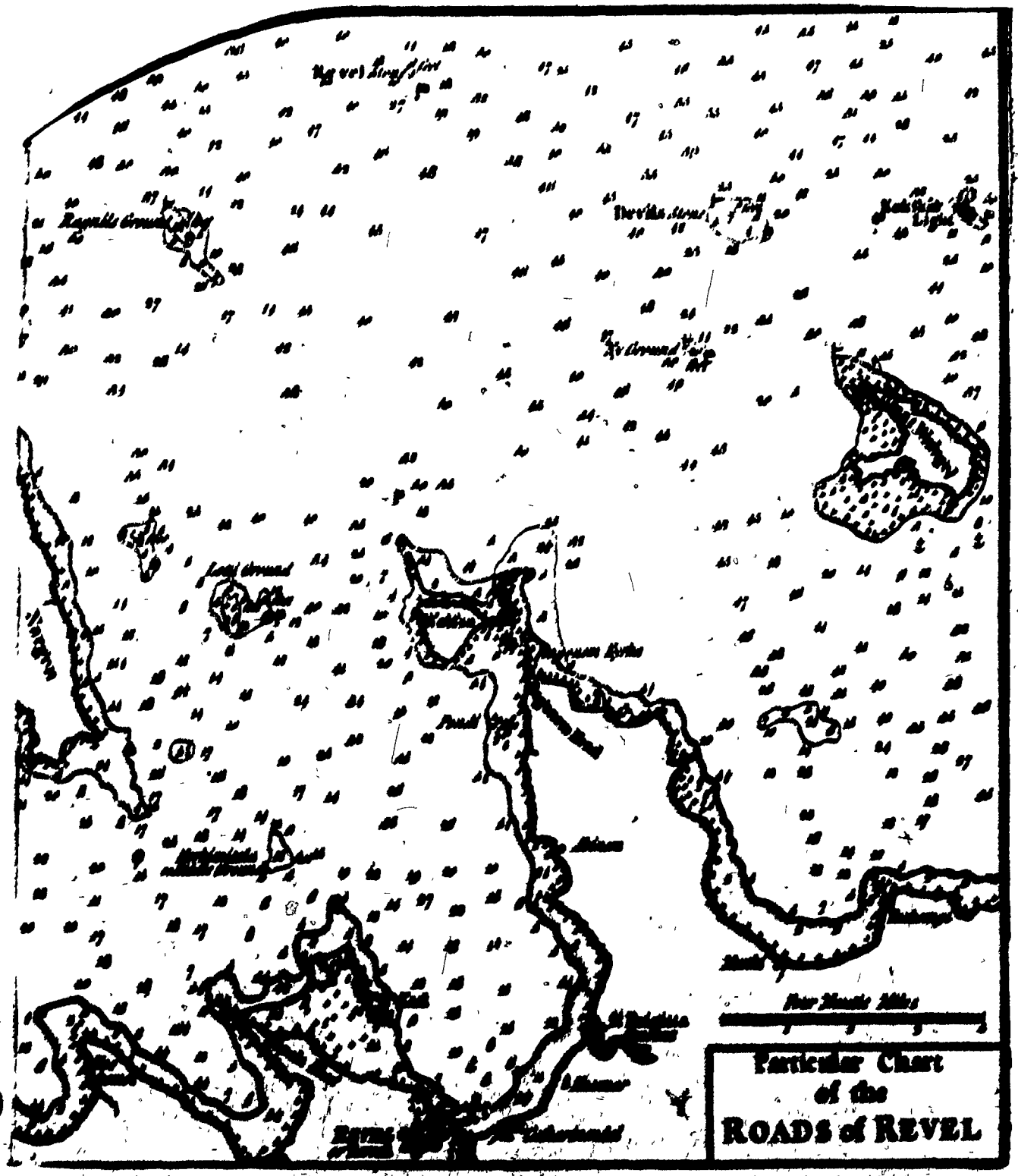
ments made above regarding the switch from tar to timber exports. Another noticeable feature about Table I.21 is that all the charterparties located so far for the second half of the eighteenth century stated the freight price in deals of 126 pieces. The timber trade from St. Petersburg, Narva and Riga was usually freighted bij de hoop and the size of the ship was given according to its measurements. The fact that most of the timber exported from Viborg and Frederikshamn were in lengths of less than fifteen feet may have been a factor here.

E. Reval and Lesser Ports in Estonia and Courland[96]

The Baltic provinces constituted the northernmost region of the world in which grain production was not only sufficient for the local population but also left a considerable surplus for export. From the end of the fifteenth century onwards the market of Holland began to play a decisive role and the market prices for rye in Reval (Tallinn) began to depend on the fluctuations of prices in Amsterdam.[97] The first years of the 1690's witnessed a great increase in the grain trade with almost 50,000 lasts exported in 1694. In 1699, 68% of the grain, mainly rye, barley and wheat, from Riga was supplied by the Baltic provinces. Among the consignees Amsterdam obtained the lion's share.[98] Next to grains, flax represented the most important export product. Most of this flax was of Russian and not Estonian origin. Timber was also exported but in small quantities.

After the incorporation of the Baltic provinces into the Russian state, this situation changed. Although grains continued to be exported to Western

MAP 6: Map of the harbour of Reval and surrounding area.[99]



Europe, dependence on this market decreased. The main reason for this was the increasing demand for foodstuffs by the growing city of St. Petersburg. A secondary factor was a greater demand for grain because of the increase in the manufacture of liquor, a monopoly of the nobility, and especially after 1766 when Russia's market was opened to liquor imports from her Baltic provinces.[100] This trend gained further momentum after 1782 when all the inland tolls between the Russian and Baltic provinces were abolished.[101]

The Northern War and the plague of 1710-1711 decimated the population. Not till the middle of the eighteenth century was the 1695 population level regained and the production of grains restored to its previous level. Grain exports remained at a low level until 1740-1741 when record prices for grain in Amsterdam attracted increased exports from the Baltic provinces.[102] In the early 1770's the price rose again in Amsterdam but this time it seems to have been other Estonian ports and not Reval which exported the grain.[103]

The Sound Toll Accounts indicate that exports from Livonian and Estonian ports were almost totally in Dutch hands (Table V.6).

Shipping through the Sound from Livonian and Estonian* ports by Dutch captains
(average number of ships annually for each decade)

Years	From Liv- & Estonia	With Dutch captains	To Holland with Dutch captains
1720-1729	8	7(86.3%)	6(77.5%)
1730-1739	27	23(84.1%)	23(83.3%)
1740-1749	43	36(84.2%)	36(84.2%)
1750-1759	24	17(70.4%)	16(65.8%)
1760-1769	32	19(59.3%)	16(50.0%)
1770-1779	70	44(63.1%)	41(57.9%)
1780-1782	24	9(37.5%)	8(31.2%)

*Unfortunately, Bang did not provide a breakdown for the individual ports except for Riga which is therefore not included in here.

The turnover of shipping in these Baltic provinces was small, also in relation to the other Russian ports.

Shipping from Livonia and Estonia through the Sound
(average number of ships annually for each decade)

Years	From Russia	From Liv- & Estonia	To Holland	
1720-1729	411	8(0.2%)*	7(0.2%)*	(87.5%)**
1730-1739	668	27(4.0%)	24(3.6%)	(88.9%)
1740-1749	672	43(6.4%)	39(5.8%)	(90.6%)
1750-1759	766	24(3.1%)	17(2.2%)	(70.8%)
1760-1769	831	32(3.9%	17(2.0%)	(53.1%)
1770-1779	1,237	70(5.7%)	44(3.6%)	(62.9%)
1780-1783	1,115	55(4.9%)	27(2.4%)	(49.1%)

* Percentage of Russia

**Percentage of Liv- & Estonia

Storch, on the other hand, gave much higher figures for the number of ships which visited ports in the Baltic provinces. He named four ports, namely, Reval, Hapsal, Pernau and Arensburg. The data on these four ports combined yield the following figures:[104]

(average number of ships per annum)

Years	Storch	Sound Liv- & Estonia	GGR Reval & Estonia
1761-1763	258(14.5%)*	41(15.9%)**	18(7.0%)**
1773-1777	179(8.9%)	82(45.9%)	44(24.6%)
1793-1797	89(3.8%)	-	9(10.1%)

*Percentage of all ships from Baltic Russia according to Storch.

**Percentage of Storch's figures.

What is apparent from these figures is that about four-fifths of the ships that visited these ports were engaged in inter-Baltic trade. Most likely these ships were small and plied between the Baltic provinces and Riga

or St. Petersburg carrying their products to these ports for export and taking merchandise in return. Other ships were involved in the grain trade with Sweden.

The share of Estonia and Reval in shipping from Russia was usually less than 6%. Only in a few years, namely, 1715-1716, 1740, and 1775 did this region account for more than 10% (Table V.6). The situation was much the same for shipping to Amsterdam as may be seen from Tables II.1.A, II.5 and II.7.

Even in Reval's peak year of 1740, its share of the number of ships that sailed from Russia to Amsterdam was just 12%, that of the tonnage of cargo carried 16% and that of the tonnage of ships 12%. For most of the period covered by the GGR, Reval's portion of the trade with Amsterdam stood at 5% or less. The size of most ships ranged from 201 to 300 tons in 1716-1717 dropping down to 101 to 200 to [illegible]uring the next peak period, that of 1729 to 1731. The year 1740, which marked the high point, saw the number of ships divided about equally between those in categories 'B' and 'C' (Table II.3.E). From then on the few ships that sailed to Amsterdam from Reval were mostly of the size categories 'A' and 'B.' The 1730's and 1740 saw the appearance at Reval of ships carrying cargoes of 500 and even as large as 708 tons (Table II.2.E and II.15.E). Thereafter till 1825, only five such large cargoes were brought from Reval to Amsterdam and three of these seem to have consisted of timber (Table II.16.E). As far as seasonal fluctuations in shipping from Reval are concerned, for the years that the number of ships was large enough to offer meaningful percentages, it seems that most of

the ships arrived at Amsterdam between June and October with the majority arriving in July through September (Tables II.10.E and II.14.E).

For shipping from the other ports in Estonia, the pattern was different. The high point was in the years 1772 to 1778 when prices for grain were once again high on the Amsterdam market. From 1738 to 1752 there was a gradual increase in the size of ships when the ships in the 201 to 300 ton and 301 to 400 ton categories accounted for an increasing share of the shipping tonnage. The 101 to 200 ton size ship disappeared altogether during the years 1746 to 1749 (Table II.3.F). The years 1756 to 1758 marked the absolute low point with only one ship per annum arriving at Amsterdam from Estonia. The revival of trade from Estonia after 1758 also signalled increasing grain exports in relation to timber exports which were coming mainly from Pernau. This is reflected in the fact that prior to 1758, the overload factor was near 0% on many occasions, whereas after 1758 it was almost constantly over 60% (Tables II.4.F and II.16.F). Even for the larger ships, those in the 401 to 500 ton size, the overload factor averaged more than 50% from 1769 to 1779. The seasonal shipping pattern was, however, very similar to that of Reval (Tables II.1.A and II.9-14.F).

Exports from Courland, which was formally incorporated into Russia under the terms of the Third Partition of Poland in 1795, consisted mainly of flax, hemp, grains and timber. However, a sizeable portion of Courland's timber export was shipped via Memel.[105] Although the number of ships which sailed from Courland to Amsterdam was substantial, usually over 20%, the ships were small, averaging less than 100 tons with many even less than 75 tons (Tables II.1, II.1.A, II.2-4.H, II.15.H and II.16.H).

Surprising are the large percentages of ship arrivals at Amsterdam in the month of May. Until comparisons have been made with the STA for these years, it is difficult to say whether these ships passed through the Sound the previous year or were among the early arrivals in the year in which they were registered in the GGR.

With the aid of the charterparties, it was possible to present information on freight prices from Reval and Pernau. The results are presented in Tables I.22 and I.23.

TABLE 22: Freight prices per last for shipping from Reval to Amsterdam and other ports, c. 1690-1788 contracted at Amsterdam

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with asterisks indicate computation based on measured lastages. Unless otherwise indicated freight prices are in lasts of rye and for Amsterdam.)

YEAR				
1690	f.13 1/2(1)	salt f.88(1) in January and f.102(1) in November for voyages from Setubal-Reval-Amsterdam.		
1692		salt f.80(1)		
1694	f.30(3)	salt f.135	hemp f.29 1/2*(2)	
1695	f.21(3) in May and f.26(2) in August			
1698	f.14(1)	salt f.43-50(3)		
1699	f.30	salt f.49(2)		
1701	f.19(3)	salt f.48(1)	tar f.17 1/2(1)	timber f.14*-16*(3)
1705	f.20(1)			timber f.24*(1)
1706				timber f.18*(2)
1707	f.24(4)			
1708				timber f.20 1/2*(1)
1709			tar f.32 1/2(14)	
1744		salt f.55(1)		
1746	f.22			
1760		salt f.47(2)		
1784	f.25			
1788			hemp f.29 to Porto[106]	

The pattern of the seventeenth century and earlier, namely that a ship sailing from Amsterdam to fetch salt in Portugal for the Baltic and returning from the Baltic with cargo for Amsterdam, remained the same on the Reval route for most of the eighteenth century. In addition, even for these longer

voyages, in comparison with the shorter Amsterdam-Russia-Amsterdam route, the freight prices remained stable. Admittedly, the information which is presently available is scarce but freight prices of *f.*43, *f.*48 and *f.*49 per last of salt at the beginning of the eighteenth century can be considered the same as those of *f.*47 in 1760.

TABLE 23: Freight prices per last for shipping from Pernau to Amsterdam and other ports, c.1701-1784 contracted at Amsterdam

(Numbers in parentheses indicate number of charterparties consulted. Freight prices followed by an asterisk indicate computation based on measured lastages. Unless otherwise indicated freight prices are in lasts of rye and for Amsterdam.)

YEAR		
1701	*f.*22 in May and October but *f.*28 in August (3)	
1701		timber *f.*17 1/2*(1) from the Oesel Islands
1702		timber *f.*11*(2)
1704		timber *f.*20 1/2*(3)
1707		timber *f.*21*(2)
1746		timber *f.*15 1/2(1)
1748		timber *f.*20 1/2*-22 1/2*(6)
1777	*f.*29 to Port-a-Port	flax *f.*48 to Lisbon
1780	salt *f.*83(1) from Lisbon to Oernua to Amsterdam	
		flax *f.*49(1) to Lisbon
1782		flax *f.*57(1) to Lisbon and *f.*54(1) to Port-a-Port
1783		flax *f.*38(3) to Lisbon, Figuere or Port-a-Port
1784	*f.*24.*(1) grains and timber	

Noticeable in these charterparties is the switch from timber exports to flax from Pernau in the second half of the eighteenth century and the fact that this flax was shipped directly to southern Europe.

III.F Archangel

The significance of the Archangel or White Sea route was that ships could reach Russia independently of the Baltic powers and that Russia could sent without interference diplomats, agents and traders to Western

Europe. From the time of Ivan the Terrible to the rise of St. Petersburg the history of Russia's foreign trade was synonymous with that of Archangel.[107] After St. Petersburg came into being and the Baltic provinces were conquered this situation fundamentally changed and Russia's trade via the White Sea became of secondary importance and was even considered harmful competition for St. Petersburg.

As early as the beginning of the seventeenth century, the Dutch effectively replaced the English as the dominant trading nation at Archangel.[108] The main reason for this was that the Dutch and foreign merchants were able to pay for their purchases in specie. The Dutch were not hampered like the English in exporting silver coin and Amsterdam quite easily supplied the quantities needed for trade with the Russians. In addition, the Dutch were not bound by the regulations of a single company like that of the English with which they competed as hard as they did among themselves. Like the English, the Dutch also managed to obtain privileges for a select number of their merchants to trade in the interior, and some of them even made their way into the ranks of gosti.[109] Dutch trading houses existed at Yaroslav, Moscow, Novgorod, Pskov, and Vologda.[110]

At the end of the seventeenth century, Archangel exports consisted of hides or Russian leather, commonly known as juchten, furs, tallow, caviar, flax, tar, potash, wood-ash, honey, beaver skins, salted meat, hemp, flax and grains. Imported were salt, wines, brandy, fruits, linens, paper, and other European manufactures as well as colonial goods.[111] Especially prominent among the imports were Canadian beaver skins car-

ried to Archangel by the Dutch from France or, even though illegally, directly from New France.[112] The Russians had a secret process by which they combed out the beaver wool from the undercoat of the beaver skin leaving only the fine guard hairs on the skin. Both the combed beaver skins and the beaver wool were highly prized commodities in Europe, especially in Paris. At the beginning of the eighteenth century about 100,000 beaver skins were carried annually by the Dutch to Archangel. During the 1720's this trade all but died out. The secret process had become known in Europe and the fashions at Paris had changed. In the 1770's Canadian and American beaver skins were once again exported to Russia in large quantities. The reason this time was not the changing fashion in Paris but those of the Chinese among whom the beaver fur had suddenly become quite popular.[113]

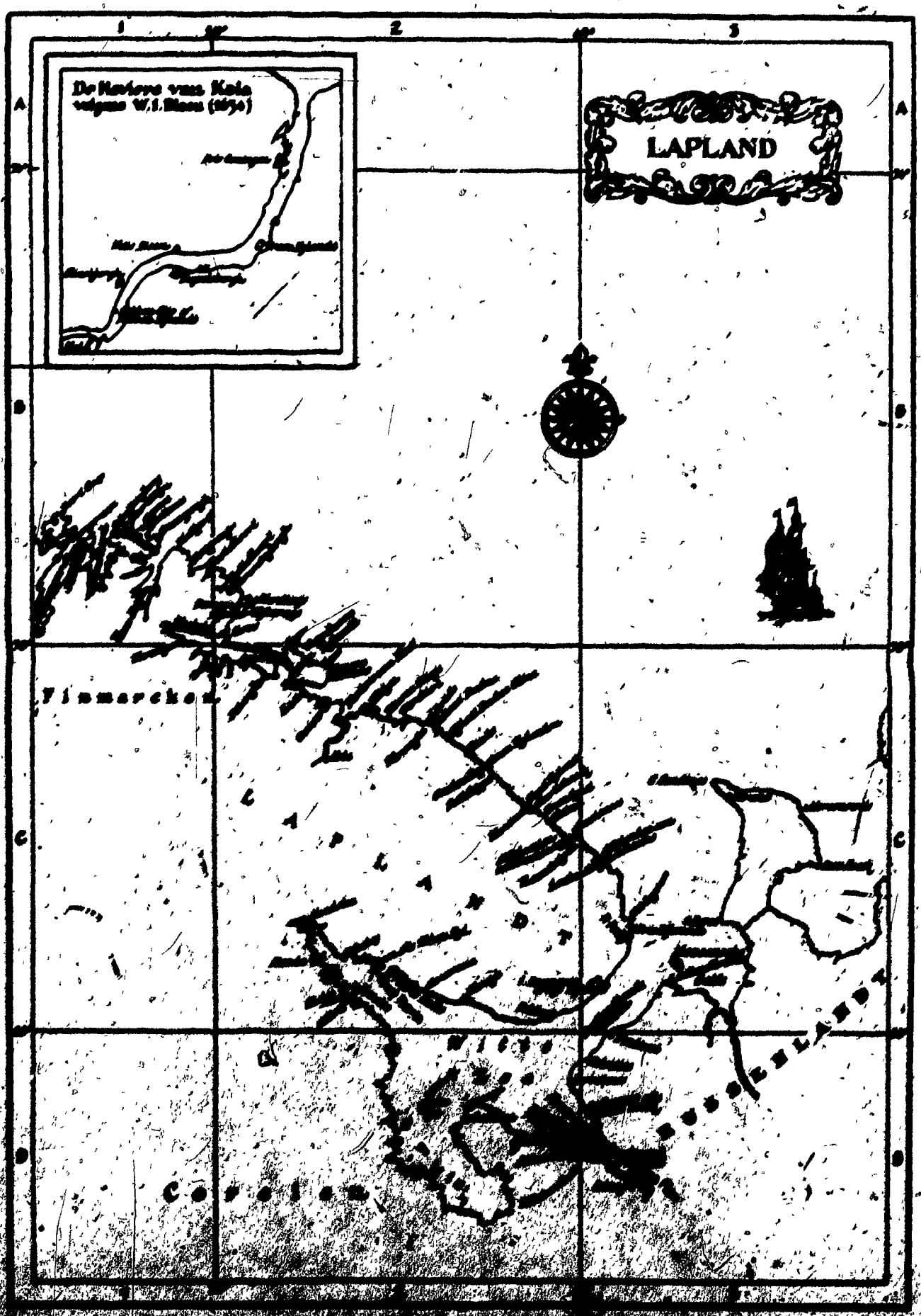
During the Northern War, trade with Archangel increased dramatically. From 1693 to 1699 about 47 ships visited Archangel annually. During the following decade the number of ships jumped to 135 per annum while for the years 1710 to 1718 it rose even higher, averaging 158 ships per year. The high point was reached in 1716 when 233 ships arrived at Archangel.[114] This increase ran directly counter to the policy of Peter I of redirecting this trade via St. Petersburg. But until the war freed his hands to grapple with foreign and domestic economic policies and the Baltic route became as safe as the Archangel route, there was little that Peter could do.

When in 1713, Tsar Peter issued an ukas ordering that the Archangel export be diverted via St. Petersburg, the Dutch merchants at

Archangel began to fear that their trade would decline.[115] The reopening of the port of Riga had already caused a great portion of the hemp to be exported from there, which was the normal route for this product.[116] The following year the ban on exports via Archangel was amplified and specified. Hemp, juchten, caviar, potash, woad-ash, pigs' bristles were permitted to be exported via St. Petersburg only and hemp was not available at all until the needs of the Russian navy were met first.[117] In 1718, these restrictions were eased somewhat as Archangel was allowed to handle up to one third and St. Petersburg two thirds of Russia's foreign trade.[118] The Baltic provinces were not included in this. Three years later, Archangel was given permission to export all goods from the region drained by the river Dvina except grains. And in 1727, the Archangel trade was restored to its former basis but the inland tolls to Archangel were raised from 5% to 7% while those to St. Petersburg were reduced from 5% to 3%.[119]

It seems that the cessation of war between Sweden and Russia had a greater effect on the Archangel trade than the orders issued by Peter I in 1713. It is also possible that with the end of the war Peter was able to devote more effort to the re-routing of Archangel's trade. In any case while in 1721 the foreign merchants paid 139,421 Rijksdaalder in dues at Archangel, they paid only 21,713 in 1724.[120] And whereas in 1721, only 28 ships passed through the Sound from St. Petersburg this number jumped to 78 the following year and [redacted] in 1723. On the other hand, the number of ships which sailed from Archangel to Amsterdam dropped from an average of 53 per annum between 1710 and 1719 to an average of only

MAP 7: Map of Archangel and the White Sea region.[121]



22 ships yearly between 1720 and 1729.

Dutch merchants like Bodisco and van Dort moved their business to St. Petersburg in 1723 after having protested together with other Archangel merchants almost incessantly since 1713. It should be remembered that Archangel was an active commercial centre for only a few months each year. Both the Russian and Dutch merchants travelled to Archangel in the late summer having spent the winter and spring in their houses in Moscow, Vologda, Yaroslav and other Russian cities. The journey took about fourteen days. For ten to twelve weeks from the end of August, Archangel held its iarmarka or annual trade fair. At the end of October when ice froze the harbour the merchants returned to Moscow leaving only their factors at Archangel. Vologda and Yaroslav played a key role in the transshipment of Russian goods to Archangel. Situated at the upper reaches of the Dvina and Volga rivers, they served the function of staples. During the summer the goods were sent down the Dvina on barges and rafts to Archangel and in the winter by sleighs. The merchandise that the Dutch and other foreign merchants brought to Archangel were taken back by sleighs to Vologda for further distribution.[122]

Important at Archangel as well as at other ports was the commodity mix offered for export. For example in 1719 hemp and hides were available for export but no heavy cargo such as tar which forced the captains to carry large bricks (non-paying freight) as ballast. On the other hand, in 1724 there was plenty of tar but very small quantities of light goods.[123]

Most of the Russian goods were bought on term, that is, the Dutch contracted with the Russians in December for delivery at Archangel by

the following summer. The greater part of this merchandise was then brought to Vologda on sleighs over the winter roads to be floated down the Dvina once the ice broke. Quite often the Dutch transported the goods themselves to and from the interior albeit under the name of Russian merchants in order to avoid the heavy inland tolls.[124] The advantage of goods bought on future contracts being cheaper was offset somewhat by the fact that the quality was not always guaranteed.

On the whole the balance of trade at Archangel was in favour of the Dutch. This trade imbalance was evened out through the use of bills of exchange rather than through actual transfer of specie although it is impossible to determine the role played by each of these two methods for settling the imbalance. Usually, the English, whose trade balance with Russia was in Russia's favour, needed money to pay for their purchases of Russian goods. Since they were not permitted to export specie from England, the Dutch in Russia made an additional profit by providing the English with credit through bills of exchange drawn on Amsterdam.[125] The large English trade imbalance did, therefore, not necessarily mean that great quantities of silver and gold bullion were sent to Russia as the bill of exchange market of Amsterdam went a long way in evening out the various bilateral trade imbalances. If the rate of exchange was unfavourable for remittance to Holland the Dutch merchant would lend his money in Russia with interest as long as it was profitable.[126] Only occasionally was trading done at Archangel by means of barter. The Russian preferred ready cash and agreed to barter only when few ships reached Archangel in relation to the goods available for export.

Complicating trade with Russia was the fact that from time to time, often without previous warning, the Tsar would claim an export or import monopoly on such goods as caviar, potash, tar, rhubarb, woad-ash, fish, vodka and even dice. However, with the conquest of the Baltic provinces trade became more diffused and monopolies on goods less frequent. Quite often they pertained only to a single port and thus the hope for increase in prices did not materialize as the commodity was exported via another port or by other nations. Exceptions to this were such goods as salt, brandy, sugar, rhubarb and certain cloths which were crownmonopolies or had their import severely restricted by means of high tariffs.

Like all Russian ports, Archangel was also situated at the mouth of a river and although the White Sea was not as shallow as the Baltic, a sandbar called the Sollebol forced ships larger than 400 tons to (un-) load at sea. And like at St. Petersburg, the ship had to bear the expenses for the lighters.[127] A special levy was collected by the Russians to maintain the shipping channel. However, as far as the Dutch were concerned, little was done by the Russians to maintain the harbour at Archangel or the approaches to it. The Dutch therefore offered to maintain and improve the harbour for the Russians in return for the abolition of this levy but nothing came of that suggestion.[128] In addition, the Dutch asked for permission to load their ships also at night since harbour regulations allowed them to load only between sunrise and sunset. Due to the fact that daytime in the fall was short and contrary winds quite often made unloading and loading impossible, this regulation added to the turn-around time of the ship, thus adding extra expenses.

No continuous data is available on Archangel's trade and shipping during the eighteenth century. Nevertheless, it is apparent that the Archangel trade managed to maintain itself throughout the course of the century despite the dramatic decline following the settlement of the Northern War. We have already mentioned that between 1710 and 1718 an average of 158 ships per annum visited Archangel. Storch, from whom these figures were taken, put the number of ships visiting Archangel in 1745 at 25. During the years from 1760 to 1763, the number of ships annually averaged 41. For the period from 1773 to 1777 the number rose to 133 and by the end of the century, 1793 to 1797, 141 ships on the average came to Archangel every year.[129] This indicates that the Archangel trade increased during the eighteenth century especially during its second half, since in the seventeenth century, the number of ships had averaged 30 to 45 per year.[130] For the year 1773, Marbeault put the number of Dutch ships visiting Archangel at 180 in addition to quite a few ships from Hamburg and Bremen.[131] According to Büsching's Magazine, 35 ships sailed with cargo from Archangel in 1760 and two ships, newly-built at Archangel, went to Onega to load timber. Of the 35 ships, 24 (or 68.6%) left for Amsterdam, 4 went to Bremen, 2 to Hamburg, and one each to London, Bergen, Dublin, Londonderry and the West Indies.[132] And according to Ronimous, in 1802 when the total turnover of Russia's foreign trade amounted to 119.8 million rubles, the White Sea trade accounted for 7.5% of the exports and just 1.0% of the imports. On the other hand, 74.1% of the exports and 58.8% of the imports was carried via the Baltic route.[133] The question thus arises as to what role Archangel played in Russia's foreign trade

during the eighteenth century and to what extent St. Petersburg supplanted Archangel. But before discussing these problems it is necessary to examine first the development of the Archangel trade during this time.

TABLE I.24 INDEX OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM. (1723=1724/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	222	148
172-	191	104	96	113	97	-	-	87	87	74
173-	52	65	73	87	122	87	87	65	61	139
174-	261	235	152	143	104	87	83	91	78	78
175-	143	39	133	126	122	126	174	239	139	104
176-	78	113	78	139	161	96	161	139	174	161
177-	122	213	274	217	233	213	191	139	239	91
178-	139	113	117	139	126	87	139	143	152	161
179-	117	87	126	61	148	43	87	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	117	104	317	100	82
182-	61	61	78	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE III.4

The Galjootsgeldregisters are for the moment the only available source by which one can chart the course of Archangel's shipping during the eighteenth century. Because the GGR of the D.M.H. were incomplete for the year 1725, the years 1723 and 1724 were chosen as the base for the indices (Tables I.24 through 28). The index on shipping (Table I.24) shows that shipping from Archangel to Amsterdam was also very much influenced by high prices or exceptional circumstances. The high index figures of 261 for 1740 and 235 for 1741 reflect the high grain prices at Amsterdam. The next increase in shipping occurred at the end of the 1750's due to the prohibitions of timber exports from Narva and rising

tar prices. Various attempts were made to cut and export timber from the White Sea when Narva was closed. But these attempts, especially those at Kola and Mezen, were unsuccessful. During the whole period covered by the GGR a total of 16 ships were recorded at coming from White Sea ports other than Archangel or Onega (Table III.1). The reasons

TABLE I.26 INDEX OF TONNAGE OF CARGO CARRIED FROM RUSSIAN WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM, [illegible]

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	248	263
172-	199	121	105	113	87	-	-	46	48	63
173-	46	49	36	98	131	110	104	91	93	144
174-	284	248	149	119	89	97	89	98	87	83
175-	120	48	133	123	138	131	198	294	159	141
176-	119	172	121	169	234	232	196	183	285	267
177-	198	359	352	278	343	314	223	183	334	124
178-	194	181	188	193	193	131	158	207	208	214
179-	162	113	166	78	191	93	89	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	132	93	336	108	47
182-	43	47	89	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE III.4

for this were that this timber was not of first class quality, being too short and too thin to obtain a good price. At the same time the numerous waterfalls on the rivers in the region made it difficult to float the timber down the river. There was also a lack of experienced woodcutters, horses and labourers in northern Russia, although some of the Narva woodcutters who had lost their jobs travelled north to seek employment.[134] And in 1756 the timber export from Kola also was banned.[135]

In 1762, Archangel obtained all the advantages of St. Petersburg.[136] Two years later, it was allowed to ship up to 200,000 chetvert' of rye annually provided that in times of scarcity the citizens of Archangel could claim 50,000 chetvert' for domestic consumption. Previous to 1764 under a decree issued by Elizabeth in 1740 grain was allowed to be exported only if the domestic price was less than one ruble per chetvert'.[137] The high index figures during the 1770's were the result of increased tar exports and rising grain prices.[138]

In terms of tonnage of cargo carried the index figures for 1740 and 1741 were even higher, standing at 284 and 248 respectively, but the index

TABLE I.26 INDEX OF TONNAGE OF SHIPPING FROM RUSSIAN WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM, (1723-1726/7=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	230	165
172-	209	127	108	104	92	-	-	42	42	63
173-	47	85	49	71	93	76	80	84	69	118
174-	195	176	117	99	88	91	71	82	70	65
175-	101	39	105	95	139	100	175	229	123	151
176-	77	112	82	124	160	92	151	135	199	192
177-	119	192	217	188	218	194	161	130	214	87
178-	127	112	108	121	123	63	101	131	134	128
179-	101	65	104	82	119	85	48	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	94	63	384	118	82
182-	42	49	68	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE III.4

figures of tonnage of shipping stood at only 195 and 176, thus indicating a higher overload factor (Table III.4). From the early 1750's to the 1790's, the index of cargo tonnage was constantly twenty points or more above the index level and most of the time also for the number of ships and the ton-

nage of shipping. In 1771, 1772, 1774, 1775 and 1817, the index of cargo tonnage stood at nearly three times the 1723/1724 level.

The index of the average size of ships sailing from Archangel to Amsterdam is remarkably stable, showing none of the large fluctuations which have been found for the other major Russian ports. The average point spread per year in Table I.27 for the period of 1717 - 1822 was only 14.8 points. Most of the ships from Archangel were in the 201 to 300 ton size and together with the 301 to 400 ton class made up the majority of the shipping tonnage (Table III.3). During the period from about 1755 to about 1790 as well as that from 1718 to 1722, ships in the 401 to 500 ton category were also quite common at Archangel. For a few years, from

TABLE I.27 INDEX OF AVERAGE SIZE OF SHIP IN TONS FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM.
(1723+1724/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	119	111
172-	100	116	112	95	103	-	-	74	73	88
173-	99	84	69	81	76	87	91	95	79	97
174-	74	74	76	68	78	93	86	93	89	83
175-	68	96	80	75	96	79	130	95	88	97
176-	98	98	104	91	99	98	93	96	107	94
177-	97	89	79	89	93	90	84	96	91	98
178-	91	98	92	89	97	95	92	90	88	79
179-	86	78	82	85	80	79	86	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	79	61	111	117	100
182-	69	80	76	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCES: TABLE III.4

1759 to 1764, ships in the 501 to 600 ton size also visited Archangel. The fluctuations in the size of the ship and the proportion of

shipping tonnage have been presented graphically in Graphs III.3(1) and (2). For the whole period, ships in the 201 to 400 ton size categories dominated shipping from Archangel to Amsterdam. And while the average size of the ships declined after the Napoleonic wars, a number of very large ships, those of 601 tons or greater, sailed from Archangel to Amsterdam.

Seen from the perspective of the size of the cargo, the picture is totally different. While the average size of the ship remained relatively stable from year to year, the average size of the cargo went up suddenly in the 1760's and with few exceptions stayed at that high level right into the 1790's (Table I.28). Table III.2 and Graph III.2(1) show how in the course of the eighteenth century, the 201 to 300 ton and later, even the 301 to 400 ton size cargoes account for a diminishing share of Archangel shipping and the pattern was much the same for the proportions of cargo tonnage carried according to the size of the cargo (Graph III.2(2)).

TABLE I.28 INDEX OF AVERAGE SIZE OF CARGO IN TONS FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM, [illegible]
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	-	-	111	110
172-	104	111	113	133	133	-	-	81	71	93
173-	88	75	81	109	107	126	120	124	101	122
174-	109	106	98	93	82	101	103	134	111	106
175-	82	114	102	99	114	134	114	123	114	113
176-	132	133	134	129	144	138	121	133	141	134
177-	143	143	113	127	148	147	117	136	133	136
178-	132	140	138	143	145	133	142	144	133	133
179-	138	126	132	129	129	122	122	-	-	-
180-	-	-	-	-	-	-	-	-	-	-
181-	-	-	-	-	-	113	90	135	138	91
182-	71	77	73	-	-	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE III.4

Too little is known about the quantities of the various commodities which were available from year to year for export from Archangel to draw any definite conclusion about the fluctuations in cargo size. But one can surmise on the basis of the charterparties and of the correspondence of the merchants that the reasons are to be found in the relation of the availability of "heavy" and "light" goods for export in any particular year as well as in the prices. What is remarkable is that on the Archangel route one finds proportionately the largest cargo sizes. For a number of years cargoes of more than 601 tons each accounted for more than 40% of all cargo shipped from Archangel to Amsterdam. The cargoes of 100 tons and under and to some extent those in the 101 to 200 size range seem to have been practically nonexistent on the Archangel route.

For almost all the years covered, except those following the Napoleonic Wars, the sizes of the cargoes were bigger than the size of the ships in all the ship size categories (Tables III.11 and 12). From 1817 onwards a few of the larger ships, those measuring 301 tons or more, carried cargoes of a smaller lastage than the size of the ship. That year the percentages in all the ship size categories by which the size of the cargo was bigger than the size of the ship dropped considerably and remained small right up to 1823.

Archangel is the only Russian port for which contemporary sources inform us that a distinct seasonal shipping pattern existed. Normally there were two annual fleets or convoys to Archangel, those that left early or vroegschepen and those that left Amsterdam at a later date or naschepen. According to these sources, the vroegschepen constituted the smaller of the

two fleets. Leaving Holland in the early spring and arriving at Archangel in the middle or late July, they arrived to fetch the cargo left over from the previous year and that brought to Archangel during the winter on sleighs. The main fleet consisting of twenty to thirty ships sailed the middle of July arriving at Archangel in early September. It departed from there by the end of the same month.[139] Many of the charterparties mention that if the ship had not taken in cargo by 15 September O.S., and had not left between then and 1 October O.S., an extra f.1 to f.2 per last would be paid for freight. On the other hand, the charterparties disclaimed any financial responsibility if the ship was trapped in the ice and forced to winter at Archangel.

It was also possible both on the outward and return voyage that ships sailed without the protection of convoy. This fact plus the varying time lag of those who recorded arrivals in the Galjootsgeldregisters diffuse somewhat this seasonal pattern. Nevertheless, some observations are possible. During the first half of the eighteenth century the naschepen seem to have been in the majority as is witnessed by the high percentages for December through April in Table III.1.A. In the second half of the eighteenth century, the balance seems to have shifted in favour of the vroegschepen. The percentages of ship arrivals in October, November and December increased, while the percentages for January through May dropped drastically (Tables III.5 through 10). These are only general observations as the percentages vary widely from year to year. It may also be noted that the great majority of charterparties consulted from 1768 onwards were contracted during the months of March through May.

In the charterparties pertaining to Archangel, the size of the ship was usually given in rye lasts. An exception to this was the first quarter of the eighteenth century when freight contracts bij de hoop were quite common and the measurements of the ship were given. Thereafter, the freight prices were usually given in lasts for each commodity, with freight prices for as many as four or five different commodities being quoted in each charterparty. This made it possible to convert the freight prices to that for rye. The most common commodities listed were, first of all, tar, linseed and rye followed by wheat, tallow, juchten and hemp. Usually the freight price for tar was about f.3 per last less than that for rye while linseed was f.1 per last less. The freight price for hemp was almost one-half of that for rye while wheat and tallow cost about 10% more to ship. Hides were f.6 to f.8 per last more expensive to ship than tallow at the beginning of the eighteenth century, but by 1780 they were f.15 per last cheaper to send than tallow or wheat. Also noticeable was that while very few of the charterparties mentioned hides, correspondence from merchants and captains in Archangel to the Brants family in Amsterdam indicated that juchten were a popular export article. Perhaps the Brants specialized in this commodity.

Most charterparties were made in April and May. It was not unusual that freight prices contracted in June were f.1 or those in July even f.6 per last higher. To go to Lisbon instead of Amsterdam meant a 28-30% increase in freight and to the Mediterranean 36-40% more. The information given in these charterparties on the different commodities made it possible to convert most of the freight prices to those for rye. Freight

prices obtained from the correspondence of merchants and bills of lading have not been integrated with those of the charterparties. There are, two reasons for this. First of all, they are all freight prices quoted at Archangel and quite often are for small quantities of goods as a large shipment was spread over several ships to minimize the risk of loss. And second, most of these freight prices were contracted in August and September in the light of conditions existing at Archangel and not those of Amsterdam in the spring. The results have been tabulated in Table I.29 for ships returning to Amsterdam and sailing to non-Dutch ports.

TABLE I.29: Freight prices per last for shipping from Archangel to Amsterdam and non-Dutch ports, c. 1710-1784, contracted at Amsterdam.

(Numbers in parentheses indicate number of charterparties consulted. Freight prices with an asterisk indicate computation based on measured lastages. Freight prices that are underlined have been taken from correspondence of merchants or bills of lading at Archangel. Unless otherwise indicated freight prices are in lasts of rye and for Amsterdam.)

YEAR			
1710	f.29*(1)		
1713	f.28*(1)	but f.500 or f.2 per last extra if to Hamburg	
1716	f.23 1/2*(3)	hides f.20-22	
1717	f.20(3)	but only f.0.3 more if to Lisbon	
1718	f.21(2)	hides f.42 1/2	
1719	f.30 in June and f.40 in September (2)		
1720		tallow f.22	hides f.30
1721	f.20(2)	hides f.30	tallow f.22
1722	f.18(2)	tar f.20	
1723		timber f.16*(2)	
1744	f.26(1)		
1748	f.29(2)		
1768	f.25(4)		
1769	f.26(3)	tar and hemp f.30 to Le Havre(1)	
1777	f.28-31 1/2(9)		
1778	f.50-51(16)	f.63 3/4 to Lisbon and f.4 extra if to Mediterranean (1)	
1779	f.44-46(6)	wheat or rye f.65 to Lisbon or f.68 to Livorno (2)	
1780	f.50-54(17)	wheat f.80 to Lisbon or f.85 to Barcelona (2)	

TABLE I.29 (cont'd):

YEAR	
1781 f.74-75(6)	
1782 f.75-76(6)	wheat f.100 to Barcelona
1783 f.42-43(10)	wheat f.56-63 to Barcelona(4), f.66 to Livorno(1), f.50-58 to Lisbon(4), f.60-63 to Marseille(3) and f.3 extra if to another Mediterranean port
1784 f.30-31(11)	

Since Hart has computed freight prices for shipping from Archangel for the seventeenth century it is possible to compare these with those presented in Table I.29.[140] The lowest average freight prices quoted for the seventeenth century by Hart were those of f.17.1 - f.17.6 for the years 1658 to 1660. The highest average price was that of f.52 in 1674, the time of the Third Anglo-Dutch War. During the last two years of the seventeenth century, freight prices from Archangel to Amsterdam averaged f.18 to f.20 per last. In the eighteenth century during the War of the Spanish Succession prices rose to f.28 - f.29 dropping to f.23 1/2 in 1716 and f.20 in 1716. From then till the late 1770's freight prices seem to have ranged between f.20 and f.30 per last. But in 1778 they climbed to f.50 - f.51 and during the Fourth Anglo-Dutch War stood as high as f.76 falling again to f.42 - f.43 in 1783 and f.30 - f.31 in 1784. Apart from this last period the freight prices in the eighteenth century were only marginally higher than those in the seventeenth century. The freight price of f.23 - f.25 for 1647 to 1650 did not differ much from those of f.25 - f.28 for the years 1744 to 1769.

The average cargo capacity in lasts during the first half of the seventeenth century was 120 lasts or 240 tons (for 592 ships having charterparties). For the period 1718 to 1749 the GGR list a total of

805 ships averaging 269 tons according to the size of the ship. Converting this to cargo carrying capacity by using the Formula of RL = .533CC changes 269 tons registered to 505 tons or 252 1/2 lasts cargo carrying capacity, which represents an increase of 132 lasts or 264 tons. The average size of the ship for the period following the Napoleonic Wars (or 260 ships from 1815 to 1822) computed in the same manner yielded an average cargo carrying capacity of 531 tons or 265 1/2 lasts. The average increase in the size of ships sailing on the Archangel-Amsterdam route must therefore have occurred during the second half of the seventeenth century. In view of the fact that the ratio of ships in the various ship size categories could differ while the average remained the same, it would be interesting to know the frequency distribution by size of ship of the 592 ships for which Hart has found charterparties. Except for times of war freight prices remained relatively static during these two centuries. This can be explained in part by the fact that increased shipping costs per last were compensated for the use of larger ships. The Fourth Anglo-Dutch War affected drastically the freight prices which almost tripled in cost. The reason for this must lie in the fact that by that time the Dutch navy was almost totally incapable of protecting the Dutch merchant fleet. During the three previous wars between the English and the Dutch in the seventeenth century, freight prices did not undergo the same high percentage increase.

Another interesting aspect of Table I.29 is the sudden appearance of wheat shipments to the Iberian Peninsula and the Mediterranean at the end of the 1770's. Again the war had the greatest influence on freight prices

as the price for wheat to Barcelona rose to a high of f.100 in 1782. Further, in some charterparties, notably those quoting the lower prices in 1783, it was specified that the ship was to carry a Danish and not a Dutch flag.

Throughout the period covered by the GGR, Archangel continued to play a substantial role in shipping from Russian ports to Amsterdam, especially during the first quarter and second half of the eighteenth century. Since the average ship from Archangel was larger than those from the Baltic Russian ports and the average size of the cargo from Archangel could be quite large, each of the three variables (number of ships, cargo tonnage and shipping tonnage) presents the role of Archangel in a different light. If we measure the shipping from Archangel against Russia's Baltic shipping the greatest share that Archangel ever held was in 1781 when it accounted for 70.3% in terms of cargo tonnage. This was, of course, a war year, but in 1771 the same percentage stood at 54.6% (Table III.13). On the whole, if for the moment we imagine Archangel as a Baltic port, it would have accounted for 18.7% of the ships and 31.0% of the cargo tonnage for the period 1718 to 1724. After that Russia's Baltic trade increased while that from Archangel went into a slump, recovering slowly from 1730 to 1739. During the period from 1739 to 1743, Archangel's share in the Baltic trade would have been 11.2% of the ships, 16.7% of the cargo carried and 12.4% of the shipping tonnage.

In all categories except the number of ships Archangel's share was greater than that of St. Petersburg. During the second half of the eighteenth century, Archangel almost always accounted for one-tenth of all shipping

from Russia's Baltic and White Sea ports to Amsterdam and in many cases for more than one-fifth.

How did then the shipping from Archangel compare with that from St. Petersburg and did St. Petersburg overtake Archangel in this respect? On the whole there can be little doubt that shipping from St. Petersburg surpassed that of Archangel but this answer may not be applicable to all routes especially the one to Amsterdam. With the aid of the Galjootsgeld-registers it is possible to reach some conclusions on this matter.

First of all there are three variables by which the position of Archangel vis-à-vis St. Petersburg can be evaluated, namely the number of ships, the tonnage of cargo and the tonnage of shipping. All three have been used and the results are presented in Table III.14. For the sake of simplification, Table I.30 has been included here for it groups the data for each decade. Judging by the number of ships which sailed to Amsterdam, St. Petersburg ranks well ahead of Archangel in all but one decade, that of 1770 to 1779. According to the tonnage of shipping, St. Petersburg was more important than Archangel in only two decades, namely the 1730's and the 1740's. But if measured according to the amount of cargo that was carried to Amsterdam, Archangel ranked first during the whole period from 1720 to 1822. It was especially during the second half of the eighteenth century that Dutch trade with Archangel greatly exceeded that with St. Petersburg. In both cases the Dutch ships that sailed to ports other than Amsterdam is an unknown factor. But it is a well known fact that a substantial amount of shipping from Archangel went directly from there to the Iberian Peninsula and the Mediterranean,

TABLE I.30: A comparison of shipping from Archangel and St. Petersburg to Amsterdam from 1720-1822

(Figures are annual averages per decade. Percentages are St. Petersburg > Archangel.)

	Number of Ships			Tons of cargo carried			Tons of shipping		
Years	Arch.	St. Pete.	%	Arch.	St. Pete.	%			%
1720-1729*	22	24	8.3	7,617	4,099	-85.8	6,312	3,507	-80.0
1730-1739	20	37	45.9	7,303	6,553	-11.4	5,237	5,237	13.9
1740-1749	30	46	34.8	10,280	8,517	-20.7	7,160	7,300	1.9
1750-1759	31	38	18.4	11,760	5,832	-101.6	8,299	4,527	-83.3
1760-1761	30	32	6.3	14,673	7,148	-105.3	8,995	4,141	-117.2
1770-1779	44	37	-18.9	20,391	7,383	-176.2	12,122	4,566	-165.5
1780-1789	30	33	9.9	14,388	6,837	-110.4	8,246	3,706	-122.5
1790-1796*	21	24	12.5	9,399	4,933	-90.5	5,299	2,265	-134.0
1815-1822*	26	42	38.1	8,553	7,390	-15.7	7,365	5,944	-23.9

*Adjustments made for missing years or missing data. See Table III.14 for this information on a year by year basis.

by-passing Amsterdam altogether. Even if this number was greater for St. Petersburg than for Archangel, which seems unlikely, the fact that the Archangel ships were much larger than those which sailed from St. Petersburg and the difference in cargo tonnages so vast, one must conclude that St. Petersburg never did replace Archangel as far as the Dutch were concerned. Secondly, there are no indications that the Dutch did not continue to maintain their dominant position in Archangel throughout the eighteenth century. Thirdly, all things being equal as far as Russian trade and tariff policies were concerned, the Dutch preferred to ship their goods via Archangel than via St. Petersburg.

Footnotes — Chapter III

[1]G.A.A., N.A. 6869, pp. 29-30. Affidavit of Jan Hillebrantsz 5 January 1704. This story has been widely quoted in a variety of ways. Chulkov (Istoria, vol. 4, p. 15), J.-B. Scherer (Histoire raisonnée du commerce de la Russie, Paris, 1788, vol. 1, pp. 143-145), and Storch mentioned neither the name of the ship nor the name of the captain. Scheltema (Rusland, vol. 4, pp. 154-156), however, stated that the name of the first captain was Auke Wybes (homeport: Hindeloopen) and that "de Juffrouw Anna" was the second ship under the command of captain Jan Born who also received a gift of five hundred ducats. In the light of the affidavit of Jan Hillebrantsz and the subsequent dispute as to whether or not the shipowners should receive a share of the gift, Scheltema's story must be questioned. Neither in the letters of registry nor the GGR could an Auke Wybes be located.

In addition, all the above authors mentioned that in gratitude for the gift the captain renamed his ship "de Stadt St. Petersburg." This must also be doubted for Hillebrantsz would have said so in his affidavit. No ship by this name was found in either the letters of registry for 1705 to 1710 or in the GGR for 1705-1719. However, the award for the first ship had not been a reaction by Peter at a spur of the moment for, as early as 23 May 1703, he had written personally to the Dutch Resident, H. van der Hulst, that the first ship which arrived at Slotburg /Kronstadt/ would receive five hundred ducats, the second ship, three hundred ducats and the third, one hundred. (G.A.A., A.B.D.M. 30, Letter of H. van der Hulst, Moscow, to the States General of the Dutch Republic 23 May 1703 O.S.). Nevertheless, it appears that the Dutch merchants and shipowners were not informed of this. The notarial derogation also shows that the Dutch shipowners thought that Hillebrantsz received the award because he was the first to reach Schansternye or some other port nearby, whose name they did not know, after the conquest of this area by the Russians.

[2]Map by courtesy of the Library of the University of Amsterdam.

[3]Attman, Russian and Polish Markets, pp. 27-29.

[4]Ibid., p. 31.

[5]Scherer (Histoire, p. 143) speaks of an "heureux hasard." The fact is that any ship going to Schansternye had to sail up the Neva. If winds forced it south of the normal channel it sailed past the site chosen by Peter I for his new port (see Map 1).

(Footnotes - Chap. III)

[6]G.A.A., A.B.D.M. 31, Letter of De Bie to the Burgomasters of Amsterdam from St. Petersburg, 16 July 1714. De Bie who was the Dutch Resident in Russia wrote that "For the greater part the English have moved out of Moscow and Archangel to St. Petersburg and placed themselves and all they had under the protection of Menshikov. . . ." See also Kellenbenz, "Economic Significance," p. 574.

[7]For agreement of opinion amongst Russian, German and Swedish historians over the economic motives behind Russia's attack on Sweden and the establishment of St. Petersburg, see L.N. Nikiforov, Russisch-Englische Beziehungen unter Peter I, Weimar, 1954, pp. 8ff.; S. Svensson, "Czar Peters motiv för kriget med Sverige," Hist. Tidskr. (1931)457ff.; R. Wittram, "Peter der Grosse und Livland. Zur Kernfrage des Nordischen Krieges," in Deutschland und Europa. Festschrift für Hans Rothfels, Düsseldorf, 1951, pp. 233ff. This is also the main theme of Aström's work, From Stockholm to St. Petersburg.

[8]Chulkov, vol. IV, p. 33 and p. 466; G.A.A., A.B.D.M. 31, Letters of De Bie, St. Petersburg to the Burgomasters of Amsterdam, 14 December 1714 and 29 October 1717.

[9]G.A.A., A.B.D.M. 31, Letter of De Bie of 27 July 1714. While the Dutch were accustomed to petty bribes and favours, De Bie wrote that the burgomasters of St. Petersburg and the inspectors of customs "engage in so much chicanery that the merchants and shippers have become very dejected and discouraged."

[10]G.A.A., A.B.D.M. 31, Letters of De Bie of 16 and 23 November 1714. In these letters De Bie describes the case of the Dutch merchant, Lambert Rutgers (well-known from many Archangel charterparties) who arrived on the galley "Maria" with 13 casks (1 cask = 1138 pd.) of tobacco. Rutgers unloaded the cargo and paid the required custom dues but then was not allowed to sell these goods. The custom official who forbade Rutgers to sell the tobacco was the same person who had tried to buy the tobacco from Rutgers while it was still on the ship but at a very low price of 11 copecks per pond (while merchants at Viborg were offering 20 copecks per pond for the best and 17 copecks for tobacco of average quality). When Rutgers tried to leave with his merchandise for Viborg, he was informed by the same official that he would have to pay an export duty of 5 copecks. Finally through the intercession of Menshikov (De Bie had threatened to report this incident to the Tsar upon the latter's return to St. Petersburg), Rutgers was allowed to sell his tobacco at St. Petersburg at the going market price but only as an exception. De Bie concludes his letters with the comment that before, i.e., while Sweden

(Footnotes - Chap. III)

controlled Narva, Viborg and Schansternye, the Dutch merchants were allowed to import tobacco and Spanish salt:

> "If the present policy of prohibition of the import of these two articles is maintained it would mean that ships sailing to St. Petersburg would have to do so in ballast. . . . [This would] cause considerable loss to the shipowners in freight income especially since because of the war they carried extra armaments and crew." (In free translation.)

[11]G.A.A., A.B.D.M. 31, Letter of De Bie of 16 July 1714.

[12]Id. In a letter written 27 July 1714, De Bie focussed attention on the poor facilities for loading at St. Petersburg. An arriving ship would have to wait below Kronstadt for custom officials to inspect the cargo. Then after a wait of another couple of days, a tjalk (lighter) would come to unload some of the cargo. As the lighters often had unuseable sails and tackle, the captain was forced to use his own crew for the loading. Since the ships usually carried small crews this led to "murmuring" by the crew against the captain as they were forced to do this strenuous work in addition to their normal duties as sailors. In another letter dated 3 August 1714, De Bie wrote that, although since the time of his last letter (27 July) only one ship, a small galley named the "Anna Brigitta" had arrived at St. Petersburg, it nevertheless had taken her five to six weeks to unload and load.

[13]Id. Letter of De Bie of 10 May 1715; Algarotti, Brieven behelzende een berigt aangaande den koophandel, de scheepvaart, inkomsten en krygsmacht van Rusland, Haarling, 1770, p. 52. The English merchant Harvey in a letter written from Kronstadt 21 June 1739 O.S. stated that:

> "The water twixt St. Petersburg and Cronstadt is undeep and in one place even less than eight feet. Therefore, the Russians are forced to bring their ships to sea in the Dutch manner with a large crowd of people and machines, which is hard and costly." [Harvey was probably alluding to the water-camels.]

[14]Id. Letters of De Bie of 24 and 31 August 1716.

[15]J.J. Oddy, European Commerce Showing New and Secure Channels of Trade with the Continent of Europe, London, 1805, vol. I, p. 114; Büsching's Magazine, 2(1761)600.

(Footnotes - Chap. III)

[16]J.P. Kilburger, "Kurzer Unterricht von dem Russischen Handel wie selbiger mit aus- und eingehenden Waaren 1664 durch ganz Rusland getrieben worden," Büsching's Magazine, 3(1769)343.

[17]G.A.A., PA78/399. Manuscript copy of the Dutch version of Zeereglement voor de Russische Vloot, uitgegeven op last van Tsaar Peter den Groote, St. Petersburg, 1720. Article XXXVI describes these "douceurs" and states that the funds for them were to be drawn from the monies received from the tolls (most likely the import duties).

[18]G.A.A., PA78/25. Copy of a letter from the College of the Admiralty of St. Petersburg to the Tsarina, 19/30 August 1735.

[19]J.P. Gargon, "Historisch Berigt aangaande Hollandse Gereformeerde Kerken in Rusland," MSS. ed. by N.C. Kist in Nieuw Archief voor Kerkelijke Geschiedenis, 1(1825)1-83. Gargon served as a pastor of the Reformed Church in St. Petersburg in the latter part of the eighteenth century. The church, pastor and schoolmaster werefinanced by a levy of five rubles on each Dutch ship arriving at St. Petersburg. Since this church and other churches in Russia fell under the resort of Classis Amsterdam, a special effort was made to find records of this levy in the archives of the Classis (G.A.A., PA379, Archief van de Classis Amsterdam van de Nederlandsche Hervormde Kerk). Unfortunately, these efforts did not meet with success.

[20]G.A.A., A.B.D.M. 31, Letter of De Bie of 31 August 1716. According to the STA (Bang 1945, p. 80), only 16 ships passed through the Sound from St. Petersburg that year (see also Table V.5). It must be noted here that figures on St. Petersburg shipping as found in the works of authors such as Chulkov, Hermann, Kilburger, Storch, and others include inter-Baltic shipping and are therefore higher than the corresponding figures of shipping through the Sound. The yearly censura do not play such a great role here since most ships left St. Petersburg by the end of November/early December at the latest so as to avoid being trapped in the winter's ice. The same observation regarding shipping data applies also to other Russian ports.

[21]Storch, vol. 5, pp. 30-31.

[22]See Tables III.1.A and V.6.

(Footnotes - Chap. III)

[23]E. V. Spirodonova Ekonomicheskaia politika i ekonomicheskie vzgliadly Petra I, Moscow, 1952, pp. 216-217) thinks that at the time of Peter's death St. Petersburg had become the most important Russian port. Walter Kirchner (Collected Essays, p. 16) asserts that "by the middle of the eighteenth century the turnover at St. Petersburg was more than three times that of Riga."

[24]Storch, Supplementband, Table VII.

[25]This is reflected in the high prices paid for grains in Amsterdam at that time. Upon the arrival of the ships from Russia and the Baltic in July 1817, the price of rye dropped to f. 170 from an all-time high of f. 431 per last in June. See N. W. Posthumous, Nederlandse Prijsgeschiedenis, vol. 1, p. 22.

[26]For these and other similar tables, the ten-year annual averages are rounded off to the nearest whole number while the percentages are based on the ten year totals.

[27]Storch, Supplementband, pp. 27-28. The figures for 1761-1763 were taken from Kilburger ("Kurzer Unterricht," p. 343), and those for 1778-1786 from Herman (Statistische, p. 430).

[28]Reading, Chapter I.

[29]Kilburger, "Kurzer Unterricht," p. 334. It must be noted that the figures for Sweden are somewhat inflated. In 1759, 263 Swedish ships came in ballast to St. Petersburg where they took on provisions for the Russian army in Prussia (see Storch, vol. V, p. 204).

[30]Ibid., p. 343. For example in 1764 only 55 ships (or 4.4%) of the 1245 that visited St. Petersburg stayed there during the winter.

[31]From the STA data it is possible to calculate the tonnage of cargo but that is beyond the scope of this study.

[32]Laurie and Whittle, New Survey of the Baltic and Gulf of Finland. The charts were based on the Hydrographic Survey of the Baltic or East Sea with the Gulf of Finland made by order of Gustavus III, King of Sweden under the direction of Vice-Admiral Nordenankar, Stockholm, 1788 and 1789 with several additions from the Draughts, Journals, etc. of British Navigators, 1796. [London], 1801. Courtesy of the Department of Rare Books and Special Collections, McGill University Libraries.

(Footnotes - Chap. III)

[33]Posthumous, Prijsgeschiedenis, vol. I, Tables 5, 104, 130 and 214. The rise of prices was not confined to Holland alone. (See the "Index of Prices since 1661" prepared by The Economist and reprinted in the Montreal Star of 11 April 1975, p. B-6.

[34]Storch, vol. V, p. 187.

[35]This can be shown by calculating the correlation coefficients for each pair of ports for every ten years. Both negative and positive correlations between St. Petersburg and other ports were observed depending on the ten-year period which was analyzed. For any of this or further statistical analysis to be meaningful, the supply and demand of each commodity and its price will have to be investigated.

[36]Storch, Supplementband, Table 10.B.

[37]G.A.A., A.B.D.M. 31, Letters of 17 and 24 May 1738 by M. de Swart from St. Petersburg to the Burgomasters of Amsterdam. Swart was the Secretary to the Dutch Resident at the Russian Court since 1720. In a letter written 3 April 1756 he asked to be allowed to return home. Swart served in Russia for such a long time that although a secretary, he was called "Minister Swart" or "Envoyé Extraordinaire et Ministre Plénipotentiaire" at the Russian Court.

[38]G.A.A., A.B.D.M. 31, Copy of an order of Empress Elizabeth regarding timber exports 9 July 1754 O.S.

[39]On the role played by iron as cargo and ballast, see M.K.G. Hildebrand, "Exportation du fer et navigation en Baltique, un problème de l'histoire économique de la Suède et de la Russie au XVIII[e] siècle," Le Navire et l'Economie Maritime du XV[e] au XVIII[e] siècles, 3 (1960) 117-118.

[40]G.A.A., A.B.D.M. 31, Letter of 3 July 1716 by De Bie, St. Petersburg to the Burgomasters of Amsterdam. De Bie wrote that more than 300 vessels had recently arrived at St. Petersburg via the Ladoga Sea. They carried all sorts of provisions for the city and about 60,000 puds of hemp and flax.

[41]Algarotti, p. 68. In a letter sent to London from St. Petersburg on 25 June 1739 O.S., the English merchant Harvey wrote: "One sees very few Dutch in St. Petersburg as they carry most of their trade at Narva and Riga."

(Footnotes - Chap. III)

[42]This freight price was quoted in St. Petersburg in August 1759 (G.A.A., PA88/1327). Letter of 5 August 1759 by Pieter Gottlieb Keyser, St. Petersburg, to J.I. de Neufville, Amsterdam.

[43]This lower freight price was quoted in St. Petersburg in September 1760 (G.A.A., PA88/1327). Letter 26 September 1760 by Van Brouwe and Brugge to J.I. de Neufville. In another letter written by Jan Bartels on 30 August 1760 mention was made of a very depressed freight market. Ships were leaving St. Petersburg in ballast to seek cargo elsewhere.

[44]This view is shared by Soviet historians. Professor V.V. Doroshenko of Riga made this observation in a review of a paper presented by the author to the C.H.A. in Edmonton, 6 June 1975. (Kratkii otzyv na dissertatsiiu Dzh. Knoppersa "Kvantitativnoe issledovanie gollandskogo sudokhodstva iz Rossii v XVIII veke," predstavlenmuiu Kanadskoi Istoricheskoi Assotsiatsii v Edmontone 7. 06. 1975, Riga, 20 May, 1975.)

[45]For example, Storch who presented a table on the four most important ports of Russia listed St. Petersburg, Riga, Archangel and Reval. (Supplementband, Table VII.A.) One of the few books on the history of Narva was written in 1853 by H.J. Hansen, Geschichten der Stadt Narva, Dorpat, 1853.

[46]The most common unit was a shock of 60 pieces.

[47]R.G. Albion, Forests and Seapower; the Timber Problem of the Royal Navy (Harvard Economic Studies, 29), Cambridge, 1926, especially Chapter 4; R.W. Bamford, Forests and French Seapower 1660-1789, Toronto, 1956. On Baltic timber trade, see also Gideonse, pp. 112 ff.

[48]Figures on timber exports through the Sound were taken from Unger, "Publikatie voltooid," Appendices XI - XIII.

[49]S.C. van Kampen, De Rotterdamse Particuliere Scheepsbouw in de tijd van de Republiek, published Ph.D. dissertation, University of Rotterdam, 1953, pp. 138-139.

[50]J.S. Bartstra, Vlootherstel en Legeraugmentatie 1770-1780, published Ph.D. dissertation, University of Leiden, 1952, pp. 223-224.

[51]Aström, From Stockholm, p. 24.

(Footnotes - Chap. III)

[52]G.A.A., A.B.D.M. 31, Copy of Orders of the Russian Senate in the name of Empress Elizabeth, St. Petersburg, 7 March 1756 O.S. All export of timber was forbidden, but the 113,462 beams already contracted for and the 38,401 trees which still had to be cut were allowed to be exported. In 1754 there were already strong rumours that the timber trade from Narva would be stopped as well as that from Pernau, Riga, Viborg and Frederikshamn. (G.A.A., A.B.D.M. 31, Letter of 25 February 1755 by Swart from St. Petersburg to the Burgomasters of Amsterdam.)

The number of ships was taken from Table II.1. Since four of the ships listed in the GGR as arriving in 1756 were listed during the months of January through April, we must assume that they left Narva the previous year, raising the total for 1755 to 90 and reducing that for 1756 to 1.

[53]Ibid. Letter of 16 January 1761 by D. Meinertshagen (the Dutch Resident at the Russian Court) to the Burgomasters of Amsterdam. The exports of timber from Narva were to be restricted to sixty shiploads but no restrictions were placed on the size of the ship or the number of pieces.

[54]Ibid. Letter of 27 March 1756 by Swart from St. Petersburg to the Burgomasters of Amsterdam. Swart wrote that:

> "... there can be no doubt about the fact that the forests of the Neva have been denuded due to large exploitation and lack of management has had a great influence on the ban and even if there was no ban trade would be limited because of the devastation of the forests." (In free translation.)

[55]Storch, Supplementband, p. 40 and Table X.E.1.

[56]Ibid., Table X.E.1.

[57]G.A.A., N.A. 10858/521, 24 May 1771.

[58]For example, see G.A.A., N.A. 10893/201, 12 April 1779 and N.A. 15773/1322, 27 July 1784.

[59]For various aspects of the history of Riga and its economic development prior to the eighteenth century, see V.V. Doroshenko, "Export Rygi na zachod w okresie przynaleznosci do Rzeczypospolitej (1562-1620)," Zapiski Historyczne, 31(1966)7-44; E. Dunsdorfs, "Riga Grain Trade in the Seventeenth Century," Baltic and Scandinavian Countries, 3(1937)5:26-35; G. Jensch, Der Handel Rigas im 17 Jahrhundert. Ein Beitrag zur

(Footnotes - Chap. III)

livländischen Wirtschaftsgeschichte in swedischen Zeit, Riga, 1913; E. Dunsdorfs, Der Aussenhandel Rigas im 17. Jahrhundert, Riga, 1938; A. Soom, Der Handel Revals im 17 Jahrhundert, Wiesbaden, 1969; and M.J. Zoutis, "Riga dans la commerce maritime en Baltique aux XVII^{e} siècle," La Navire et L'Economique Maritime du Nord de l'Europe du Moyen Age aux XVIII^{e} siècle, 3(1960)81-92.

[60]Dunsdorf, Aussenhandel, p. 457; V.V. Doroshenko, "Tseni," p. 73.

[61]For a definition of Riga's 'official' hinterland and that of the other Russian Baltic ports, c. 1724-1735, see G.A.A., PA78/27, which contains a translation in Dutch of the Ukas of 20 September 1735 O.S. A later description can be found in a letter of Swart of 1 April 1768 which contains a printed copy in Dutch of "Handelsverordering der Stadt Riga, December 1765 "(G.A.A., A.B.D.M. 31). These new trade and tariff regulations had been drawn up by the Russian Senate at the command of Catherine II. See also Udo Handrach, Der Handel der Stadt Riga im 18. Jahrhundert, published Ph.D. dissertation, Landesuniversität, Jena, 1913.

[62]For example, in a letter of 20 January 1787 sent by Frantz and Krüger from Riga to Quinrijn Brantsz and Sons in Amsterdam (G.A.A., PA88/505), there was enclosed a list of goods exported from Riga in 1786 of which the main commodities were:

hemp	52,296 shpd.	wheat	546 lasts
flax	69,042 shpd.	rye	6,575 lasts
hemp and flax seeds	139,088 barrels	peas	2,307 lasts

In other words, Riga exported about 20,000 lasts of flax and hemp plus half that amount in seeds versus a little over 7,000 lasts of grains. (A last of hemp was about twice as expensive as a last of rye.)

[63]Handrach, pp. 29ff.

[64]See footnote 61 above.

[65]Handrach, p. 31.

[66]G.A.A., A.B. 4, Missiven van Riga, 17 October 1774.

[67]Reading, pp. 306ff.

[68]See footnote 32 above.

(Footnotes - Chap. III)

[69]G.A.A., PA78/396; PA78/416 Letter of 20 August 1731 by Swart, St. Petersburg, to the Burgomasters of Amsterdam.

[70]See footnote 32 above.

[71]R.A.G., Archief Staten Generaal 8734, No. 38 Bijlage; J. Rousset, Supplement au Corps Universel diplomatique du droit des gens contenant un recueil des traitez, Amsterdam, 1732, vol. 2, pp. 536 ff.

[72]Rigasche Stadtsblatter, 1811, p. 171, as quoted in Jensch, p. 103, footnote 3.

[73]G.A.A., PA88/1288, Heinrich Meyer Jacobsz, Riga to J.I. de Neufville, Amsterdam, on 2/13 October 1743.

[74]R.A.G., Archief Adm., Verzameling Bisdom 241, fols. 81-83.

[75]The number of captains from Schleswig-Holstein on ships sailing from Riga to England/Scotland totalled 27 in 1747, 29 in 1748, 48 in 1749, 57 in 1750 and 52 in 1751.

[76]Jensch, p. 88, footnote 1. In 1688 the Riga town council wrote that the number of English ships to Riga was increasing but these ships were very small and badly built so that one Dutch ship equalled three or four English ships and almost all the English ships arrived in ballast. No doubt the situation improved for the English during the eighteenth century.

[77]Storch, Supplementband, Table VII.A.

[78]Ibid., Table VII.B. Out of the average 2,324 ships which visited Russia's Baltic ports annually from 1793 to 1797, 826 or 35.5% went to Riga. From 1761 to 1763 the percentage had been 53.8% or 319 out of an annual average of 593 ships.

[79]G.A.A., PA88/1288, Wilhelm Grote, Riga, to J.I. de Neufville, Amsterdam, on 23 February 1755.

[80]Ibid., 25 March, 1755.

[81]G.A.A., PA88/505, Blankenhagen & Comp., Riga, to Quinrijn Brantsz & Zoon, Amsterdam, on 5 May 1780.

(Footnotes - Chap. III)

[82]Ibid., 8 May 1784.

[83]Ibid., 21 May 1785.

[84]Ibid., 24 April 1787.

[85]S.-E. Aström, "Holländischer Holzhandel am Finnischen Meerbusen um 1700," paper presented at the Sixth International Congress on Economic History, Copenhagen, 1974, Table 1.

[86]See footnote 32 above.

[87]G.A.A., PA6/80, Letter of 25 February 1741 by Swart, St. Petersburg, to the Grand Pensionary, 's Gravenhage.

[88]S.-E. Aström, "English Timber Imports from Northern Europe in the Eighteenth Century," Sc.Ec.H.R., 18(1970)1:23-26.

[89]Aulis J. Alanen, Der Aussenhandel und die Schiffahrt Finnlands im 18. Jahrhundert (Annales Academiae Scientiarum Fennicae, Ser. B, Nr. 103), Helsinki, 1957, p. 109. Despite its title this work covers only the trade of the Swedish part of Finland.

[90]H.K. von Boerries, Die Handels- und Schiffahrtsbeziehungen zwischen Lübeck und Finland, Jena, 1923, pp. 93-95.

[91]Aström, "English Timber," Appendix A.

[92]Boerries, p. 100.

[93]"Handel der Stadt Wyburg," Büsching's Magazine, 9(1775)229-252.

[94]Storch, Supplementband, pp. 29-30.

[95]Hermann, p. 434.

[96]See Appendix A for a definition of the term "Estonia" as it has been used in this study in connection with the data derived from the GGR and STA.

(Footnotes - Chap. III)

[97]V.V. Doroshenko, J. Kahk, H. Ligi et al., Trade and Agrarian Development in the Baltic Provinces 15th-19th Centuries, Tallinn, 1974, preprint, pp. 1-11; G. Mickwitz, Aus Revaler Handelsbüchern. Zur Technik des Ostseehandels in der ersten Hälfte des 16. Jahrhunderts (Societas Scientiarum Fennica. Commentationes Humarum Litterarum Ser. Ix, 8), Helsingfors, 1938, Tables I-IV.

[98]Soom, Der Handel Revals, p. 27.

[99]See footnote 32 above.

[100]A.R.A. Archief stadhouderlijke Secretariat No. 110, Letter of 6 May 1766 by Swart, St. Petersburg, to the Grand Pensionary, 's Gravenhage.

[101]Storch, vol. VI, p. 353.

[102]Posthumus, Prijsgeschiedenis, pp. 2-3 and 8. The average price of wheat stood at f.131 in 1739. In 1740 it rose to f.308 declining to f.240 in 1741 and reaching a more normal price of f.145 in 1742. Similarly rye which stood at f.95 in 1739 went up to f.227 1/2 by December of 1740 and dropped to an average of f.175 in 1741. By 1743 the price of rye stood again at f.91 per last.

[103]Idem. The following average yearly prices for wheat were quoted in Amsterdam from 1765 to 1777:

1765- f.170	1770- f.171	1775- f.233
1766- f.194	1771- f.218	1776- f.196
1767- f.203	1772- f.241	1777- f.169
1768- f.238	1773- f.232	
1769- f.198	1774- f.221	

[104]Storch, Supplementband, Table VII.A and B.

[105]Aström, "English Timber," p. 27.

[106]Roland Seeberg-Elverfeldt, Revaler Regesten. Beziehungen Niederländischer und Scandinavischer Städte zu Reval in den Jahren 1500-1795 (Veröffentlichungen der Niedersächsischen Archivverwaltung, 26), Göttingen, 1966, Act No. 260, p. 119.

[107]J. Kulischer, Russische Wirtschaftsgeschichte, Jena, 1925, p. 321; see also Arne Öhberg, "Russia and the World Market in the 17th Century: a discussion of the connection between prices and trade routes," Sc.Ec.H.R., 3(1955):123-162.

(Footnotes - Chap. III)

[108]Hart, "Amsterdam Shipping," pp. 26-27; Kellenbenz, "Economic Significance," pp. 551-552; Lubimenko, "Struggle of the Dutch," pp. 49-51.

[109]On the gosti see Erik Amburger, "Zur Geschichte des Grosshandels in Russland: die gosti," Vierteljahrschrift für Sozial- und Wirtschaftsgeschichte, 46(1959), 248-261.

[110]Gargon, "Historisch beright," passim. The names of places are of those visited by the Dutch protestant minister to celebrate communion, baptize children and perform marriage ceremonies. Most of these places, especially Vologda and Moscow were frequently mentioned in the commercial correspondence.

[111]P.J. Marperger, Moscowitischer Kaufman, Lubeck, 1723, p. 217; Royal Library, Copenhagen, Mémoire touchant le Negoce et la Navigation de Hollandois, Amsterdam, 1699; Kellenbenz, "Economic Significance," pp. 568, 571, 577 and 578. Descriptions of the products imported and exported via Archangel can also be found in Jean Pierre Ricard, Le Négoce d'Amsterdam, 3rd ed., Amsterdam, 1723, pp. 428-432 and in Isaac le Long, De Koophandel van Amsterdam, 3rd ed., vol. I, Amsterdam, 1719, pp. 181-205, 6th ed., Vol. II, Amsterdam, 1744, pp. 181-220, the 8th ed., Vol. II, Amsterdam, 1763, pp. 191-220 and the 9th ed. Vol. II, Amsterdam, 1780, pp. 357-437. Each edition also gives a short summary of Dutch trade with Archangel up to the date of the edition. A definition of Archangel's "official" hinterland can be found in the Ukas of 20 September, 1735 O.S., a Dutch translation of which was located in G.A.A., PA78/24.

[112]Documents on this trade can be found in Jan Kupp, Collection of Dutch Documents Relating to the North-American Fur Trade and Cod Fisheries, vols. 7-15, Public Archives of Canada, Ottawa.

[113]William Tooke, Views of the Russian Empire during the Reign of Catherine the Second and to the Close of the Present Century, London, 1799, p. 567; William Coxe, Travels into Poland, Russia, Sweden and Denmark, London, 1785, p. 235; Alfred W. Crossby Jr., America, Russia, Hemp and Napoleon. American Trade with Russia and the Baltic, 1783-1812, Ohio State University Press, 1965, p. 6. For the Russian fur trade see R.H. Fisher, The Russian Fur Trade, 1550-1700, Berkeley, 1943 and E.G. Rich, "Russia and the Colonial Fur Trade," Ec.H.R., 2nd ser., 7(1954)3:307-328.

[114]Storch, Supplementband, Table VII.A, p. 27.

[115]G.A.A., PA88/984. Letter of 31 December 1713 from Hendrick Swellengrebel, Archangel, to David Leeuw, Amsterdam.

(Footnotes - Chap. III)

[116]Ibid. Letter of 19 November 1713.

[117]G.A.A., PA78/397. Letter of 7 February 1714 by Prince Kurakin to the States General.

[118]G.A.A., A.B.D.M. 31, Letter of 3 March 1718 by de Bie to the Burgomasters of Amsterdam; Scherer, Histoire, vol. I, p. 149.

[119]G.A.A., PA6/73 and PA78/40. Copies of the ukas to this effect issued at St. Petersburg 9/20 January 1727; Amsterdamse Courant, 8 March 1727, contains a printed letter of Prince Golofkin explaining the ukas. Storch, vol. IV, p. 177.

[120]Scherer, Histoire, vol. I, p. 172.

[121]Hart, "Amsterdam Shipping," p. 10.

[122]L.H. van Eeghen, Onze handel op Archangel in het begin der 18e eeuw (Scriptie 106, Economisch-Historisch Institute), unpub. typed MS., University of Amsterdam, 1936, passim; Scheltema, Rusland, vol. I, pp. 284-286. For the economic relations between the Archangel iarmarka and the rest of Russia at the beginning of the eighteenth century, consult P.I. Kozintseva, "Vneshnetorgovii oborot Archangelogorodskoi iarmarki i ee rol v razvitii vserossiiskogo rynka," Issledovaniia po istorii feodalno-krepostnicheskoi Rossii(AkademiiaNauk SSSR), Moscow, 1964, pp. 116-162.

[123]Eeghen, Onze Handel, pp. 10ff.

[124]G.A.A., PA/988. Letter of 12 March 1719 by Tobias Puytelingh, Archangel, to David Leeuw, Amsterdam; PA6/66, Letter of 29 April/10 May 1715 by the Dutch merchants in Moscow to the D.M.H.

[125]G.A.A., PA88/989. Letter of 10 April 1712 by Jan Leeuw, Amsterdam, to Tobias Puytelingh,Archangel.

[126]Ibid. Letters of 9 January and 6 May 1718 by Tobias Puytelingh, Archangel, to David Leeuw, Amsterdam. For a discussion of international payment mechanisms and the settlement of the English trade balances with the Baltic and Russia, see the articles by Jacob M. Price ("Multilateralism and/or Bilateralism: the Settlement of British Trade Balances with 'the North,' c. 1700," Ec.H.R., 2nd ser., 14(1961)2:254-274) and by J. Sperling ("The International Payments Mechanism in the Seventeenth and Eighteenth Centuries," Ec.H.R., 2nd ser., 14(1962)3:446-468).

(Footnotes - Chap. III)

[127]G.A.A., PA6/66, 1715.

[128]A.R.A., Archief Staten Generaal 8734, Bijlage 27, "Representatie der uitheemsche Kooplieden te Archangel aan de Hooge aangestelde Commissie over de Commercie," Archangel [?] May 1713.

[129]Storch, Supplementband, Table VII.A and B, pp. 25-27.

[130]Marperger, p. 217. See also Oddy, European Commerce, pp. 94-95.

[131]Marbeault, A., Essai sur le commerce de Russie avec l'histoire de ses découvertes, Amsterdam, 1777, p. 133.

[132]Peter von Haven, "Nachrichten von dem russischen Reich," Büsching's Magazine, 10(1776)308-313.

[133]H.E. Ronomois, Russia's Foreign Trade and the Baltic Sea, London, 1946, pp. 11-14 and Table 2.

[134]G.A.A., A.B.D.M. 31, Letters of 25 February 1755 and 27 March 1756 by Swart, St. Petersburg, to the Burgomasters of Amsterdam.

[135]G.A.A., PA78/9, fol. 24, 4 May 1756.

[136]Kellenbenz, "Economic Significance," p. 573. There are some indications that Archangel may even have had certain trade advantages over St. Petersburg as early as 1731. A copy of the Tarif portoboi 1731 goda enclosed in a letter sent by the Dutch resident, Daniel de Dieu from Moscow (G.A.A., A.B.D.M. 31, 20 August 1731) to the Burgomasters of Amsterdam has as Appendix B a list of the tolls paid on the export of masts at both Archangel and St. Petersburg. Surprisingly, the tolls at Archangel were about one-third less than those at St. Petersburg. Similarly, in a letter sent by Swart to the Burgomasters, there was enclosed a list of calculations of the export duties on various grains from Riga, Arensburg, Hapsal, Reval and Archangel. The actual tariffs at Archangel were about two-thirds of those paid at Riga. (G.A.A., A.B.D.M. 31, 30 October, 1731).

[137]G.A.A., PA6/88. Letter of 23 February 1740 by Swart, St. Petersburg, to the D.M.H.

[138]Alanen, Aussenhandel, pp. 409ff.; Posthumous, Prijsgeschiedenis, vol. I, Tables for tar, rye and wheat.

(Footnotes - Chap. III)

[139]Mémoire Touchant, pp. 4-6; Koopman, vol. IV, 1773, p. 271.

[140]Hart, "Amsterdam Shipping," pp. 6-12.

CHAPTER IV

SHIPPING AND TRADE IN THE BALTIC-EUROPEAN CONTEXT

Shipping from Russia's Baltic ports tripled between the 1720's and the 1770's.[1] While this rate of growth of shipping from Russia was greater than that for shipping from the entire Baltic, Russia's share of Baltic shipping increased only marginally. During the same period the number of ships that sailed from the Baltic to Holland also increased by 30%. But this branch of shipping grew at a much slower rate than that of the whole Baltic with the result that Holland's share in shipping from the Baltic declined from about one-half to less than one-quarter. The Sound Toll data illustrate these developments.[2]

Shipping through the Sound from the Baltic and Russia to Holland and to Amsterdam.
(average annual number of ships)

Years	From the Baltic	From Russia	To Holland	To Amsterdam acc. to the GGR	
1710-1719	816	-	416(50.9%)*		
1720-1729	1,782	404(22.7%)*	860(48.3%)	698(48.3%)*	(81.1%)**
1730-1739	2,146	668(31.1%)	1,015(47.3%)	777(36.2%)	(76.5%)
1740-1749	2,129	672(31.6%)	912(43.3%)	730(34.3%)	(79.2%)
1750-1759	2,637	766(29.0%)	960(36.4%)	692(26.2%)	(72.1%)
1760-1769	3,104	831(26.8%)	980(31.6%)	726(23.4%)	(74.1%)
1770-1779	4,008	1,237(30.9%)	1,122(24.1%)	765(19.1%)	(68.2%)
1780-1783	4,624	1,115(24.1%)	981(21.2%)	611(13.2%)	(62.3%)
1784-1785	-	-	1,127	591	(52.4%)
1794-1797	10,074	-	-	734(7.3%)	
1803-1807	9,425	-	-	708(7.5%)	

* Percentage of ships from the Baltic.

** Percentage of ships to Holland adjusted for missing or incomplete data for 1775 and 1795.

The number of ships from the Baltic both to Amsterdam and other ports of Holland remained relatively the same during the eighteenth century despite yearly fluctuations. Yet, at the same time, according to the GGR, Amsterdam's share of shipping to Holland decreased from 81.1% in the 1720's to 52.4% for 1784 and 1785. Since the GGR pertain to ships that were Dutch owned/controlled, this percentage decrease does not necessarily mean that fewer ships from the Baltic visited Amsterdam. It could mean simply that more of the ships that sailed from the Baltic to Amsterdam were foreign owned/controlled.

On the other hand, the Zeetijdingen show that an increasing number of vessels sailed from Russian ports to Rotterdam during the last quarter of the eighteenth and first quarter of the nineteenth centuries. Compared with shipping from Russia to Amsterdam, Rotterdam played an increasingly greater role.[3] As a matter of fact, it seems that following the Napoleonic Wars, Rotterdam became the primary port for shipping from Russia to Holland.

Shipping from Russian ports to Amsterdam and Rotterdam
(average annual number of ships)

Years	Total number of ships from these two ports	To Amsterdam according to the GGR	To Rotterdam according to the Zeetijdingen	
1778-1779	305	245(80.3%)*	60(19.7%)*	(24.5%)**
1780-1789	267	220(82.4%)	47(17.6%)	(21.3%)
1790-1799	255	147(57.6%)	108(42.4%)	(73.4%)
1800-1807	421	300(71.3%)	121(28.7%)	(40.3%)
1815-1822	409	186(45.5%)	223(54.5%)	(119.9%)

* Percentage of total number of ships from both ports.
** Percentage Rotterdam is of Amsterdam.

Whether the same assumption applies to shipping from the whole Baltic region remains to be seen. There can be no doubt, however, that Amsterdam's portion of Dutch trade with the Baltic and Russia declined quite noticeably by the end of the eighteenth century. During the years 1724 and 1725 Amsterdam accounted for 96.7% of all the ships that sailed from the Baltic to Holland. By 1784/1785 this percentage had dropped to 67.3%.[4] The rapid decline of shipping from Russia to Amsterdam during the period of the French Revolution as reflected in the GGR was no longer as representative of commerce between Russia and Holland as it was at the beginning of the eighteenth century. For if one adds the number of ships that arrived at Rotterdam from Russia to those that went to Amsterdam for the years 1815 to 1822, the annual average number of ships is 409 which compares quite favourably with the peak period of the 1730's when an average of 407 ships sailed each year from Russia to Holland according to the Sound Toll data. Certainly the role of Rotterdam in Russian and Baltic shipping warrants further investigation.

An insight into the relative importance of shipping from the Baltic and Russia to Amsterdam can be gained by comparing two sets of figures. On the one hand, there are figures on the total turnover of shipping at Amsterdam for the years 1662 to 1747 and 1778 to 1805 provided by Dutch historians on the basis of various sources, and, on the other hand, there are those found in the Sound Toll Accounts and the Galjootsgeldregisters.[5]

Shipping through the Sound to Holland compared with ship arrivals at Amsterdam
(average annual number of ships)

Years	Ship arrivals at Amsterdam	Baltic shipping to Holland	Shipping from the Baltic to Amsterdam acc. to the GGR
1670-1679	2,470	549(22.1%)	-
1680-1689	3,070	916(29.8%)	-
1690-1699	3,371	644(19.0%)	-
1700-1709	3,119	393(12.6%)	-
1710-1719	2,898	416(14.4%)	-
1720-1729	2,126	860(40.5%)	698(32.8%)
1730-1739	2,672	1,015(38.0%)	777(29.1%)
1740-1747	2,290	939(40.9%)	738(32.2%)
1778-1783	2,331	1,032(44.3%)	607(26.0%)
1780-1789	2,407	-	567(23.6%)
1790-1799	2,461	-	583(23.7%)
1801-1805	2,760	-	378(13.7%)

Shipping through the Sound from Russian ports compared with ship arrivals at Amsterdam.
(average annual number of ships)

Years	Ship arrivals at Amsterdam	Shipping from Russia to Holland	Shipping from Russia to Amsterdam according to the GGR[6]
1720-1729	2,126	252(11.9%)	217(10.0%)
1730-1739	2,672	407(15.2%)	322(12.1%)
1740-1747	2,290	435(19.0%)	250(10.9%)
1778-1783	2,331	305(13.1%)	207(8.9%)
1780-1789	2,407	-	206(8.6%)
1790-1799	2,461	-	167(6.8%)
1801-1805	2,760	-	150(5.4%)

The two tables above assume that all vessels sailing from the Baltic and Russia to Holland went to Amsterdam. This assumption can be considered valid within a small margin of error for the end of the seventeenth and the beginning of the eighteenth centuries, but the situation changed during the second half of the eighteenth century. According to our com-

parison of the STA and GGR for 1724 and 1725, Amsterdam was the port of destination for 96.7% of all the ships that sailed from the Baltic to Holland and 97.8% for those that sailed from Russia. Sixty years later, in the years 1784 and 1785, these percentages dropped to 67.3% and 67.6% respectively.[7] If we reduce the average yearly figures for the years 1778 to 1783 in the two preceding tables accordingly, shipping from the Baltic to Amsterdam would account for just 29.8% of the annual shipping turnover at Amsterdam. Similarly, the ships which arrived at Amsterdam from Russia would have accounted for only 8.8% instead of 13.1%.[8] Seen in this light and also on the basis of the GGR figures there can be no doubt that shipping from the Baltic and from Russia to Amsterdam declined in importance, especially during the last quarter of the eighteenth century. Since the GGR have been shown to understate the total volume of this shipping and, on the other hand, the STA data available at present overstates the role of shipping to Amsterdam since not all ships that were destined for Holland went to Amsterdam, it is possible to look at the STA figures as representing the upper limits and the GGR as giving the lower limits of the importance of Baltic and Russian shipping to Amsterdam. If the ships that sailed from Archangel, Viborg and Frederikshamn are added to those which sailed to Amsterdam from Russia's other Baltic ports, the total number of ships from Russia and the percentages these represent of all ship arrivals at Amsterdam would be:

1720-1729	333(9.5%)
1730-1739	383(14.3%)
1740-1747	370(18.2%)
1778-1779	283(10.8%)
1780-1789	249(10.3%)
1790-1794	251(9.6%)

Thus for shipping from all the Russian ports to Amsterdam the peak period, both absolutely and relatively, was from the 1730's to the 1740's. Shipping from the Baltic as a whole, however, followed a different pattern. From the time of the Nine Years' War through the Northern War shipping from the Baltic accounted for less than one-fifth of shipping to Amsterdam. During the following three decades this doubled to two-fifths. At the end of the 1770's vessels arriving at Amsterdam from the Baltic represented about 29.3% of all ships calling at this port. And if the GGR is used as a basis for measuring subsequent developments during the beginning of the nineteenth century, shipping from the Baltic accounted for no more than one-seventh to one-sixth of the total shipping turnover at Amsterdam, while Russia's share in this lay somewhere between one-eighteenth to one-fifteenth.

TABLE I.31 INDEX OF SHIPPING FROM RUSSIAN (BALTIC PORTS) TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	39	46	34	38
172-	58	60	67	55	81	119	116	91	105	82
173-	127	135	125	119	137	106	104	116	153	124
174-	152	150	125	129	107	99	87	91	85	97
175-	95	82	93	92	98	72	56	58	67	83
176-	74	83	83	86	89	79	99	69	90	106
177-	79	63	110	100	112	-	81	88	94	80
178-	81	37	80	95	92	81	74	82	75	86
179-	93	-	79	67	84	-	92	65	48	3
180-	22	20	86	67	32	69	24	11	-	-
181-	-	-	-	-	-	55	77	205	34	44
182-	46	46	22	-	31	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4

According to the index figures on shipping from Russia's Baltic ports to Amsterdam, there were only five occasions after 1744 when this shipping equalled or surpassed the index level of 1724/1725 (Table I.31). Both Table II.1 and Graphs II.1 and II.4 as well as the above index indicate clearly that from 1730 to 1744, shipping from Russia to Amsterdam reached a level which was never again achieved during the remainder of the eighteenth and first quarter of the nineteenth centuries. Seen as a percentage of Baltic shipping to Amsterdam Russia's peak period was also the 1730's and 1740's with one addition, namely, the decade of the 1780's. From the last decade of the eighteenth century onwards Russia's share of shipping from the Baltic was lower than that of the preceding years.

Shipping from the Baltic and Russia to Amsterdam according to the Galjootsgeldregisters.

(average number of ships per year. Index = 1724 + 1725 /2.)

Years	From the Baltic	Index	From Russia	Index
1720-1729	698	92	235(33.7%)	84
1730-1739	777	102	350(45.1%)	125
1740-1749	730	96	315(43.1%)	112
1750-1759	692	91	224(32.4%)	86
1760-1769	726	96	241(33.2%)	86
1770-1779	765	101	252(32.9%)	90
1780-1789	587	77	269(45.8%)	95
1790-1799	620	82	183(29.5%)	65
1800-1807	536	71	117(21.8%)	42
1815-1824	634	83	171(27.0%)	61

In terms of the overall development of shipping from Russia to Western Europe and Holland by captains having a Dutch homeport, several observations can be made on the data derived from the Sound Toll Accounts. First of all, the number of all ships which sailed from Russia, including those under the command of Dutch captains, increased, but the number of Dutch captains who went to Holland did not.

Shipping from Russia by captains having a Dutch homeport
(average number of ships per year)

Years	From Russia	From Russia with Dutch captains	From Russia to Holland with Dutch captains	
1716-1719	148	91(61.5%)*	87(58.8%)*	(95.6%)**
1720-1729	404	245(60.6%)	241(59.7%)	(98.4%)
1730-1739	668	398(59.6%)	388(58.1%)	(97.5%)
1740-1749	672	359(53.4%)	330(49.1%)	(91.9%)
1750-1759	766	333(43.5%)	267(34.9%)	(80.1%)
1760-1769	831	361(43.4%)	283(34.1%)	(78.4%)
1770-1779	1,237	457(36.9%)	338(27.3%)	(74.0%)
1780-1783	1,115	117(10.5%)	95(8.5%)	(81.2%)

* Percentage of ships from Russia.
**Percentage of ships from Russia with Dutch captains.

Secondly, the number of ships from Russia tripled between the 1720's and the 1770's but the number of ships under Dutch captains just doubled. Thus, Dutch captains accounted for a smaller though still major share of all shipping from Russia through the Sound. And thirdly, an increasing number of Dutch captains sailed from Russia but by-passed Holland as a port of destination. During the 1770's over one-quarter of the Dutch captains did so. Finally, with the advent of the Fourth Anglo-Dutch War, the majority of Dutch captains were forced to seek refuge under a neutral flag, a procedure which was repeated during the French Revolutionary Wars. Consequently, the homeport of the captain can no longer be used as an indicator of the maritime commercial strength of a nation or port.[9]

TABLE I.32 INDEX OF TONNAGE OF SHIPPING FROM RUSSIAN (BALTIC PORTS) TO AMSTERDAM, 1715-1825. (1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	31	41	33	36
172-	61	63	73	56	80	120	111	87	97	82
173-	124	133	137	133	146	117	110	124	164	129
174-	137	136	123	147	104	112	92	90	87	103
175-	104	95	97	98	103	80	52	55	68	93
176-	78	82	85	87	99	91	111	71	94	112
177-	89	57	101	97	111	-	90	98	95	83
178-	87	22	56	91	94	94	95	97	88	101
179-	100	-	96	46	89	-	54	52	26	2
180-	15	12	72	40	17	38	14	4	-	-
181-	-	-	-	-	-	32	50	167	34	36
182-	42	38	22	-	27	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4

The index of tonnage of shipping from Russia to Amsterdam exhibits a similar pattern (Table I.32). Due to a change in 1764 of the amount of galjootsgeld levied on the lasts of cargo by the D.O.H., it was possible to find information for the years 1764 to 1825 on the total tonnage of cargo carried as well as the total tonnage of shipping from the Baltic (Table IV.14).

Total tonnage of shipping from the Baltic and Russia to Amsterdam.
(average number of tons per year. Index = 1724 + 1725 /2.)

Years	From the Baltic	Index	From Russia	Index
1724-1725	127,477	100	59,525(46.7%)	100
1764-1769	114,093	90	57,273(44.9%)	96
1770-1779	104,403	82	48,785(38.3%)	82
1780-1789	89,984	71	49,079(38.5%)	82
1790-1799	59,897	47	34,549(27.1%)	58
1800-1807	43,677	34	15,732(12.3%)	26
1815-1824	70,270	55	28,667(22.5%)	48

The tonnage of shipping from the Baltic and from Russia saw an absolute decline in the second half of the eighteenth century. Relatively, Russia's

share of Baltic shipping tonnage declined even more. During the first years of the nineteenth century shipping tonnage from Russia's Baltic ports represented just one-eighth of the tonnage from all the Baltic ports and, although this portion increased to almost one-quarter during the post-Napoleonic period, it was still much smaller than what it had been during the eighteenth century. The index level of 1724/1725 was not attained during any decade between 1764 and 1825 by either the shipping tonnage from the entire Baltic or just from Russia. Instead, there was an almost continuous decline.

TABLE I.33 INDEX OF TONNAGE OF CARGO CARRIED FROM RUSSIAN (BALTIC PORTS) TO AMSTERDAM, 1715-1825.
(1724+1725/2=100)
FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	36	43	36	37
172-	63	66	75	58	81	119	117	93	103	91
173-	130	139	137	132	149	122	115	128	12	141
174-	7	153	123	142	106	111	100	93	87	102
175-	103	95	98	98	102	78	55	61	70	98
176-	86	94	103	97	104	97	117	83	107	127
177-	101	70	121	114	135	-	101	112	115	98
178-	107	32	72	107	114	104	99	102	99	114
179-	118	-	106	59	95	-	74	63	32	2
180-	22	17	107	63	25	57	21	7	-	-
181-	-	-	-	-	-	47	70	26	36	39
182-	44	42	22	-	26	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4

In terms of tonnage of cargo carried, the picture of Dutch trade with Russia was somewhat more positive. More often than not, the index figures of the tonnage of cargo carried were about 100 from the 1760's to the early 1790's (Table I.33). The index figures went as high as 135 in

1774 compared with the index figure of 99 of the tonnage of shipping and 112 for the number of ships for the same year. Nevertheless, when presented on an aggregate basis for the years 1764 to 1824, a decline is also noticeable in the tonnage of cargo carried. Most striking is the fact that Russia's share of the total tonnage of cargo from the Baltic remained much higher than that indicated by either the number of ships or the total shipping tonnage. The reason for this can be found in the fact that the

Total tonnage of cargo carried from the Baltic and Russia to Amsterdam.
(average number of tons per year. Index = 1724 + 1725 /2.)

Years	From the Baltic	Index	From Russia	Index
1724-1725	153,901	100	63,334(41.2%)	100
1764-1769	149,884	97	66,940(44.7%)	106
1770-1779	147,106	96	62,271(42.3%)	97
1780-1789	124,049	81	60,163(48.5%)	95
1790-1799	103,271	67	43,557(42.2%)	69
1800-1807	73,981	48	25,326(34.2%)	40
1815-1824	89,506	58	34,518(38.6%)	55

average size of both the cargoes and the ships from Russia was much larger than that from the Baltic as a whole. For the years 1724/1725, the average size of cargoes from the Baltic to Amsterdam was 202.50 tons while that from Russia was 225.39 tons, a difference of 22.89 tons or 11.3% (Tables II.4 and IV.4). However, in 1729, this difference rose to 79.04 tons or 46.5%, and from 1729 to 1824, for each fifth year, there was a marked difference between the average size of cargoes from the Baltic and that from Russia, the latter always being larger, going as high as 96.43 tons or 47.9% in 1789. And while this difference declined after the Napoleonic Wars as far as number of tons are concerned, it increased as a percentage because the average size of cargoes from Russia

was more than 50% greater than that from the Baltic as a whole.

TABLE I.34 INDEX OF AVERAGE SIZE OF CARGO IN TONS FROM RUSSIAN (BALTIC PORTS) TO AMSTERDAM, 1715-1825. (1724+1725/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	92	94	106	99
172-	109	110	112	105	99	100	100	102	98	111
173-	102	103	109	111	109	115	110	111	111	114
174-	108	102	98	111	98	112	115	102	102	105
175-	108	116	106	106	104	109	98	105	105	118
176-	117	113	123	112	117	123	118	120	119	119
177-	129	112	110	115	120	-	124	127	122	122
178-	133	88	89	113	124	128	133	124	132	133
179-	127	-	134	88	114	-	81	98	82	67
180-	98	86	124	93	80	83	87	64	-	-
181-	-	-	-	-	-	85	91	89	106	90
182-	96	93	100	-	85	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4

During the peak period of trade between Russia and Amsterdam in the 1730's and 1740's, the average size of the cargoes from Russia did not rise much above the index level (Table I.34). Only during the 1760's to 1792 do we find that the average cargo size was more than 20 points above the index level. Therefore, during the first half of the eighteenth century Russia's share of the Baltic cargo tonnage was brought about mainly by the number of ships, while in the second half the increased size of cargoes played a role in maintaining Russia's share of cargo movements from the Baltic to Amsterdam.

To a lesser degree, this statement is also true for the average size of the ship (Table I.35). The average size of the ship remained fairly constant until the time of the French occupation of Holland.

TABLE I.35 INDEX OF AVERAGE SIZE OF SHIP IN TONS FROM RUSSIAN (BALTIC PORTS) TO AMSTERDAM, 1715-1825. (1724+1725/2=100)

FIGURES FOR EACH DECADE ARE ALONG A HORIZONTAL LINE

	0	1	2	3	4	5	6	7	8	9
171-	-	-	-	-	-	-	81	89	98	96
172-	105	105	109	101	99	101	95	95	92	99
173-	98	99	110	112	107	110	106	107	107	104
174-	90	90	98	114	96	113	106	100	102	106
175-	109	116	105	107	105	111	93	94	102	112
176-	106	99	102	101	111	115	112	103	105	106
177-	113	91	92	97	99	-	110	111	101	104
178-	108	59	69	95	102	116	128	118	117	117
179-	108	-	122	69	106	-	59	80	65	50
180-	68	58	83	60	53	54	58	39	-	-
181-	-	-	-	-	-	57	65	82	99	82
182-	91	84	99	-	86	-	-	-	-	-

YEARS FOR WHICH DATA IS INCOMPLETE OR MISSING HAVE BEEN OMITTED

SOURCE: TABLE II.4

From 1796 and on the average size of the ships from Russia never again surpassed the index level of 1724/1725. Instead, the "overload" factor jumped from an average of 20% (cargo > ship) to 50.63% in 1795 and from 1800 to 1815 never once was below 50%. Thus, in terms of our three GGR variables, namely the number of ships, the size of the ships and the size of the cargoes, the overall pattern of shipping from Russia to Amsterdam and its relation to shipping from the Baltic as a whole can be summed up as follows:

1. The 1730's and 1740's marked the high point of shipping from Russia.

2. The second half of the eighteenth century was a period of decline for shipping from both the Baltic and Russia to Amsterdam, the decline of shipping from Russia being greater.

IMPORTANT NOTICE

Sections of this thesis have already been published. This applies especially to several tables and graphs in Volume II. In addition a number of graphs employ the use of colour which if reproduced in black and white tones only will be difficult to interpret. Therefore, those interested in a copy or partial reproduction of the thesis are asked to contact the author c/o Department of History
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3. This decline in shipping from the Baltic and Russia, according to the GGR, was partly compensated by three trends. Firstly, an increasing number of ships sailed to Dutch ports other than Amsterdam, mainly to Rotterdam which, after the Napoleonic Wars, might have even surpassed Amsterdam as the primary port for Dutch trade with Russia.[10] Secondly, an unknown but growing number of foreign owned/controlled ships called at Amsterdam from the Baltic and Russia and, therefore, were not recorded in the GGR. And thirdly, the Sound Toll data indicate that an increasing number of Dutch captains were bypassing Amsterdam and Holland altogether and sailed directly to Southwestern Europe. The pattern of Dutch trade with Russia and the Baltic as obtained from the GGR is therefore not as representative of the total Dutch trade at the end of the eighteenth century as it had been at the beginning of the century.

4. Although the average size of the ships from Russia remained fairly constant during most of the eighteenth century, the size of the cargo carried increased relative to the size of the ship. When the average size of the ship declined at the end of the eighteenth century, the corresponding loss in shipping tonnage was partly compensated by an increase in the average size of the cargo in terms of the "overload" factor.

The average size of the cargo of Baltic shipping from Russia increased slowly from the beginning of the eighteenth century until by the end of the 1780's and first few years of the 1790's it stood at about 300 tons. In 1793, there was a sudden decline in the average size of the cargo which, except for a few single years, stayed near the 200 ton level until 1825. At the same time, radical changes were taking place in the proportions of

the various cargo size categories (Table II.2). Up to 1725, the distribution of ships according to the size of the cargo was that ships of 100 tons or less accounted for one-fifth of the number of ships and a little more than one-fifteenth of the cargo tonnage. From the late 1720's to 1740 the share of ships with cargoes in this size range was reduced by one-third. From 1740 to 1756 there was a short but limited increase and then, with the exception of the years from 1781 to 1792, the portion of shipping from Russia represented by cargoes in this category was negligible. From 1793 onwards, there were quite a few years when this size category once again accounted for 10% or more of the ships though it never did so if measured according to the cargo tonnage. Thus, it can be said that after the Petrine era ships carrying cargoes of less than 101 tons practically disappeared from the Russia to Amsterdam route.

The next larger size category, namely, those cargoes of 101 to 200 tons, remained quite popular throughout the whole period representing roughly from one-quarter to one-third of the ships and one-seventh to one-fifth of the cargo tonnage carried. The years 1781 and 1782 also saw a marked increase in this size category. From 1793 on, the number of ships carrying cargoes of this size increased, a change which lasted until 1825. During this last period, ships carrying cargoes of 101 to 200 tons almost always accounted for 50% or more of all the vessels which sailed from Russia's Baltic ports to Amsterdam and one-third to one-half if assessed according to the total cargo tonnage.

Cargoes of 201 to 300 tons also represented a sizeable portion of shipping from Russia to Amsterdam, a portion which was usually equal to

those in the 101 to 200 ton class as far as the number of ships was concerned and slightly larger in terms of cargo tonnage. The outbreak of war between Holland and France in 1793 did not lead to an increase of cargoes in this size category. There was even a slight decrease. Of all the cargo size categories, the 201 to 300 ton class was perhaps the most constant throughout the period covered by the GGR and accounted for about one-third of the shipping from Russia.

The size category of cargoes measuring 301 to 400 tons show a totally different pattern. Representing well over a third of all the ships and almost one-half of the cargo tonnage during the first half of the eighteenth century, the importance of this size suddenly started to diminish considerably in the early 1770's while, at the same time, the portion of cargoes in the 401 to 500 ton size increased, a development which is clearly illustrated in Graphs II.2(1) and (2). The year 1793 saw a further decrease of cargoes in category 'D' which after that date never again accounted for more than 9% of the number of ships and rarely more than 10% of the cargo tonnage.

Ships carrying cargoes of 401 to 500 tons represented about one-seventh of the ships and one-fourth of the cargo tonnage during the last few years of the Petrine era but then almost totally disappeared until their re-emergence in the 1750's. However, when Holland itself was at war as in the early 1780's and after 1793, ships carrying cargoes of this size vanished almost completely and never did reappear after the Napoleonic Wars. Undoubtedly, these developments reflect changes in the pattern of shipping from Narva.

The largest two size categories, namely, ships carrying cargoes of 501 tons or more were used rather infrequently from Russia to Amsterdam throughout the eighteenth century. Only in the nineteenth century, more than just a few cargoes of this size were registered for each year. The greatest number of such ships and their relative share of shipping from Russia occurred in 1802, the year of the Peace of Amiens. In terms of cargo tonnage, cargoes of more than 600 tons made a brief appearance in the 1770's only to disappear again until 1800 from which year onward they accounted for a noticeable portion of the cargo tonnage.

As could be expected the relative proportions of Baltic shipping from Russia to Amsterdam according to the size of the ship were approximately a size category lower than those of the size of the cargo (Table II.3). With the exception of the years 1730 to 1739 and 1764-1765, ships of under 101 tons always accounted for more than 10% of the shipping from Russia, and for the whole period it can be said to have represented about 20%. Quite popular during the Petrine era, use of these small ships remained limited until the time of the Fourth Anglo-Dutch War and that of the French Revolutionary Wars when circa 40% of the ships were of this size. But if evaluated according to the shipping tonnage represented by these ships, they accounted for a much smaller portion, one which rarely rose above 20% even during the two periods just mentioned when Holland was at war.

The same pattern holds true for ships in the 101 to 200 ton class which, although accounting for one-fourth to one-third of all ships up to the 1760's, were responsible for only one-sixth to one-fifth of the shipping tonnage. From the 1760's to 1793, the number of these ships increased.

From 1776 onwards they usually represented 40% or more of the shipping from Russia to Amsterdam and the same percentage of shipping tonnage but only during the first quarter of the nineteenth century.

Ships of 201 to 300 and 301 to 400 tons accounted for nearly one-half of all ships from Baltic Russia and well over two-thirds of the shipping tonnage during the first half of the eighteenth century. The late 1750's marked the beginning of the replacement of these medium size ships first by larger ships and later during the wars also by smaller ships. In either case, the use of these two classes of ships which was so predominant was reduced to about one-fourth or one-fifth during the last quarter of the eighteenth century and even less thereafter, a development well illustrated by Graphs II.3(1) and (2). Nor did ships in these two size categories make a come-back in the post-Napoleonic period. Noticeable also is the appearance in 1817 of ships larger than 601 tons. Though few in number, through their great size, they accounted for one-fourth to one-third of the total shipping tonnage from Russia during the last few years of the GGR.

Seen in the light of all the ships that sailed from the Baltic to Amsterdam according to the GGR, those from Russia were larger whether measured according to the size of the cargo or size of the ship (Tables II.4 and IV.4). The only exception occurred during the Northern War when the reverse was true. In addition to the data provided in the tables, it was also possible to compute figures on the average sizes of cargoes and ships from the Baltic for each decade from 1764 onwards. The comparison of the figures given in Table IV.4 with those for the corresponding years in Table II.4 for the period prior to 1764 indicates that the average size

of cargoes from Russia was about one-third larger than those from the Baltic and that the ships were 40% to 50% bigger.

Average annual size of cargoes and of ships sailing from the Baltic and Russia to Amsterdam according to the GGR.

	Average size of the cargo		Average size of the ship	
Years	From the Baltic	From Russia	From the Baltic	From Russia
1724-1725	202.50	225.39(11.3%)*	167.73	211.83(26.3%)*
1764-1769	198.26	268.84(35.6%)	150.92	230.01(52.4%)
1770-1779	192.30	247.11(28.5%)	183.53	215.10(17.2%)
1780-1789	211.33	233.65(10.6%)	153.29	182.45(19.0%)
1790-1799	166.37	283.02(70.1%)	96.61	188.79(95.4%)
1800-1807	138.02	216.46(56.8%)	81.49	134.46(65.0%)
1815-1824	141.18	201.86(43.0%)	111.55	167.64(50.3%)

*Percentage average size Russia > Baltic

During the decades of the 1770's and 1780's this difference declined as far as the size of ships was concerned and in the 1780's also for the size of the cargoes. But in the last decade of the century, the average size of cargoes from Russia was 70.1% greater than that from the entire Baltic while the ships were almost twice as large.

In terms of number of ships, those which carried cargoes of 101 to 200 tons were the most numerous, accounting for one-third to almost one-half of all the ships from the Baltic and about one-third of the cargo tonnage until the end of the eighteenth century when the latter's share increased by nearly one-half (Tables IV.2). The next larger cargo size, namely, that of 201 to 300 tons, seems to have been more common on the Russian route than on routes from other Baltic ports. For shipping from Russia, cargoes of this size accounted for one-fourth to one-third of both the number of ships and cargo tonnage, while for shipping from the Baltic the share of this size ranged from one-seventh to one-fourth in terms of the number of

ships and from one-fifth to one-fourth of the cargo tonnage. At the end of the eighteenth century, cargoes of this size became rarer, a development which continued after the Continental Blockade.

Ships which carried cargoes in the 301 to 400 ton size were about twice as popular for shipping from Russia than from the Baltic in general and, if evaluated according to cargo tonnage, almost three times as popular. With the advent of the French Revolutionary Wars, this cargo size also played a smaller role. Cargoes of between 401 and 500 tons were not an uncommon sight during the first quarter of the eighteenth century, but it was not until the last two decades of that century that they once again accounted for 10% or more of the ships from the Baltic. Their reappearance was but a brief phenomenon for from 1799 onwards they once again practically disappeared.

The two largest cargo sizes, those of 501 to 600 tons and 601 or more tons, seem also to have been used in cycles, the first such cycle coinciding early in the century with those in the 401 to 500 ton class. During the middle of the century ships carrying cargoes of more than 500 tons vanished altogether from the Baltic. They emerged again in the 1760's though, with the exception of 1789, they were always less than ten per year. The wars at the end of the century drove ships carrying cargoes of this size once more from the Baltic and when they reappeared after the Napoleonic Wars they were still few in number.

If measured according to the size of the ship as recorded in the GGR, the pattern was somewhat different, primarily in a shift in favour of the smaller categories. About one-half of all vessels which carried

goods from the Baltic to Amsterdam were 100 tons or less in size (Table IV. 3). At the end of the eighteenth century the portion of these ships went higher than four-fifths of all the ships. But if instead, we look at the shipping tonnage represented by this ship size category, we find that in most years it was less than 25%. On the other hand, ships measuring 101 to 200 tons in size accounted for a greater share of Baltic shipping tonnage and represented about one-third of the ships, almost the opposite relation between the number of ships and shipping tonnage which existed for ships of 100 tons or less. Ships of 101 to 200 tons were also frequently used on the Russia route, the percentages for the number of ships matched closely those for the Baltic. The same cannot be said, however, for ships in the smallest size category, as these were used two or three times more frequently for sailing from Baltic than from Russian ports.

During the eighteenth century there was a decline in registrations in the GGR of ships of between 201 and 300 tons in size. Whereas from 170 to 193 vessels in this size category were used yearly between 1724 and 1739, the next decade saw a drop to about 100, and the number continued to diminish till by the end of the years covered by the GGR it had dropped down to about 15 to 17 such ships annually. Ships of this size seem to have been more popular on the Russia to Amsterdam route than on other Baltic routes, but in terms of shipping tonnage the portions for each route were about equal. The use of ships measuring 301 to 400 tons was much the same as that for the size category just mentioned. Surprising is the relatively small number of ships in this size category in 1729. Whether

this was just a particular case or part of a short cycle that occurred between the years 1725 and 1734, when the number of ships in this size class was more than a hundred annually, remains to be investigated. Certainly, during the second half of the eighteenth century, ships of 301 to 400 tons were being employed less and less to carry goods from the Baltic to Amsterdam. Ships of 301 to 400 tons were used more frequently for shipping from Russia than from the Baltic as a whole. At times the share of these ships in numbers and shipping tonnage was almost three times greater than that for the whole Baltic. Nevertheless, the use of these ships on both the Baltic and Russian routes declined rapidly from the 1770's onwards.

The demise of ships ranging from 201 to 400 tons coincided with an increase not only in the use of smaller ships but also in the utilization of ships ranging from 401 to 500 tons. Employed infrequently during the first quarter of the eighteenth century, ships of this size were not seen again on the Baltic to Amsterdam route till the 1760's when their numbers climbed from just a few to about 25 per annum. By the end of the 1770's their number rose to 55 per year and in the years prior to the French invasion of Holland stood in the low seventies, representing one-tenth of the number of ships and about one-sixth of the shipping tonnage. The overwhelming majority of these ships, about 90%, came from Narva and were therefore engaged in the timber trade.

The years of war at the turn of the century seem to have eliminated from the Baltic all but a handful of ships of more than 200 tons. When peace was restored over 90% of the ships plying the Baltic to Amsterdam

route continued to be those measuring 200 tons or less.

As it has been shown, the average size of ships which sailed from Russia to Amsterdam was approximately 50% to 70% greater than that from the Baltic as a whole while the average size of the cargo was from 30% to 60% more. The question arises as to how these particular branches of Dutch shipping compare with those on other routes, by other nations and in different time periods. Secondly, in comparing information on the size of the ships from different sources, care must be taken to define whether the sizes noted are those of the cargo-carrying capacity or of the official registered size of the ship which was about 53.3% of the former.

Bogucka's investigation on Amsterdam shipping in the Baltic during the first half of the seventeenth century has been based on the charter-parties. These stated the carrying capacity of the ship and should therefore be compared with the "lasts cargo" as recorded in the GGR. Bogucka computed the average size of all shipping from the Baltic to Amsterdam for the period 1597 to 1651 to be 123.9 lasts or 247.8 tons.[11] This compares quite favourably with the Sound Toll data for 1644 by means of which Snapper estimated the average size of Dutch ships to be 142 lasts since the average size of Dutch ships increased during this period.[12] A table drawn up by the province of Holland in 1636 noted that there were 1050 ships involved in Baltic shipping averaging 120 lasts.[13] Now if the GGR data are taken for the years from 1709/1710 to 1749 as given in Table IV.4, the average size of the cargoes one century later was 209.1 tons or 104.6 lasts, while the average registered size of the ship was 171.4 tons or 85.7 lasts. For the period 1754 to 1779 the average size of the cargo

declined marginally to 192.6 tons or 96.3 lasts but that of the ships dipped to 148 tons or 74 lasts. During the last quarter of the eighteenth century the average size of the cargo declined to 172.2 tons or 86.1 lasts while the average size of the ship increased slightly to 162.5 tons or 81.2 lasts.

After the Napoleonic Wars, the size of the cargoes were even smaller, averaging 130.8 tons or 65.4 lasts, while that of the ship dropped to 101.8 tons or 50.9 lasts. Considering the fact that from the 1750's onward an increasing number of larger ships were being used in the timber trade, the average size of cargoes and ships engaged in carrying commodities other than timber must have declined even more than that indicated in the tables presently offered.[14]

Bogucka also presented information on the average ship's carrying capacity from several individual Baltic ports. Compared with the GGR data as taken from Tables II.4 and IV.4, most ports except those which were involved in the timber trade, namely, Narva and Viborg, show a decrease in the average size of the cargo carried.

Average size of Baltic shipping with individual Baltic ports during the first halves of the seventeenth and eighteenth centuries.[15]

	Bogucka (1597-1651)		GGR (1709/1710-1749)			
	No. of ships	Aver. carrying capacity	No. of ships	Aver. size of cargo carried	Aver. size of ship	Estimated carrying capacity
Danzig	950	127.4	1,245	115.9	82.5	154.8
Riga	366	123.7	764	98.8	79.3	148.8
Konigsberg & Elbing	103	119.3	1,101	79.6	56.1	105.2
Reval	66	125.2	142	51.9	33.0	61.9
Libau & Windau	72	128.9	162	63.3	43.2	81.1
Viborg	41	103.5	127	132.9	124.5	233.6
Narva	15	76.3	676	155.9	152.1	285.4
Stettin	29	90.4	247	42.0	36.2	67.9
Overall	1,784	123.9	5,961	94.0	77.0	144.1

Since Bogucka took her information from the charterparties, her figures pertain to the maximum carrying capacity of the ship, while the GGR give the size of the cargo that was actually carried. If the formula RL = .533 CC is applied to the GGR data on the average ship size ("Estimated carrying capacity"), then there was a small overall increase as well as limited increase for ships from the ports of Danzig and Riga, but still a decrease in size of those ships which came from Konigsberg/Elbing, Reval, Libau/ Windau and Stettin. The outstanding exceptions were the ships from Narva and Viborg, the sizes of which quadrupled and tripled respectively from a century earlier.

Vogel, in his studies of the size of European merchantmen in the fifteenth through eighteenth centuries, placed the average cargo capacity of the 249 Dutch ships that visited Danzig in 1688 at 140 lasts.[16] Four decades later in 1729 the average size of 331 Dutch ships that sailed from Danzig declined to 115 lasts, while by 1752 it dropped to an average of 91 lasts for 473 ships. Vogel's average of 115 lasts for 1729 compares very favourably with that of 226.66 tons or 113.33 lasts for the same year according to the GGR. The figure of 91 lasts for 1752 is quite close to that of the GGR's 183.71 tons or 91.85 lasts for 1749, but somewhat further away from the 166.2 tons or 83.46 lasts for 1754 (Table IV.4.D).

In his examination of the Baltic grain trade during the second half of the seventeenth century, Faber estimated the average carrying capacity of Dutch ships going to Danzig to be only 80 lasts of grain.[17] This figure is smaller than that given by Vogel. The question remains, therefore, if the average tonnage which doubled from about 80 lasts in the first decade

of the seventeenth century to about 140 lasts in the 1640's remained at this level or returned to the average of the beginning of the seventeenth century of 80 lasts as stated by Faber or stayed at about 140 lasts as claimed by Vogel.

Snapper also gives the figure of 140 lasts but his work was published well before that of Faber. In addition to estimating the cargo capacity of Baltic shipping to Amsterdam at 140 lasts up to 1705, Snapper also prepared figures on the average carrying capacity of Dutch ships up to 1730. From 1705 onwards the average size dropped by about one last per year till 1730 when it stood at 114 lasts. The comparison of Snapper's data with that derived from the GGR as presented in Table IV.4 gives the following picture:[18]

Dutch Baltic shipping to Amsterdam

Year	Aver. cargo capacity acc. to Snapper	Aver. cargo lastage	Aver. ship lastage	Estimated cargo capacity*
1709/1710	134.5	126.34	125.62	235.68
1714	130	93.50	91.39	171.46
1719	125	67.35	61.45	115.29
1724	120	69.70	62.51	117.28
1725	119	67.25	61.33	115.07
1729	115	56.00	55.36	103.86

*Based on the formula RL = .533 CC or CC = RL x 1.87.

While there can be no doubt that the size of ships arriving at Amsterdam from the Baltic declined during this period, the figures obtained from the GGR differ enough to warrant further investigation into the sources used by Snapper.

Apart from the information presented by Vogel and Snapper not much is known either about the development of the size of cargoes or

of ships at the end of the seventeenth and beginning of the eighteenth centuries. This makes it difficult to evaluate the GGR data as a continuation of earlier trends in terms of shift from the use of larger to smaller ships and vice versa as well as the relative importance of the various size categories. Information on this for the eighteenth centuries is even more scarce. The notarial archives at both Amsterdam and Rotterdam await investigations of the Bogucka-Hart type. So far the only source are the GGR. A limited insight into this problem is given by a survey of Dutch shipping in 1783 which stated that the Dutch merchant fleet consisted of 50 flutes of 400, 450 and 500 lasts engaged primarily in the Baltic and Norwegian timber trade. They were returning to Holland or, if more profitable, sailing directly to France or Spain. The same was true for ships from Archangel. There were also 30 flutes of 250 to 300 lasts which did the same, and 18 flutes of 160 to 200 lasts engaged in the whaling fishery, Archangel, Mediterranean and West Indies trades. Aside from the flutes there were 16 katschepen of 160 to 180 lasts which carried masts from the Baltic to Amsterdam, France or Spain. There were also 80 hoekers or galjootschepen of the following sizes: 13 at 300 to 350 lasts, 18 at 240 to 280 lasts, 12 at 200 to 220 lasts, 17 at 160 to 180 lasts and 20 at 110 to 150 lasts. All these ships sailed either on the Archangel, Baltic, Mediterranean or West Indies routes, depending on which one yielded the greatest profits.[19] In addition, there were 90 kof- or galjootschepen of 70 to 100 lasts and 120 hoekers, galjootschepen and kofschepen of 100 to 150 lasts. And there were 50 kof- and smakschepen of 50 to 70 lasts involved primarily in the trade with England and the Baltic plus hundreds

of vessels smaller than 100 lasts.[20]

One last observation on the size of ships was that of Oddy who stated that in 1802 a total of 2,632 ships loaded cargo at Russian ports. Of these 98 ships were Russian and loaded an average of 125 tons each. There were also 758 English ships with an average load of 201 tons and 379 Prussian vessels averaging 158 tons, while the 146 Lubeckers averaged 114 tons. Of the Scandinavian merchantmen the Swedish ships were more numerous than those of the Danes. But the 424 Swedish vessels averaged only 96.3 tons each, while the 336 Danish ships were slightly bigger at 108 tons. Finally, there were 171 Dutch vessels with an average load of 217 tons. This figure of 217 tons is much lower than the 279.8 tons average size of the cargo stated in the GGR for the same year. If we take the average size of the ships from Russian ports from May 1802 to April 1803 in order to make the GGR figures as close as possible to ship departures from Russia in 1802 the average size of the cargoes was even larger, standing at 289.6 tons (Table II.1 and II.9). Oddy's figures on the size of the cargoes carried by Dutch ships and perhaps those given for the other nations as well must therefore be doubted.[21]

If we put aside for the moment the employment of larger ships to carry timber from Narva, the picture that emerges clearly for both shipping from the Baltic and from Russia is that there was a shift to the use of smaller instead of larger ships, a phenomenon which runs counter to the developments of Dutch shipping of the previous century and to what one might also have expected for the eighteenth.[22] In his study on the English shipping industry during the seventeenth and eighteenth centuries, the English historian Ralph Davis found a marked increase in the

average size of merchantmen from the middle of the eighteenth century onwards. He noted that in "the Baltic trade, the typical 300-350 ton trader was being replaced in the sixties by ships of 400-500 tons, and a few giants of 600 and even 700 tons were appearing in the North Russian timber trade." According to Davis, ships of 200 to 350 tons made up the majority of the Baltic merchantmen.[23] He ascribed the greater use of larger ships to an increase in the margin of efficiency of the larger ships over the smaller due to changes in the 1760's in hull designs patterned closely on those of the Dutch flute. The results were a higher average tons per man ratio and thus decreased operating costs.

While the GGR show a similar development in Dutch shipping as far as the use of larger ships to carry timber was concerned, they present just the opposite pattern for all other shipping. The question thus arises as to why the Dutch switched to smaller ships. Although this is a matter that should be investigated by nautical archaeologists, it might be useful to make a few tentative suggestions about the nature of these changes. It should be remembered that during the eighteenth century two developments occurred which might provide some clues. The first is that as the century progressed an increasing number of Dutch captains had homeports in Friesland and Groningen. Our comparison of the STA and GGR for the years 1724 and 1725 has shown that the number of Frisian and Groninger captains was even higher than presently indicated in the Sound Toll Accounts.[24] At the same time the building of ships at Zaandam, the centre of Dutch shipbuilding, decreased while that of Friesland and Groningen increased. The Frisians seem to have built an increasing number of vessels

smaller than the flute. These had only one deck and were called koffen or kofschepen, and if they were smaller they needed fewer men per ton than the flute.[25] Further, an increasingly large number of small vessels were being used to carry peat from Groningen to the nearby Baltic ports.[26] Certainly, the probability that the Dutch who pioneered the development of the larger flute which revolutionized the maritime trade of Europe should afterwards have developed a smaller ship type with a greater margin of efficiency warrants further investigation.[27] A combination of more detailed STA and GGR data will be of use here.

Table IV.11 does not indicate any gradual increase or decrease within the ship size categories. As a matter of fact, the average sizes of ships in each size category were surprisingly uniform and stable, the more so when the number of ships in a particular category was fairly large. The average size of ships in the 101 to 200 ton class remained in the 130 ton range throughout the eighteenth century and a similar pattern existed for those ships which were either one size larger or smaller. Only during times of war was there a marked change in the average sizes of the ships and cargoes in the various size categories. A tentative conclusion therefore would be that changes in the average size of the ships for shipping from the Baltic and Russia or Amsterdam were influenced more by the switch over to the use of distinctly smaller or larger types of ships than by any gradual changes in the size of certain types of ships.[28]

In terms of seasonal distribution of registered ship arrivals at Amsterdam from the Baltic, the high percentages for the first few months

of the year seem to have been unique for ships from Russia. In a few scattered instances only were more than 5% of the ships from the Baltic registered during the months of January through April (Table IV.1.A). The same pattern holds true also if the ship arrivals were evaluated according to either the cargo tonnage (Table IV.7) or the shipping tonnage (Table IV.10). July, August and September seem to have been the busiest months. During the months of May, June, October and November ship arrivals were less frequent and in December even rarer, though at times still substantial. Ships which arrived in either May or June were on the whole smaller than the average size for that particular year (Table IV.6 and IV.9). While during the first half of the century a substantial number of ships which reached Amsterdam in January were above average size, this was not so for the period from 1754 to 1789. For the months of February, March and April the pattern was less precise. For about one-fourth of the years was the average size of the cargoes and of the ships larger than those of their respective yearly averages for the month of February and about one-half for the other two months. During the months of July, October, November and December, the average size was almost always larger than the annual average while for the months of August and especially September more often than not the average size was smaller. Because of the uncertain limits of the parameters of the registered date of arrival, it is difficult to draw any definite conclusion on the seasonal patterns of shipping from the Baltic and Russia. It does seem, however, that the smaller ships entered the Baltic as early as possible, made a short voyage and returned to Amsterdam in May and June. They were

already on their way again to the Baltic when the larger ships started to arrive at Amsterdam in July. Most of the larger ships seem to have made two and possibly three voyages, and the smaller ships four trips or more per year. But the frequency of voyages per year can only be determined if we follow all ships or a sample number of ships individually for a number of years. While such an investigation is possible, it is beyond the scope of this study.[29] The length of the voyage as well as the ship size also need to be taken into account here and it would not be too presumptuous to surmise that the ships which made one or two voyages per year were the larger ships. They undertook longer voyages, e.g., Amsterdam-Narva-Amsterdam, while those which made four or five trips to the Baltic per annum were the small ships sailing the shorter routes, e.g., Amsterdam-Kiel-Amsterdam.[30]

There is also the distinct possibility that the increasing numbers of Dutch ships which by-passed Holland and sailed directly from the Baltic and Russia to France, the Iberian Peninsula or the Mediterranean were the larger ships, those of 200 tons or more. The Frisian-built kofschepen were unsuited for such longer voyages.[31] The increase in the use of larger ships on the Narva route seems to have been due not so much to the building of larger ships as the fact that these ships were former East Indiamen too old to make the long voyages to the Dutch East Indies but still quite suitable for fetching Baltic timber.[32] But it could also happen that the Dutch East India Company chartered some of the larger ships engaged in the Archangel or Narva trade, meaning to use them in their shipping to the East Indies.[33]

To what degree the silting of the Dutch harbour approaches and shipping channels played a role in the trend to use smaller ships is difficult to determine. Schilleman for one did not see this as the main fact in the decline of the shipbuilding industry at Zaandam.[34] In contemporary sources there were constant complaints about the shallowness of the shipping channels, especially at Rotterdam.[35] Nevertheless, a substantial number of large ships continued to be used for both Baltic and White Sea shipping.

The question of the flag carried by the ship and the homeport of the captain makes it difficult to assess the rise or decline of the maritime merchant strength of any particular nation or port. The Dutch, with their tradition of free trade and absence of any legislation in the Republic similar to the English Navigation Acts, conducted their shipping trade under whatever guise and by whatever means was the most profitable and/or least dangerous. With the decline and almost total disappearance of the Dutch navy during the eighteenth century, the Dutch merchants became like chameleons ready to change their flags whenever conditions warranted. Even in the 1730's, they made use of the Russian flag to cover some of their Baltic shipping.[36] During the Seven Years' War the Dutch tried to enforce and maintain their role and rights as neutrals.[37] But, by the time of the Fourth Anglo-Dutch War, the Dutch navy was no longer able to protect its merchant fleet at all and the consequence was that Dutch shipping practically disappeared overnight to re-emerge under different colours. The Sound Toll data tell the story:

Shipping through the Sound from the Baltic by captains declaring a Dutch homeport.[38]

(average annual number of ships)

Years	From the Baltic	With Dutch captains	To Holland with Dutch captains	
1710-1719	816	412(50.5%)*	372(45.6%)*	(90.3%)**
1720-1729	1,782	758(42.5%)	688(38.6%)	(91.0%)
1730-1739	2,146	893(41.6%)	828(38.6%)	(92.7%)
1740-1749	2,129	803(37.7%)	722(33.9%)	(89.9%)
1750-1759	2,637	921(34.9%)	750(28.4%)	(81.4%)
1760-1769	3,104	1,067(34.4%)	827(26.6%)	(77.5%)
1770-1779	4,008	1,142(28.5%)	860(21.5%)	(75.3%)
1780-1783	4,624	308(6.7%)	256(5.5%)	(83.1%)
1792	12,114	2,181(18.0%)	-	
1794	10,510	1,117(10.6%)	-	
1795-1797	9,930	0 -	-	
1800-1801	9,018	0 -	-	
1803-1807	9,425	13(0.1%)	-	
1814-1816	8,624	722(8.4%)		

* Percentage of ships from the Baltic.

**Percentage of all Dutch captains.

As already mentioned, during the Fourth Anglo-Dutch War the number of ships which sailed from Russian ports to Holland with captains having a Dutch homeport and therefore presumably on ships carrying a Dutch flag diminished considerably. The picture is much the same for Dutch shipping in the Baltic. According to Hart, during the years from 1781 to 1783 at least 512 ships were sold in Amsterdam to foreigners. Of these 512 ships, 94 were sold to persons residing in Denmark-Norway, 192 to Germany and 242 to the Austrian Netherlands. One hundred and fifty three ships alone were sold to residents of the port of Ostende where the number of ships visiting annually jumped from 481 in 1777 to 2,636 in 1782.[39] Ships were also sold to Russian merchants.[40] Even such small entities as Papenburg and Kniphausen became ports of refuge for Dutch

captains and ships seeking a safe new nationality and flag under which they could continue to trade. Even the crew of the ship were made foreign citizens. The income in Amsterdam of the 2 1/2% tax on the sale of ships (40ste penning) jumped from an annual average of f.20,000 in the 1770's to f.98,918 in 1782, and to f.51,116 in 1802 from f.18,493 and f.10,437 during the previous two years. For Rotterdam the income from this tax in 1802 rose to f.7,751 compared with f.1,958 and f.1,649 during 1800 and 1801 respectively.[41]

But these were pseudo or simulated sales. The ships were sold to foreign merchants acta in forma in return for a credit of equal value payable on call. For lending his name the foreign merchant received a 2% commission on the sale price of the ship plus an equal commission on the freight income. However, the original owner continued to manage the affairs of the ship. No effort was spared to provide a neutral alibi should the British capture a former Dutch ship. Papers and documents were provided to show that not only the ship was neutral but also that the cargo was purchased at and destined for a neutral port. Charterparties contracted at Amsterdam even stipulated that the captains would be provided with the necessary documentation to show without doubt that the whole cargo was owned and shipped by Russian merchants.[42] Booklets were even printed containing the "Standing Interrogations," the questions asked by the High Court of the British Admiralty, together with the answers that should be given regarding the flag of the ship, the neutrality of the cargo and residence of the crew.[43] When the wars of the last two decades of the eighteenth and the first decade of the nineteenth were finally over and peace

was restored, there was no revival of Dutch shipping. Most of the foreign trade with Rotterdam in 1816 was carried by vessels sailing under foreign flags as there was little advantage to the Dutch merchants to use the Dutch flag.[44]

The problem of war and neutral shipping, which became very real at the end of the eighteenth century, changed the situation so that neither the flag of the ship nor the homeport could be used any longer as a yardstick of the maritime strength of a nation or port. Otherwise, the United States would have had the world's largest merchant fleet during the time of the Continental Blockade, a situation akin to labelling Liberia as the greatest maritime trading power in present times.[45]

By the war years of the 1770's and early 1780's, another change had taken place in the nature of Dutch shipping. During the second half of the seventeenth century a division started to develop between the merchant-shipowner and the merchant-trader. The merchant-trader was no longer necessarily also the merchant-shipowner. This led to the development of a group of shipowners who, apart from the trade in shipping to and from Holland, oriented themselves to the international trade from a foreign port directly to another foreign port.[46] When the D.O.H. was formed at the beginning of the eighteenth century, this development had reached the stage where the question had arisen whether or not a body such as the D.O.H. devoted to the maintenance and protection of trade should include the shipowners. Although the assertion was made that merchants and shipowners constituted a single body, each of the two groups was nevertheless given separate but equal representation on the Board of Directors of the D.O.H.[47]

This change was also reflected in the charterparties. At the beginning of the eighteenth century, the vast majority of charterparties were made by a single merchant directly with the captain of the ship, a pattern much like that of a century earlier.[48] However, as the century progressed this direct link was broken on two sides. On the side of the merchants, the single merchant was slowly being replaced by the trading firm although one of the partners of the firm still contracted the charterparties. From time to time the Amsterdam merchant also acted as an agent for merchants from elsewhere. On the side of the ship the captain was replaced more and more often as signatory to the charterparty by either the bookkeeper and part-owner of the ship or an agent in Amsterdam acting on the written instructions of a foreign bookkeeper and part-owner of a non-Dutch ship. An early example of this was already found in 1729 when an Amsterdam merchant named Antony Waterman chartered a ship on behalf of two Dutch merchants of Lisbon, Cremer and Braamcamp. Not only was the ship hired Swedish, but it was also lying at Stockholm. The charterparty was signed by another Amsterdam merchant representing the Swedish owners of the ship. Under the terms of the charterparty the ship would sail from Stockholm to Riga in ballast where it would load a cargo of masts and sprits destined for Lisbon.[49]

While charterparties such as this were still a rarity in the first half of the eighteenth century, they became more frequent in the second half of the century. Quite common were charterparties where an agent in Amsterdam, acting in accord with written orders from the shipowners in Hamburg, would lease a ship to an Amsterdam firm acting for itself or

for others, the ship at the time of signing the charterparty being en route, for example, from Danzig to Chatham or from Riga to Dunkirk. Upon completing its present voyage the ship was then to sail for either Archangel, St. Petersburg or Riga to load a cargo for Lisbon, Barcelona or another port in Southwestern Europe.[50] At times it was even expressly mentioned that on its voyage from the Baltic the ship was not to touch a Dutch port.[51]

In other words, in the course of the eighteenth century but more rapidly in the second half, the role of Amsterdam changed from solely being an active trading and shipping centre for Baltic and Russian commerce to that of a shipping exchange. No longer was it necessary for Dutch ships sailing to and from Russia and the Baltic to bring their cargo first to Amsterdam for further distribution. Instead of being a staple port Amsterdam became more and more a clearing house for commercial and shipping transactions.[52] The number of charterparties located so far for the 1770's and 1780's involving Russian ports are divided about equally between those that required the ship to go to Amsterdam or another Dutch port such as Rotterdam or Dordrecht and those where the ship was to sail for a port in France, the Iberian Peninsula or the Mediterranean.[53] The direct trade route between Russia and the Mediterranean, which had been so flourishing at the end of the fifteenth and early sixteenth centuries but had since declined, seems to have been revived during this period.[54]

It is therefore not surprising that when Holland became directly involved in a war in the 1780's that her merchant fleet was able to change identity almost overnight. Apart from the risks common to all neutral

carriers during times of war, trade between Holland and the Baltic seems to have suffered hardly at all.[55]

The Dutch merchant, trader and shipowner, was an enigma not easily classified. To the Dutch historian, Johannes de Vries, the concept of the eighteenth-century Dutch merchant was a fiction. He claimed that it would be more proper to speak of merchants residing in the Republic.[56] To the French historian, Michel Morineau, the outstanding feature of eighteenth-century Amsterdam was the cosmopolitan nature of its capital and trade, capital movements and bills of exchange that were not embarrassed by frontiers. The coöperation of Dutch merchants in Hamburg, London, St. Petersburg, Riga, Nantes and Lisbon had nothing to do with patriotism. Morineau concluded that not enough attention has been paid to the flexibility and complexity of the Dutch commercial organization.[57]

It is in this context that the development, or rather lack of development, of formal commercial relations between Holland and Russia must be evaluated. Long after Britain, France, Spain, Denmark, Prussia and Sweden had concluded commercial treaties with Russia, Holland had not signed any such agreements.[58] While Peter I was Tsar of Russia, the Dutch still held a position of great significance, probably greater than that enjoyed by any foreign power.[59] Although they were unsuccessful in reversing Peter's decision to divert Russia's trade via St. Petersburg at the expense of Archangel, the Dutch nevertheless managed to soften the impact on their vested interests. Yet during Peter's reign when time for a commercial treaty was most opportune and the expectations for increased trade and privileges were at the highest point the Dutch did not appoint an am-

bassador to Russia. To the Russians this was an insult as they had sent a full ambassador to The Hague, and the lack of Dutch reciprocation could mean only that the Dutch held the Russians in low esteem.[60] As late as 1788, the Dutch had only a resident at the Russian Court. Apparently a full ambassadorship was still considered too expensive.[61]

Even so, the records of the D.O.H., the D.M.H. and of the Burgomasters of Amsterdam as well as the resolutions of the States of Holland and the States General leave the singular impression that throughout the eighteenth century Dutch diplomatic activity directed at Russia was inspired solely by commercial motives. For a long time the Dutch overestimated the influence they had in Russia under Peter I and his successors and consequently demanded trade privileges as part of a commercial treaty which Russia could not and would not give. In addition to what could today be considered "most favoured nation status" the Dutch demanded that they be given a status equal to that of the Russian and Armenian merchants and the right to trade directly with Persia. In other words, the Dutch merchants wanted to be allowed to trade inside Russia itself. Magnanimously, the Dutch offered reciprocal privileges to the Russians. To this the Russians could not agree and no treaty was signed.[62]

When in 1735 the Tsarina offered the Dutch Republic the same commercial treaty that had been signed the year earlier with England, the Dutch repeated their demands of a decade earlier and the treaty negotiations finally petered out in the 1740's. In 1760, the Dutch decided to try again for a commercial treaty with Russia but these negotiations, like those in the 1790's, came to naught. Thus Dutch-Russian commercial relations

remained undefined and unformalized throughout the eighteenth century.[63]

While the reasons for the refusal of Russia to the demands of the Dutch can be readily understood, the attitude of the Dutch as the active partners in Russo-Dutch trade needs further explanation. First of all, in the face of the more powerful and more cohesive national units which emerged in Europe, the military and naval impotence of the Dutch Republic was revealed more and more clearly. Always trying to steer a middle and neutral course through the political and military entanglements of English and French diplomacy, Holland's passive rearguard diplomacy did not have any mutual interests with Russia. Mutual interest was found only in the League of the Armed Neutrality when the Republic, having been the first to receive an offer from Catherine II, was the last to join the League and then only because it had no other choice. Even then it was France, so dependent on the neutral carriers for its naval supplies, that fought the hardest in convincing and pressuring Catherine II to assert the right of neutrals vis-à-vis the English. The only action taken by the Republic was to appeal to Catherine II for assistance. The weak military and naval situation of the Dutch during the last decades of the eighteenth century was summed up by the Grand Pensionary van der Spiegel in 1791 when he stated that, "There is probably not a state in Europe the conditions of which render it more unfit to take an active part in a war than ours."[64]

The lack of mutual military or diplomatic interest between Russia and Holland and the weakness of the latter in both spheres meant that any commercial treaty between the two nations would have to be based on

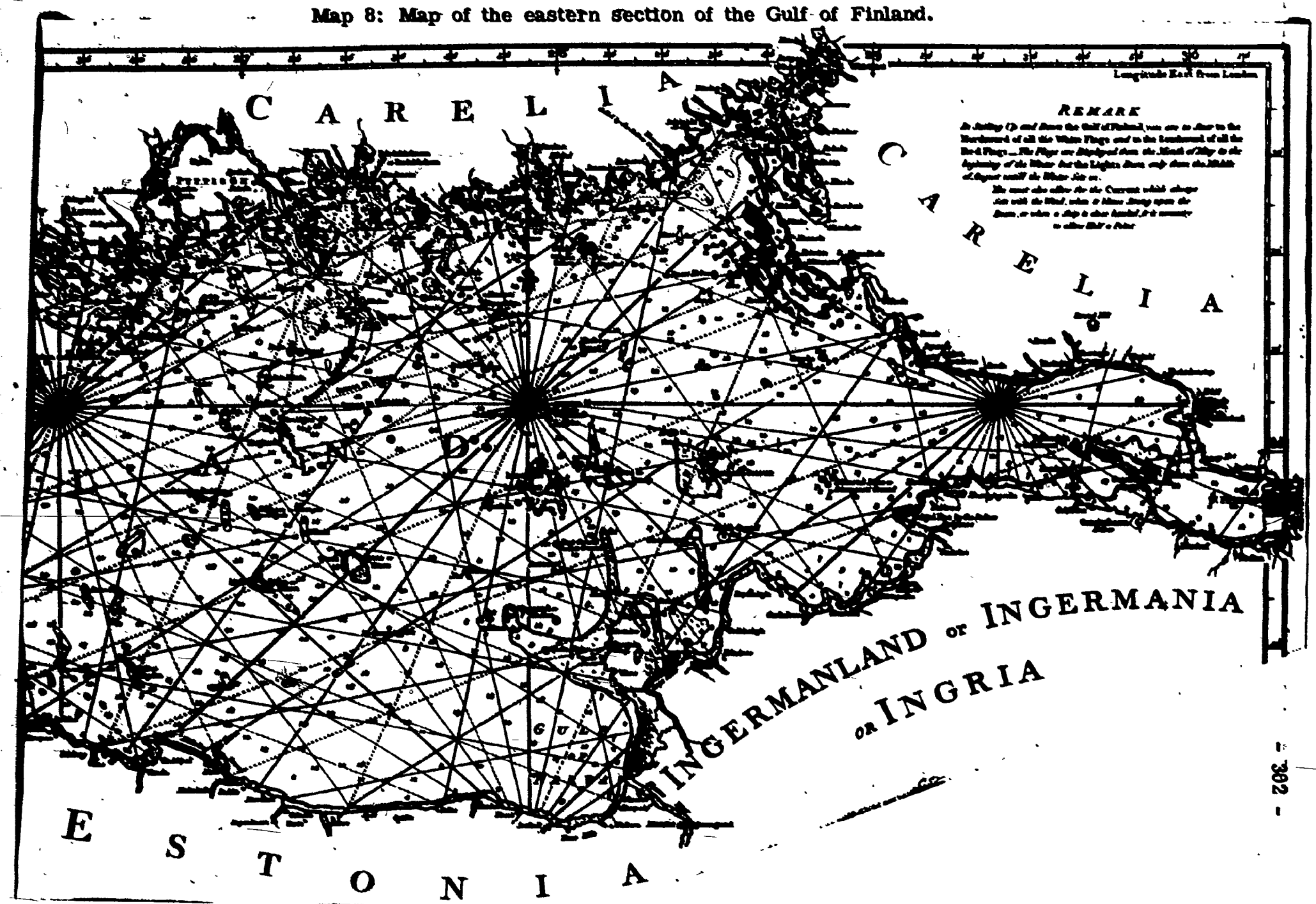
purely commercial motives. But the correspondence, both official and unofficial, of the Dutch does not indicate any strong desire for a commercial treaty. As a matter of fact, one is struck by the lack of any noticeable pressure of these merchants in Russia and Holland on their Resident in Russia or through their respective trading organizations, the D.O.H. and the D.M.H., on the Dutch government for a commercial treaty. Unless the Dutch merchants obtained privileges equal to those of their Russian and Armenian counterparts, they did not feel that a commercial treaty would give them any advantages which they did not already enjoy. Through Dutch agents who had acquired Russian citizenship, or through Russian and Armenian merchants, the Dutch avoided paying the higher duties, harbour tolls and other levies. Goods were ordered, shipped, bought and sold in the name of these front-men. No treaty could be as advantageous to the Dutch as the manner in which they managed to conduct business in Russia.[65] When, in 1782, Catherine II liberalized the procedure whereby foreigners acquired and relinquished Russian citizenship, the opportunity was grasped by many foreign merchants.[66] The practice of Dutch shipowners to sail under whatever "flag of convenience" such as the Russian in order to get a reduction in tariff rates or that of the Austrian Emperor in time of war demanded as few restrictions as possible. Any formal arrangement between Holland and Russia could only interfere with this flexibility.[67] It is therefore not surprising that linked to Russia solely by the commercial activities of her traders who desired to be as free as possible, and ruled by an impoverished States General not able to grant subsidies in the manner of the

French or British, Holland never established any formal relations with Russia during the eighteenth century. On the other side, the interesting fact is that Russia was willing to grant the Republic, without any effort by the latter, the same commercial treaty England had worked so hard to obtain in 1734. When the Dutch finally felt the need for a commercial treaty in the early 1790's, Russo-Dutch trade had dwindled and the Dutch could offer nothing in return in the way of any noticeable reciprocal tariff reductions and privileges.[68]

The Russian merchants did not play an active role in the foreign trade between Russia and Holland. Attempts were made by the Russian government to participate actively in the trade with Western Europe through the establishment of a Russian merchant marine.[69] But Russian harbours were ice-locked for a substantial part of the year and foreign trade was firmly in control of the Dutch, English and other foreign merchants determined not to lose their lucrative role as middlemen.[70] Nevertheless, as early as 1717, Peter I had tried to establish direct trade connections with foreign ports as far away as Venice. Lacking merchantmen he even planned to use his navy to establish these trade links. The scarcity of trained Russian sailors forced Peter to reduce his plan and send just one ship instead of a squadron of eleven ships loaded with juchten, flax and tar to Venice. And even then the captain of the ship was a Dutchman named Bleury.[71]

Beside his personal efforts to establish a merchant marine, Peter tried to encourage Russian participation in foreign trade by reducing to less than one-third the customs tariffs on those goods which were exported

Map 8: Map of the eastern section of the Gulf of Finland.



from or imported into Russia in Russian merchantmen manned by a crew of which at least two-thirds were Russians.[72] But this measure and other attempts to set up Russian trading companies and to establish schools for training young Russians to become sailors and international traders failed.[73] Even the Russian coastal trade in the Baltic remained small. In 1759 Russia had to rely on the Swedes to carry the provisions and military supplies from St. Petersburg to the Russian army in Prussia.[74] By the end of the 1770's the Russian merchant marine consisted of some 12 to 15 ships of about 200 tons each. About three-fourths of these sailed to Holland and Bordeaux and, although at least two-thirds of the crew were Russians, the captains and the pilots were all foreigners.[75] Despite official encouragement, active Russian maritime trade remained negligible throughout the eighteenth century.[76]

The trade between Russia and Holland was therefore almost entirely in Dutch hands. Dutch trade with Russia was neither hindered nor protected by political, military or commercial treaties. The import of Russian goods into Holland was thus dependent on the market of Holland and the interaction between Amsterdam and the European economy. Only when the Republic itself became involved in war did other factors play a predominant role as can be seen in the sudden contraction in trade and the rise of freight prices and insurance premiums during those times (Table VI.2). The rise and decline in Russian exports to Amsterdam must be seen in the relation to the demand of Holland herself and that of Amsterdam as a staple port.

On the whole the Dutch trade from Russia to Amsterdam can be divided into five periods. The first, from about 1716 to 1743, was one of increasing trade and marks the high point of this commerce from the beginning of the eighteenth century to 1825. Timber exports from Narva and Viborg contributed greatly to these high figures. The diversion of trade away from Danzig and the surrounding regions during the Polish War of Succession (1734-1737) probably also played a role.[77] A short decline after 1734 was halted by an increase in grain prices which lasted till 1743 marking the end of this first period. The Russo-Swedish War of 1741-1743 did not affect the economic force of market conditions at Amsterdam. The second period was one of decline (1744-1758), interrupted by a short time of stabilization (1749-1754). Reasons for the first decline can be found in falling grain prices, decreased demand for timber and the War of the Austrian Succession (1740-1748) in which Russia participated during the last two years. The short levelling off coincides with the years of peace till the outbreak of the Seven Years' War in 1756 when the decline continued. However, the figures for Russia seem to have been influenced more by the ban on timber exports than the effect of this war as shipping from both St. Petersburg and Riga increased during this time.

The third period which lasted from about 1759 to 1775 was one of recovery.[78] The Seven Years' War did not prevent Dutch-Russian trade from sharing in the general economic upturn taking place in Holland. The fourth period from 1776 to the time of the French invasion of Holland in 1795 was one of relative stability despite the interruption by the Fourth Anglo-Dutch War. The fifth period from 1795 to 1825 marks the decline

and end of Dutch trade with Russia. Despite the fact that in 1817 the economic conditions at Amsterdam could still exercise a considerable pull on exports from Russia and the Baltic, the trend was unmistakable as Amsterdam was no longer an important market for Russian exports.

The increase of Dutch trade with Russia during the 1720's and 1730's contrasted with the general stagnation and slump in the Dutch economy due partly to the tremendous decrease in population, almost as much as 50% in some parts of Noord-Holland.[79] The depression of the 1730's was not confined to Holland but covered most of Europe as well.[80] And if exports from Russia to Amsterdam managed to increase despite this depression, why did this trade not increase even more with the general recovery of the Dutch and European economies during the second half of the eighteenth century? A proper answer to this problem forms a major study by itself but there are several main factors which can be outlined here.

First of all, the grain imported from the Baltic and Russia formed only a small portion of the total consumption of grains in Western and Southern Europe. This meant that a relatively small decrease in demand and/or a small rise in total production of cereals in Europe sufficed to provide a radical shrinking of this trade via Amsterdam. Conversely, a sudden crop failure in one region of Europe could trigger a rapid increase in prices and consequently draw greatly increased quantities of cereals from the Baltic and Russia.[81] The second half of the eighteenth century saw a rise in import of American rice and later wheat into Europe, increasing production of rice in northern Italy, the introduction of the cultivation of maize in Italy, Spain and Portugal and of potatoes and buckwheat in the

sandy soils of Western and Central Europe.[82] And at the end of the eighteenth century Russian grain was being exported via Odessa and the Black Sea.[83] Consequently, the need for foodstuffs from the Baltic diminished.

Secondly, Dutch foreign trade together with several related industries did not share in the revival of the Dutch economy in the second half of the eighteenth century. Points of discussion among historians are whether this was due primarily to lack of new sources of energy, e.g., water power and coal instead of windmills and peat or to pollution of the surface waters, the relatively high wages in labour-intensive industries such as shipping, warehousing and handling of goods and heavy taxation as well as to political institutions incapable of dealing with the changing economic situation.[84] But there can be no doubt that all these factors played a role. An additional factor which could be called environmental or ecological was the reappearance of the herring off the coast of Sweden near Marstrand in 1748. The result was that although the consumption of herring in the Baltic region increased as did Dutch herring imports into the Baltic, the Norwegians and especially the Swedes dominated the Baltic herring trade forcing more Dutch ships to sail to the Baltic and Russia in ballast.[85]

Thirdly, during the eighteenth century, the political institutions which had fostered the growth of Dutch commerce during the previous two centuries due to their policy of non-interference in commercial matters and vigorous protection of Dutch maritime trade by maintaining a strong navy

were found wanting in the eighteenth century. The energetic merchant-regents of the seventeenth century were replaced in the eighteenth century by diplomats with little insight into economic and financial matters.[86] Through their wealth the merchant-shipowners remained powerful notables but those who stayed active in trade no longer participated in the government. The eighteenth-century Dutch leaders tried to preserve trade on the basis of treaties for which earlier generations had fought. The States General, the governing body of the Republic, was described by the Dutch historian Fruin as more a congress of envoys than a legislative body.[87] Lacking any effective authority in questions of sovereignty, religion and most of all taxation, it was a government of persuasion through the means of letters and delegations which caused endless delays. The result was, as Pieter Geyl put it, that the government sank in a morass of little questions, minor interests and small intrigues leading to compromise based on expediency instead of decisions, and considerations of national interest were lost in the bickering over local and personal advantages.[88] One should not forget that the Republic was composed of seven sovereign provinces, and the constitutional link between them was only the Union of Utrecht of 1579, a defensive alliance against Spain.[89] During the eighteenth century the States General were hopelessly split between the interests of the land-locked provinces favouring a strong army and the sea-bound provinces advocating the need for a strong navy. The result was a mutual checkmate and the Dutch had neither an effective army nor a powerful navy that could protect her maritime trade.[90] Even if taxes were agreed upon for the outfitting of a fleet the provinces, which for whatever reasons did not live up to

their financial obligations, could not be forced to pay.[91] The result was that the State itself was bankrupt although the general welfare and individual riches were great. Only by being able to borrow money at low interest because of the huge accumulation of capital in Holland was it possible for the government to exist. But this only postponed the detrimental effects of these institutional defects.[92]

The neglect of the fleet was not only crippling from a diplomatic point of view but also from that of commerce.[93] The tendency to vacillate, compromise and delay decisions when and wherever possible meant that the maritime trade, with Russia among others, was not protected. At the outbreak of the Fourth Anglo-Dutch War not a single man-of-war was available to sail and warn the fishing and merchant fleets.[94] Both the D.O.H. and the D.M.H. asked for protection of their respective trades through the use of convoys. Immediately the question arose as to who would pay the costs. The D.O.H. and the D.M.H. were willing to double the <u>gallootsgeld</u> but felt that the Republic as a whole should bear the rest of the costs. The delays and the necessity for lengthy correspondence with the individual provinces, even in time of war, meant that in the end nothing was done.[95] The Dutch trade with Russia was carried out under foreign flags or via foreign ports with the result that once having carried their commodities via these other ports the merchants were likely to do so again in the future. A similar situation had occurred in 1742 during the Russo-Swedish war. The D.O.H. knowing that it would take too long to obtain consent from all seven provinces for funds for convoy to the

Baltic decided to submit their request for a reduced convoy only to the Admiralties of Holland.[96]

In addition, by the eighteenth century the merchant fleet had become practically useless as a weapon of war and the influence on politics the Dutch merchants enjoyed disappeared. Since the merchant no longer had an available naval force of his own he had to rely on the navy for protection but an appeal for assistance automatically would entail higher expenses. If on the short run it was expedient to avoid this problem the shipowner registered his ship elsewhere and if necessary also conducted his business from a foreign port.[97]

Fourthly, the Dutch merchants seem to have lost much of their enterprising and aggressive spirit in the eighteenth century. Instead of taking new risks they switched to the safer and less challenging business of lending capital to others. Of course there were still merchants such as Hope and Company, one of the largest Dutch financiers, who still took an active part in trade and shipping. However, the preservation of the wealth gained in earlier times through low-risk loans characterized a large segment of the Dutch business community.[98] Proposals were judged on their short-term benefits and once the danger was passed the matter was quickly forgotten.[99] Even sound suggestions such as the establishment of commercial agencies in the "two most important Russian trading centres, Archangel and Riga," were rejected. The reason for this and other opportunities that were turned down was that the merchants had no need of this in the past and therefore could not see why they should have in the future. Official representation would mean only added expenses.[100]

And finally, the conditions which existed prior to the eighteenth century were changing. The Dutch received more and more competition from others who also began to serve as middlemen. The voorbylandvaart or direct trade and shipping between countries of production and consumption was increasing. Active Dutch trade was being replaced more and more by the commission trade. All these structural changes as well as the shifts in consumption patterns led to a declining need to use Holland as a transit point.[101] The rivals of the Dutch in their role of middlemen were especially the Danes, Swedes and Hamburgers.[102] With the occupation of Holland by the French in 1795 a great part of Amsterdam's commerce was diverted to Hamburg.[103] Having come to terms with each other the Danes and Swedes were able to develop and expand their merchant fleets. The increase in the Dutch voorbylandvaart which went directly from Russia to France and vice versa or from Archangel to the Iberian Peninsula and Mediterranean is difficult to evaluate until further investigation has been done. Apart from the sources which may be available in Russia and France, the only source concerned immediately available for such a study are the Sound Toll Accounts. However, the usefulness of the homeport of the captain as a measurement decreased in validity as the century progressed. Nevertheless, it does seem that a noticeable switch from the use of Amsterdam as a staple port and to Dutch-carrying trade bypassing Holland started about the middle of the eighteenth century.[104] This is indicated by both the Sound Toll Accounts and the Galiootsgeld-registers. The latter show a marked structural change in the shipping patterns with regard to the size of ships. The use of medium size ships

on the Russia to Amsterdam route starts to decline at this time to be replaced by smaller ships. And it is not at all unlikely that the medium size ships continued to be used but now went directly from Russia to ports in France, the Iberian Peninsula and the Mediterranean.[105]

The increased sophistication by which the merchants and shipowners conducted their business in terms of credit facilities, bills of exchange mechanisms and a reliable postal service as well as the financial strength of the Amsterdam exchange made possible an expanding commission trade instead of active trade.[106] According to Elias Luzac, by the 1780's the commission trade became the most important trade for the Dutch.[107] The charterparties have shown an increase in the function of Amsterdam as a shipping exchange. The trend of Amsterdam of becoming a brokerage centre for shipping, the voorbylandvaart and the commission trade went hand in hand. While there can be no doubt that profits of those in the commission trade were much lower, usually 2% to 5%, than of those who traded for their own account, but they were more certain of their profit which depended on volume.

It is difficult to reach any definite conclusions on the average rate of profits. One would have to know the purchase and selling prices including rates of exchange for the various currencies involved. The Dutch quite often bought goods from the Russians on future contracts. Some goods were bought 12, 16 or even 18 months in advance. The purchase price paid for the goods bought in Russia could differ by as much as 60% to 100% depending on the speculative nature of these future contracts.[108] In addition, regulations such as those at Archangel that merchants who

bought 100 lasts of rye could ship out only 80 lasts the same year and the remaining 20 lasts the following year, in order to provide a cushion against a possible scarcity of foodstuffs at Archangel, meant that part of the merchant's working capital was tied up for an extra year.[109] And the merchant had to pay additional costs for warehousing, risk possible spoilage and hope that prices would not fall.[110]

In addition to the purchase and selling prices, it is necessary to know the expenses added en route. The correspondence of the merchants indicates that the expenses of loading and unloading, warehousing, packaging, weighing, commission for the agent or factor in Russia and some other incidentals usually added 10% to 25% to the purchase price.[111] With customs dues and added port charges, it could happen that, by the time the cargo was loaded aboard ship, the expenses were more than equal the purchase price.[112] Freight prices ranged between 10% to 25% of the selling price at Amsterdam, the fluctuation in percentages were due more to changing commodity prices than varying freight rates. Yet depending on the time of year and the supply and demand of shipping, freight prices could deviate by as much as 25% in a single week.[113] Insurance rates usually did not exceed 2% but could go as high as 20% in times of war (Table VI.2), when profits were also higher, especially if vital naval supplies such as masts were shipped. In the late 1770's it was said that if one out of four ships was successful in reaching France from Russia with timber a profit was ensured.[114]

With so many permutations, it is difficult to establish an average rate of profit on the Russia to Amsterdam route. The few transactions

that could be reconstructed yielded an average profit of 10% to 17% but these were for small quantities of hemp and juchten.[115] For the Archangel to Amsterdam route in the seventeenth century, Hart estimated the profit on grain transactions to range from 17 1/2% to 30%, but also cited cases when the merchants suffered losses instead.[116] Bogucka claims an average profit of 40% on the Danzig to Amsterdam grain trade.[117] Martin Buist in his recent study on Hope and Co. places the net profit on hemp from Riga at 12% and on flax at 9% while on iron from St. Petersburg he estimates the net profit at 11%.[118] Buist considers the total costs of customs dues, handling, shipping and other expenses to average 70% of the purchase value of the commodity with those for hemp being somewhat lower.[119] This is not that far off the 81% cited by Kirchner on wine and salt shipments from France to Russia.[120]

As far as the profits of the shipowners were concerned these seem to have ranged from 8% to 25% annual return on investment depending on how successful the ship was in obtaining charters and avoiding damage.[121] If the merchant-trader was also the merchant-shipowner this meant that he was in a position to make a "double" profit although a shipment was customarily spread over several ships to reduce the risk of loss. Normally, six to twelve different merchants loaded cargo on the same ship but the number of merchants could go as high as fifty as was the case of the ship "De Jonge Jacob" in 1766.[122]

Even if it is possible to trace a shipment from producer to consumer and knowing the increases in price and expenses along the way, the different measures used present an added problem. In his recent study on the trade of early eight

eenth century Riga and the Russian hinterland, Doroshenko shows that the metrological factor, that is, the differences in the weights and measures used, may have yielded profits as great as those gained from differences in price.[123] Much more information will have to be gathered before the rate of profits in the Dutch-Russian trade can be established with accuracy. But even if the Dutch had the lowest profit margins, the high volume of the trade ensured large accumulation of monies which in turn made capital available for further investments.[124]

In the eighteenth century the Dutch started to invest their capital more and more in loans either at home or abroad.[125] The most important stimulus to the Dutch lending activities abroad lay in the difference in the rate of interest in the Republic and other countries. The vast capital accumulation of the Amsterdam merchants tended to keep the interest rate in Holland as low as 2 1/2% to 3% or even 2% to 1 3/4%.[126] In addition, many commission traders made a practice of advancing part of an agreed price in cash by bill of exchange to the owners of the goods before they were actually disposed of, taking interest on the advance in addition to the commission fee for the sale.[127]

Two facts illustrate the importance of the Amsterdam money market and banking facilities to Russia despite the decreasing share of the Dutch in Russia's foreign trade. In the first place, Amsterdam was the sole European financial centre on which one could draw or accept bills of exchange from Russia.[128] A bill of exchange issued by an English or French merchant in St. Petersburg or Moscow would have to be drawn on a correspondent in Amsterdam. The Russo-English trade imbalance was thus

settled via bills of exchange drawn on the Amsterdam exchange.[129] In the long run, however, it proved impossible to maintain this financial position without a corresponding dominance in trade and shipping. The crisis in 1763 rocked the Amsterdam financial establishment.[130] It occurred as a result of exchange operations during the Seven Years' War and of the failures of some Hamburg banking houses, which had a domino effect on the Amsterdam banking community. This led to the breaking of the Dutch monopoly as Russia's sole European banker.[131] From 1763 on it became possible to draw Russian bills of exchange also on Hamburg and London.[132]

Nevertheless, Amsterdam remained a centre of dominant financial strength. The best illustration of this was the reliance of Russia on the Dutch bankers who floated the huge government loans for Russia at the end of the eighteenth century. Between 1787 and 1793 Hope & Co. issued eighteen series of loans of f.3,000,000 each on behalf of the Russian government.[133] This amounted to a total of f.54,000,000 and raised the total sum of loans outstanding at the turn of the century to more than f.88,000,000.[134] By the time of the Congress of Vienna in 1815, Russia's indebtedness to the Dutch banking houses had increased to f.101,486,000.[135] Thus, at a time when trade between Holland and Russia was rapidly declining, the Russian government began to rely more and more on the Dutch for financial assistance. Early in the nineteenth century, the Dutch still possessed a remarkable amount of financial power and the greater part of Russia's foreign loans were with Holland.[136]

Footnotes - Chapter IV

[1]It should be kept in mind that the Sound Toll figures on shipping from Russia do not include the ports of Viborg and Frederikshamn.

[2]Figures for 1784 and 1785 were taken from Tables V.3 and 4 while those for 1794 to 1797 and 1803 to 1807 from the General Extracts über die bein öresundischen Zollamte klaristen Schiffe as found in the correspondence from Elseneur by J.J. Aller to the D.O.H. (G.A.A., PA78/284).

[3]Figures for Rotterdam were taken from Table VI.1. The figures for Amsterdam have been adjusted for missing data in 1791 and 1795 and do not include St. Petersburg for the years 1797 to 1807.

[4]The percentages are based on the sum of Column 'B' divided by that of Column 'A' x 100 of Tables V.1-4.

[5]H.T. Colenbrander, Gedenkstukken der Algemeene Geschiedenis van Nederland van 1795 tot 1840, vol. I, 's Gravenhage, 1905, pp. 199-200; Oldenweldt, "Scheepvaartstatistiek," pp. 126-128. Colenbrander's figures are for ships that arrived at Texel and the Vlie and do not include whaling and fishing boats nor vessels of the Dutch East India Company. No Amsterdam data were available for 1800 which has therefore been omitted.

[6]Only from this set of GGR figures on shipping from Russia have Viborg and Frederikshamn been excluded.

[7]The percentages are based on "Total for Russia" and "Total from Baltic" respectively in Tables V.3 and 4.

[8]That is out of the 1,127 ships per annum which sailed from the Baltic to Holland only 67.3% or 759 were destined for Amsterdam where they accounted for 28.7% of all ship arrivals. Similarly, of the 305 ships per year that passed the Sound for Holland in 1784 and 1785 only 67.7% or 206 were destined for Amsterdam representing 8.8% of the annual shipping turnover at Amsterdam.

[9]See below, pp. 291-294.

[10]As far as shipping from Russia to Rotterdam is concerned only figures on the number of ships are available. The findings with regard to St. Petersburg in relation to shipping from Russia show that the number of ships alone is not a very good indicator as it does not tell us the total of the cargo carried or amount of shipping tonnage involved.

(Footnotes - Chap. IV)

[11]Bogucka, "Amsterdam shipping," pp. 433-435.

[12]Snapper, Oorlogsinvloeden, pp. 303-315.

[13]Elias, Voorspel, vol. I, p. 61.

[14]By combining the STA data on commodities with that of the GGR on sizes of cargo and ship, it should be possible to estimate the average sizes of cargoes and ships, excluding those involved in the timber trade.

[15]The GGR figures are based on those presented at five-year intervals in Tables IV.4.A-H and the corresponding years for the Russian ports as found in Tables II.4.B-E.

[16]Walter Vogel, "Beiträge zur Statistik der deutschen Seeschiffahrt im 17 und 18 Jahrhundert," H.G., 57(1932)129. See also by the same author, "Zur Grösse der europäischen Handelsflotten im 15., 16. und 17. Jahrhundert. Ein historisch-statistischer Versuch," in Festschrift D. Schäfer zum 70. Geburtstag dargebracht, Jena, 1915, pp. 268-333.

[17]Faber, "Het probleem van de daalende graanuitvoer uit de Oostzeelanden in de tweede helft der zeventiende eeuw," A.A.G. Bijdragen, 9(1963)7.

[18]Snapper, Oorlogsinvloeden, Tabel B, pp. 312-315.

[19]For example, the ship "d'Eendracht" which in 1720 was chartered by Tsar Peter's Dutch resident Christoffel Brants for a return voyage Amsterdam - St. Petersburg (G.A.A., N.A. 6636/-, 20 May 1720) also made voyages to Curaçao (G.A.A., PA36/559, Journaal van Quirijn Brantsz, 1715-1731). According to the charterparty the ship measured 125 vt. long by 33 3/9 vt. wide, by 14 1/2 vt. height and a deck of 7 vt. and thus, according to Formula (2), measured 338 lasts or 676 tons. It was thus quite a large merchantman.

[20]Dirk van Hogedorp, Stukken raakende den tegenwoordige toestand der Bataafsche Republiek, Den Haag, 1801, Appendix LaH, p. 315.

[21]Soom (Der Handel Revals, p. 2) quotes a Swedish source which places the average size of Dutch ships visiting Reval in 1692 at 200 to 300 lasts. This figure differs considerably from the information in the

(Footnotes - Chap. IV)

GGR (Table II.4.E) where the largest average size of the cargo in the first quarter of the eighteenth century was 155 lasts in 1716 and that of the ship 112 lasts. However, the change in ship sizes on this route might have been a result of the Northern War. Sources used by Walter Kresse on shipping with Danzig indicate that, in 1781, 186 Hamburg ships averaged 95.6 lasts and, in 1823, 131 ships were found to average 110 lasts. (Walter Kresse, Materialen zur Entwicklungsgeschichte der Hamburger Handelsflotte, 1765-1823, Hamburg 1966, pp. 68-69.) According to the GGR (Table IV.4.E) the 68 ships that sailed from Danzig to Amsterdam in 1779 averaged 75.2 lasts while the average size of the cargo carried by them was 119.5 lasts. The average size of the 127 ships and cargoes for the years 1783 to 1785 were 80.6 lasts and 127.1 lasts respectively. Both these sets of figures do not differ that much from those presented by Kresse. However, for the year 1824 the average size of ships from Danzig was only 39.7 lasts and that of the cargoes 46.4 lasts, both of these differing considerably from Kresse's average of 110 lasts for 1823.

[22]Jeannin, "Les comptes du Sund," pp. 77-78.

[23]Davis, English Shipping, pp. 57-60.

[24]E. Luzac, Holland's Rijkdom, Leiden, 1781, Vol. II, p. 321; see also Chapter II.5.

[25]Faber, Drie Eeuwen Friesland, pp. 278-289; S. Haagsma, Een blik op Frieslands Koopvaardij, Leeuwarden, n.d., p. 36; Lootsma, "De zeevaart van Hindeloopen," p. 229; de Vries, Economische Achteruitgang, p. 37. See also A.J. Deurlo, "Bijltjes en Klouwers. Een bijdrage tot de geschiedenis der Amsterdamse Scheepsbouw in het bijzonder in de tweede helft der achtiende eeuw," Ec.H. Jrbk., 34(1971)11-71; S.C. van Kampen, De Rotterdamse Particuliere Scheepsbouw in de tijd van de Republiek, published Ph.D. dissertation, University of Rotterdam, 1953; A.G. Malcolm, De Houthandel van Nederland, Amsterdam, 1930; and C.A. Schillemans, De Houtvellingen van Zaandam in de jaren 1695-1811, 's Gravenhage, 1947 on the Dutch shipbuilding industry at Zaandam and elsewhere.

[26]Keuning, De Groninger Veenkolonien, Amsterdam, 1933, p. 179; de Vries, Economische Achteruitgang, p. 191.

[27]Dr. Frits Snapper [redacted] currently working on the problem of the Frisian kofschip.

(Footnotes - Chap. IV)

[28]The fact that the Dutch developed different types of ships to meet the requirements of a particular trade rather than by increasing or decreasing the size of the flute was also noted by William Petty who wrote in his Political Arithmetic in 1691 (London, pp. 19ff.) that,

> "The Dutch built long slight ships for carrying masts, timber, balks, etc., and short ones for loading iron, stones, etc. One sort of vessels to trade at ports where they need lie at the ground, others where they must jump upon sand every twelve hours; one sort of vessels and way of manning in time of peace, and cheap gross goods, another for war and precious commodities. One sort of vessels for the turbulent seas, another for inland waters and rivers. One sort of vessels and riggings where haste is requisite for the maiden head of a market, another where one-fifth or one-fourth of the time makes no matter . . . some for Northern navigation among ice and some for the South against worms etc. . . ."

[29]This would entail adding the name of the captain and of the ship to the data set and coding information of all Baltic shipping for a number of years since a captain who went to Danzig on his first voyage could very well visit Riga instead on his second trip. Professor Johansen in his study on the Sound Toll Accounts for 1784 to 1807 has prepared some preliminary figures on the frequency of voyages per year to the Baltic. According to his data out of the 4,185 west-bound passages through the Sound by Dutch captains during the years 1784 to 1786, 6.6% of the passages were by captain making a single journey per year while 47.4% of the passages were accounted for by captains who made two voyages yearly. The percentage of those making three passages per year was rather low at 9.0% but much higher at 30.4% for those who undertook four trips to the Baltic in a single year. The remaining 6.6% of the passages were accounted for by those making five or more journeys per annum.

[30]For example, in 1804 thirty ships came to Amsterdam from the port of Kiel. These ships ranged in size from 28 to 50 tons averaging 41.54 tons. Similarly in 1819 Kiel was listed as the port of departure for nineteen ships averaging 38.84 tons in size, the average size of the cargo being 54.42 tons.

[31]Faber, Drie Eeuwen Friesland, p. 265. Dillen (Van Rijkdom en Regenten, p. 514) suggests that the smaller Frisian ships also engaged in the voorbijlandvaart.

[32]W.H.D. Brink, Bijdrage tot de kennis van den economischen toestand van Nederland in de jaren 1813-1815, published Ph.D. dissertation, University of Amsterdam, 1915, p. 80.

(Footnotes - Chap. IV)

[33]Professors J.R. Bruijn and I. Schöffer are presently preparing a computer based data bank on the ships of the East India Company.

[34]Schillemans, p. 29.

[35]Nederlandse Jaarboeken, 1747, p. 896.

[36]Kirchner, Collected Essays, p. 135.

[37]Alice C. Carter, "The Dutch as neutrals in the Seven Years' War," International and Comparative Law Quarterly, 12(1963)818-834.

[38]The figures for 1784 and 1785 are taken from Tables V.3 and 4 while those for 1794 to 1797 and 1803 to 1807 and 1814 to 1816 can be found in the correspondence of J.J. Aller to the D.O.H. (G.A.A., PA78/284) which contain General Extract über die bein öresundischer Zollamte klaristen Schiffe.

[39]Simon Hart, Engel van de Stadt, pp. 125-126; B. Kolf, "Achter de schermen van het onder onzijdig vlag brengen van koopvaardijschapen ten tijde van de Bataafsche Republiek," Rotterdamse Jaarboekje, 5th ser., 2(1944)81-107. The Dutch East India Company used the Danish flag and Danish merchants to carry their colonial trade. See Ole Feldbaek's, India Trade under the Danish Flag 1772-1808. European Enterprise and Anglo-Indian Remittance and Trade, Copenhagen, 1961 and his recent article, "Dutch Batavia Trade via Copenhagen 1795-1807. A Study of Colonial Trade and Neutrality," Sc.Ec.H.R., 21(1973)44-75.

[40]A.R.A., Archief van de Levantschen Handel 114, Letter of 26 March 1793 by Van Dedem to the Directors of the Levant Trade. G.A.A., PA38/23, 24 and 25, Muster rolls for 1783. The muster rolls for 1783 list a total of 828 ships of which 414 ships mention the flag flown by the ship. Of these 17 flew the Russian flags. One hundred and seventy six ships stated one of the Russian ports as their port of destination and the different flags under which these ships sailed were as follows:

Russian	3	Hamburg	10
Prussian	222	Bremen	10
Rostock	2	Emden	1
Lubeck	6	Dutch	10
Denmark	89	England	1
Sweden	8	Munster	2
Oldenburg	1	Austrian Emperor	145
		Venice	3
		American	4

Even in 1784 ships not sailing to Russia and which were probably Dutch

(Footnotes - Chap. IV)

owned/controlled were sailing under the Russian flag. For example a muster roll of 3 April 1784 (PA38/26) stated that captain Volkert Lolkes in command of the ship "de Gewaapende Neutraliteit" signed on a crew to sail from Amsterdam to Bordeaux under a Russian flag. See also Isabel de Madariaga, Britain, Russia and the Armed Neutrality of 1780, New Haven, 1962, pp. 363-386.

[41]W.F.H. Oldewelt, "De Scheepvaartstatistiek van Amsterdam in de 17de en 18de eeuw," Jrbk. Amstelodamum, 45(1953)77-78.

[42]See, for example, G.A.A., N.A. 10900/252, 5 June 1781, N.A. 10901/134, 27 and 29 April 1782 and N.A. 10901/168, 22 and 24 May 1782 regarding ships sailing from Archangel to Amsterdam; N.A. 10901, 20 and 21 June 1782 for a ship sailing from Archangel to Barcelona; N.A. 10901/95, 28 March 1782 for a ship sailing from St. Petersburg to Lisbon; and N.A. 10901/145, 2 May 1782 for a ship sailing from Riga to Port-a-Port.

[43]Kolff, pp. 102-103.

[44]Z. Sneller, "De Toestand der Nijverheid te Amsterdam en Rotterdam volgens de Enquete van 1816," B.V.G.O., 6th ser., 3(1926)149.

[45]On the use of the American flag by European merchants during the time of the Continental Blockade as a neutral flag covering the trade with Russia see Alfred W. Crosby Jr., America, Russia, Hemp and Napoleon. American Trade with Russia and the Baltic, 1783-1812, Ohio State University Press, 1965.

[46]Ernst Baasch, Holländische Wirtschaftsgeschichte, Jena, 1927, p. 165; Keuning, Scheepsbouw, p. 13.

[47]See above p. 3.

[48]Bogucka, "Amsterdam shipping," p. 435.

[49]G.A.A., N.A. 8651/681, 12 May 1729.

[50]See for example, G.A.A., N.A.A. 10890/159, 2 April 1778 for a ship from Bristol to Archangel to Amsterdam; N.A. 10893/262, 22 May 1779 for a ship from Dunkirk to Archangel to Lisbon or Barcelona; N.A. 10895/195, 24 May 1780 for a ship from Ostende to St. Petersburg to

(Footnotes - Chap. IV)

Lisbon; N.A. 10798/613, 10 May 1765 for a ship from Bremen to St. Petersburg to Lisbon; N.A. 10864/460, 11 May 1772 for a ship from Calais to St. Petersburg to Marseilles; N.A. 10893/181, 29 March 1779 for a ship from Ostende to Riga to Lisbon; and N.A. 10893/261, 18 & 21 May 1779 for a ship from Chatham to Archangel to Lisbon.

[51]G.A.A., N.A. 10815/637, 21 June 1764, a ship from Hamburg to St. Petersburg to Ancona.

[52]The role of Amsterdam as a staple market and its decline during the eighteenth century still awaits its historian. A somewhat dated but still useful description in English can be found in Chapter V of Gideonse's unpublished thesis. Gideonse based his interpretation on the dissertation by the Dutch historian T.P. van der Kooy, Hollands stapelmarkt en haar Verval, published Ph.D. dissertation, University of Amsterdam, 1931. Van der Kooy's analysis of the roles and function of various groups or classes of the merchant-financier-trader-shipowner has been criticized and improved upon by later Dutch historians such as Joh. de Vries (Economische Achteruitgang) and Pieter W. Klein (Van Stapelmarkt tot Welvaartstaat, Rotterdam, 1970).

[53]The number of charterparties located to date is too small and the different notarial protocols consulted too limited to allow for any definite conclusions as to the number of ships that sailed from Russia to Holland and that bypassed it. One can very well argue that the charterparties give a pessimistic picture of direct trade between Russia and Amsterdam since a substantial amount of this trade was carried out by merchants who used their own ships and therefore did not appear in the charterparties.

[54]Bogucka, "Amsterdam shipping," pp. 438-442; Hart, "Amsterdam Shipping," pp. 15-19.

[55]See Table IV.14. It seems that only the trade from Russia to Amsterdam was severely affected by this war. In 1781 the cargo tonnage from Russia dropped from 67,798 tons the previous year to 20,480 tons while that for the Baltic as a whole dipped only slightly remaining at 131,522 tons. The previous year it had stood at 135,726 tons (Table III.14). An example of the adaptability of the Dutch to the hazards of war and their ability to continue carrying vital war materials during this period is that during the period from 1778 to 1782 France was supplied with more masts than England (Albion, Forests and Sea Power, pp. 193-194). See also, Frank Fox, French-Russian Commercial Relations in the Eighteenth Century and the French-Russian Commercial Treaty of 1787, unpublished Ph.D. dissertation, University of Delaware, 1966, pp. 148ff.; Kampen, p. 121; Madariaga, pp. 360-386; and Menke, pp. 276-284.

(Footnotes - Chap. IV)

[56]De Vries, Economische Achteruitgang, p. 17.

[57]Michel Morineau, "La balance du commerce Franco-Néerlandais et le resserrement économique des Provinces-Unies au XVIIIème siècle," Ec.H.Jrbk., 30(1965)232-233.

[58]The first commercial treaty between Russia and the Netherlands was not concluded till 1846. ("Verdrag van Handel en Zeevaart tusschen Rusland en de Nederlanden gesloter 1/13 September 1846," Staatscourant, No. 281, 25 November 1846.)

[59]Scheltema, Rusland, vol. 4, pp. 210-219.

[60]G.A.A., A.B.D.M. 31, Letters of 15 February and 20 September 1715 written by de Bie to the Burgomasters of Amsterdam.

[61]Letter 17 October 1788 from the States General to the Grave van Rechteren at St. Petersburg as reported in the Nieuwe Nederlandse Jaarboeken, 1788, pp. 564 and 760. In this letter which recalled van Rechteren who was Extraordinary Envoy at the Russian Court, the reason for the recall given was simply that it was too expensive to have two ministers (actually they were the envoy and the Dutch secretary Swart) at the Russian court.

[62]Scherer, Commerce, vol. II, p. 147.

[63]For a review of treaty negotiations between the Dutch and Russia for the period up to 1729 consult Verbaal van den Heer de Dieu, 1729-1732, Appendix 2(A.R.A., Legatie Archief, No. 580). For a survey of these negotiations for the period 1734 to about 1760 with copies of the treaty proposals appended see Retroacta over een Commercie Tractaat met Rusland (A.R.A., Collectie van der Heim, Nr. 500). A good summary in English as well as translation into English of the concept treaty proposed by de Dieu in 1729 can be found in Gideonse, pp. 173-203. See also the article by Otto Eichelman, "Zur geschichte des diplomatischen Verkehr in Russland im XVII Jahrhundert," Russische Revue 6(1877)535-557 and "Die rechtliche Ordnung des internationalburgerlichen Verkehrs Russlands im achtzehnten Jahrhunderts seit Peter I," Russische Revue, 7(1787)209-246.

[64]A.R.A., Archief van der Spiegel, No. 175, 6 July 1791.

(Footnotes - Chap. IV)

[65]G.A.A., PA78/1327, Letter of 18 March 1749 from Hartwijk Schaub and Co. in St. Petersburg to I. de Neufville in Amsterdam. In this letter Schaub described the techniques of the Dutch who used the names of Russian and Armenian merchants so that goods could be brought aboard ship free of the extraordinary charges and paying tolls according to the rates applicable to Russian merchants.

[66]A.R.A., States General, Liassen Moscovie, No. 6655. Letter of 19 March 1784 written by the Grave van Wassenaar to the States General.

[67]Koopman, 1770, vol. II, p. 14. In reviewing the Dutch trade with Russia the Koopman noted that although the Dutch had no commercial treaty with Russia and the possibility for a treaty in the near future was dim, this did not seem to have affected Dutch trade which was "prospering strongly."

[68]Gideonse, pp. 202-205.

[69]An attempt to explain the lack of interest in foreign trade by the Russians as a matter of choice rather than economic backwardness may be found in N.L. Rubenstein, "Vneshnai a torgovlia Rossii i russkoe kupechestvo vo vtoroi polovine XVIII v." Istoricheskie zapiski, 55(1955) 343-361.

[70]Some indication of the profitability of the role of the Dutch and others as middlemen was that the Spanish figured that they would save up to 30% by dealing directly with the Russians instead of via the Dutch or Hamburg merchants (G.A.A., A.B.D.M. 31, Letter from Moscow of 17/28 February 1729 written by De Wilde to the Burgomasters of Amsterdam). Storch stated that in 1775 when the Reval merchants started to sail their own ships to Lubeck freight charges declined by 40% (Storch, vol. VII, p. 42).

[71]G.A.A., A.B.D.M. 31, Letters from St. Petersburg of 29 April, 10 May, 24 May and 27 August 1717 by de Bie to the Burgomasters of Amsterdam.

[72]Ukas of 8 November 1723 quoted in J.M. Letiche, ed., A History of the Russian Economy from the Ninth to Eighteenth Century, Berkeley, 1964, pp. 262-263.

[73]Storch, Vol. V, pp. 200-202. For example, in 1766 some Russians including the Tsarina established a company to trade directly with Spain and Portugal. As a test they sent several vessels with cargo to Livorno but

(Footnotes - Chap. IV)

on this venture the Russians lost a great deal of money (A. R. A., Archief Stadhouderlijk Secretariat, No. 110, Letter of 22 August 1766 from St. Petersburg written by Swart to the Grand Pensionary in The Hague). On their part, the Spanish also tried to trade directly with Russia either by using their own ships or chartering some from the Dutch (Koopman, 1775, vol. IV, p. 51).

[74] Ibid., p. 203.

[75] Marbault, p. 135.

[76] A. R. A., Archief Admiraliteits College, Verzameling Bisdom N. 260, fols. 504-506. Enclosed in a letter from St. Petersburg on 13 February 1751 by Swart and received at 's Gravenhage 5 June 1751, was a written opinion of a "Concept to improve Russian Trade" drawn up by an anonymous Russian author. According to Swart, the Russian merchant does not know how to equip and run ships, does not trust strangers to look after his affairs and deals only in goods which he can "have in his hands." Further there are practically no Russian sailors and a Russian merchant marine would be locked in ice while the ships of other European nations continue trading. On the lack of initiative of Russian merchants to engage in other foreign trade see Hans Halm, Habsburgischer Osthandel im 18. Jahrhundert (Veröffentlichungen des Osteuropa-Institutes, vol. 7), Munich, 1954, pp. 133-140.

[77] Gideonse, Chapter IV. It should be noted that despite wartime conditions a considerable number of ships reached Amsterdam from Danzig in 1734 (Table IV. 4. E). Further investigation into the GGR on the port of Danzig should provide a more definite answer.

[78] Alice C. Carter, "Dutch Foreign Investments 1738-1800, in the light of the Amsterdam 'Collateral Succession' Inventories," TvG, 66(1953) 27-38; De Vries, Economische achteruitgang, p. 27. Although the Galjootsgeldregisters for 1775 are missing, the Sound Toll data (Table V.5) indicate that 1775 was the last year of growth in this cycle since the following year the number of ships to Holland from Russia dropped by almost 200. Van Dillen (Van Rijkdom en Regenten, pp. 559-560) was of the opinion that the upturn in 1759 should be linked to the death of the Gouvernante Anna, wife of the deceased Willem IV. Anna had tied the building of warships to expansion of the army. With her death, this block was removed and the Republic started building warships which protected the merchantmen. See also Bartstra, p. 33.

[79] J. A. Faber et al., "Population changes and economic developments in the Netherlands: a historical survey," A. A. G. Bijdragen, 12(1965)47-113. See also Faber, Drie Eeuwen Friesland, Chapter III and van der Woude, Noordekwartier, Chapters II and III.

(Footnotes - Chap. IV)

[80]B.H. Slicher van Bath, De agrarishe geschiedenis van West-Europa (500-1850), Utrecht, 1960, pp. 227 ff.; Walter Vogel, "Handelskonjunctuur und Wirtschaftkrisen in ihrer Auswerking auf den Seehandel der Hansestädte, 1560-1806," H.G., 74(1956)50-64; De Vries, Economische achteruitgang, p. 26; and Pieter W. Klein, "Stagnation économique et emploi du capital dans la Hollande des XVIII[e] et XIX[e] siècles," Revue du Nord, 52(1970)33-41.

[81]Dillen, Van Rijkdom en Regenten, p. 338; J.A. Faber, "Het probleem van de dalende graanaanvoer uit de Oostzeelanden in de tweede helft van de zeventinede eeuw," A.A.G. Bijdragen, 9(1963)21-23; L. van Buyten, "Graanprijzen in de Zuidelijke Nederlanden," Spiegel Historiael, 2(1967) 2:67-77; L.G.J. Verberne, "Hooge Graanprijzen 1789," Rotterdamse Jrbk. 8(1940)132-141. The English grain trade showed the same characteristics. See William F. Galpin, The Grain Supply of England during the Napoleonic Period, published Ph.D. dissertation, University of Philadelphia, 1925. Considerable quantities of grain were also being exported from England to Holland. See David Omrod, Anglo-Dutch Commerce, 1700-1760, unpublished Ph.D. dissertation, Cambridge, England, 1973, pp. 405-408.

[82]Dillen, Van Rijkdom en Regenten, pp. 336-338; Faber, "Probleem," pp. 21-23.

[83]For a discussion of Russia's grain exports via the Black Sea, see P.A.M. Herlihy, Russian Grain and Mediterranean Markets, 1774-1861, unpublished Ph.D. dissertation, University of Pennsylvania, 1963.

[84]On the negative effects of high taxes and relatively high wages see E. Luzac, 1783, vol. IV, p. 82; Dillen, Van Rijkdom en Regenten, pp. 272-282; W.H.F. Oldenweldt, "De Hollandse Imposten en ons beeld van de conjunctuur," Jrbk. Amstelodamum, 47(1955)58-59; F.H. Sickenga, Bijdrage tot de geschiedenis der belasting in Nederland, Leiden, 1864: De Vries, Economische achteruitgang, pp. 172-180; and especially, Charles Wilson, "Taxation and the Decline of Empires, an unfashionable theme," B.M.H.G., 77(1963), 10-26.

That pollution and the lack of new sources of energy were factors in arresting Dutch industrial growth and prevented a 'take-off' similar to that which occurred in England in the second half of the eighteenth century is argued by H.A. Diedericks, J.A. Faber and S. Hart in "Urbanisation, Industrialization and Pollution in the Netherlands, 1500-1800," (trans. fr. Dutch by J. Knoppers), paper presented at the VIth International Congress on Economic History, Theme 3: Urbanisation and Environment, Copenhagen, August 1974. A slightly modified version in Dutch can be found in A.A.G. Bijdragen, 11(1973)251-271.

(Footnotes - Chap. IV)

[85]H.A.H. Kranenburg-Boelmans, "De Haring export naar de Oostzeegebied in de 18e eeuw," TvG, 72(1959)251-259; H. Wätjen, "Zur Statistik der Hollandischen Heringfischerei im 17. und 18. Jahrhundert," H.G., 16(1910)129-186. See also Unger, "Publikatie Voltooid," pp. 189-191.

[86]Snapper, Oorlogsinvloeden, p. 262.

[87]Robert Fruin, Geschiedenis der Staatsinstellingen in Nederland, (uitgegeven door H.T. Colenbrander), 's Gravenhage, 1922, p. 183.

[88]Pieter Geyl, Willem IV en Engeland tot 1748, 's Gravenhage, 1924, p. 8 and pp. 235-236.

[89]Bartstra, pp. 1-2.

[90]Ibid., p. ix.

[91]Fruin, pp. 394-395; Snapper, Oorlogsinvloeden, p. 121.

[92]Bartstra, pp. 20-21; Snapper, Oorlogsinvloeden, p. 122.

[93]Snapper, Oorlogsinvloeden, p. 231.

[94]M.A. Byl, De Nederlandse Convooidienst 1300-1800, 's Gravenhage, 1951, p. 70.

[95]G.A.A., PA78/108.

[96]G.A.A., PA78/25. Letter from 's Gravenhage of 22 March 1742 to the D.O.H. written by van Gemmert. Van Gemmert, who was the representative of the D.O.H. at the States General, wrote: "If the land provinces continue to condition their consent on the expenses for the navy and a sea province is forever questioning the cost of the army who knows when agreement can be reached. My greatest fear is that while we are continually debating without reaching a conclusion our enemies will swallow us"; Bartstra, p. ix.

[97]Snapper, Oorlogsinvloeden, p. 160.

[98]Ibid., pp. 161 and 262; Bartstra, p. 278; Geyl, p. 10.

(Footnotes - Chap. IV)

[99]De Vries, Economische achteruitgang, pp. 172-175.

[100]G.A.A., PA78/9.

[101]Dillen, Van Rijkdom en Regenten, p. 554; De Vries, Economische achteruitgang, pp. 29ff.

[102]Ernst Baasch, "Hamburg und Holland im 17. und 18. Jahrhundert," H.G., 16(1910)45-102; Dillen, Van Rijkdom en Regenten, p. 559; Madariaga, pp. 361-368; Menke, pp. 276-294; Hans C. Johansen, "Trade and Merchant Shipping between the Baltic Area and South-Western Europe in the Late Eighteenth Century," paper presented at the VIth International Congress on Economic History, Copenhagen, August 1973.

[103]Baasch, Quellen, pp. 229-246.

[104]Morineau (p. 211) states that the years 1748 to 1753 were the critical years in the switch to the voorbijlandvaart from Russia to France.

[105]H.H. van den Heuvel, A. Rogge en C. Zillesen, Verhandelingen uitgegeven door de Hollandse Maatschappye der Wetenschappen, Haarlem, 1775, p. 227; Koopman, vol. IV, 1773, pp. 436-438.

[106]Kooy, p. 49; Wilson, Anglo-Dutch Commerce, p. 11. According to the Koopman (vol. II, 1770, p. 190) the time required for letters to reach Amsterdam from the following places was:

Archangel	- 60 days	St. Petersburg	- 38 days
Danzig	- 16 days	Reval	- 28 days
Frederikshamn	- 42 days	Riga	- 18 days
Moscow	- 48 days	Stockholm	- 18 days

Especially noticeable are the short times for Danzig, Riga and Stockholm. Compared with Riga mail from St. Petersburg took more than twice as long.

[107]Luzac, vol. II, 1781, p. 301; J.B. Manger, Recherches sur les relations économiques entre la France et la Hollande pendant la Révolution Française (1785-1795), published Ph.D. dissertation, University of Amsterdam, 1923, p. 43.

[108]Doroshenko, "Tseni," p. 81; G.A.A., PA88/984. In a letter written on 14 May 1713 by Tobias Puyteling to David Leeuw in Amsterdam, Puytelingh states that hemp "can be bought now at 4 1/4 to 4 1/2 ruble but will probably cost 7 1/2 to 8 ruble at the time of the iarmarka."

(Footnotes - Chap. IV)

[109]Baasch, Quellen, pp. 349-351.

[110]An example of a transaction on which very little was earned and probably incurred a loss was the following:

On 11 September 1720 Tobias Puyteling loaded 1651 3/4 chetvert' or 103.2 lasts of linseed at Archangel for David Leeuw in Amsterdam on the ship "de Waakende Leeuw" (G.A.A., PA88/1005). The purchase price was 3055:7:8 rubles which at an exchange rate of 60 stuivers = 1 ruble equalled f.9167:4:4 (G.A.A., N.A. 7985/129 and 7994/168. Bills of exchange protests of 29 January and 26 October 1720 respectively.) The costs incurred at Archangel for tolls and loading the cargo on board the ship were f.601:6:3 (or 6.6% of the purchase price). The shipping costs were f.2036:17 (or 22.2% of the purchase price). The expenses at Amsterdam for unloading, weighing, harbour and other charges were f.333:9 (or 3.6% of the purchase price). An extra f.203:17 was paid for warehousing (or 2.2% of the purchase price). Thus the total cost of the 1651 3/4 chetvert' of linseed now lying ready for sale in an Amsterdam warehouse December 1720 was about f.13,004 (or the purchase price plus 41.9%). Prices for linseed at Amsterdam in 1721 were about f.5 1/2 per tun which at 21.6 tuns per last equalled f.118:16 per last (Posthumus, Prijsgeschiedenis, Vol. I, p. 55). At this price the linseed would have a total sales value of about f.12,260 which means that on the surface David Leeuw lost about f.744 on the transaction. He probably recovered some of this via the freight paid as the linseed was shipped on a ship of which he was part-owner.

[111]G.A.A., PA88/1005 and 1288. Based on the bills of lading, invoices and other documents contained in a letter sent by Dutch merchants in Russia to their counterparts in Amsterdam.

[112]G.A.A., PA78/1005. A purchase of 3430 barrels of "extra rich Moscovian" tar on 13 October 1722 cost 2613:1:- rubles. The tolls (85.8%), labour, handling and packing charges and commission added an extra 2683:6:- rubles to the cost of the tar or 102.6%. Harbour charges, loading costs and the like were not included.

[113]J.G. van Dillen, "Een boek van Phoonsen over de Amsterdamsche Wisselbank," Ec.H.Jrbk., 7(1921)225.

[114]J.A. van Hamel, Nederland tusschen de mogendheden, Amsterdam, 1918, p. 225.

(Footnotes - Chap. IV)

[115]See above footnote 111. P. Butel, "Bordeaux et la Hollande au XVIII[e] siècle: l'exemple du négociant Pellet (1694-1772)," Revue d'Histoire Economique et Sociale, 45(1967)58-86. Butel stated (p. 62) that profits as high as 200% were made on a cargo of 2/3 salt and 1/3 wine from Bordeaux to Riga and that if a return cargo of hemp was obtained the profit on the whole voyage could go as high as 300%. Bogucka ("Amsterdam shipping," p. 439) also lists possible profits from 200% to more than 300% but explains that these should be considered theoretical being based solely on price differences between the ports concerned and that in practice profits rarely reached such heights.

[116]Simon Hart, "De handelsbetrekkingen van Amsterdam met Archangel en Lapland (Kola) in de 17de eeuw," Nederlands Archievenblad, 73(1969)77-79.

[117]Maria Bogucka, "Profits in Gdansk. Foreign Trade in the First Half of the 17th Century," Acta Poloniae Historica, 13(1971)82.

[118]Martin Buist, At Spes Non Fracta. Hope & Co. 1770-1815. Merchant Bankers and Diplomats at Work , The Hague, pp. 237-239.

[119]Ibid., pp. 193-194.

[120]Kirchner, Collected Essays, p. 286, footnote 15. According to the source quoted by Kirchner on a shipment of salt and wine from France to Russia in terms of the purchase price one paid 6% export taxes, 5% commission, 12% for packing and loading at the port of departure and shipping, 6% for maritime risks, 8% insurance and 42% for Russian customs.

[121]G.A.A., PA88/559. Journaal van Quirijn Brants 1715-1731. For example in 1716, Brants bought a 1/48 share in a new ship called the "Juffrouw Josanna" for f.300. According to the dividends recorded in this ledger book his return on capital invested ranged from no dividends in a year to dividends as high as 24.3% in a single year. For the period 1716 to 1728, the average return per annum was 8.7%.

[122]G.A.A., N.A. 12373/322. In this procuration dated 30 May 1766, Tamme Beth Ybrandsz, bookkeeper of the ship "De Jonge Jacob" authorized Ns. Sahlgren and Aug. Alstromer, merchants of Gothenburg, to look after the salvage of the ship which was shipwrecked. The procuration was signed by fifty merchants and the total value of the cargo estimated at about f.200,000. The ship was en route to St. Petersburg from Amsterdam.

(Footnotes - Chap. IV)

[123]Doroshenko, "Tseni," pp. 78-81. Doroshenko gives the following breakdown of profits of Riga merchants buying goods from the Russians:

Commodity	Price Profit	Metrological Profit	Total Profit
Hemp	5.0%	7.3%	12.3%
Hempseed	15.5%	14.8%	30.3%
Linseed	9.4%	10.7%	20.1%
Crushed linseed	12.5%	6.5%	19.0%
Rye	16.8%	10.1%	26.9%
Potash	10.0%	11.7%	21.7%

[124]Nederlandsche Jaarboeken (1747, p. 906) stated "no nation is as happy with such small profits as the Dutch."

[125]Geyl, p. 10.

[126]Dillen, Van Rijkdom en Regenten, p. 460; Samuelson, "International Payments," pp. 171-172.

[127]Wilson, Anglo-Dutch Commerce, pp. 24-27.

[128]J.G. van Dillen, "The Bank of Amsterdam" in History of the Principal Public Banks, The Hague, 1934, pp. 105-106; W.P. Sautijn-Kluit, De Amsterdamse Beurs in 1763 en 1773. Een bijdrage tot de geschiedenis van den handel, Amsterdam, 1865, p. 41; Anon., "Das Russische Reich," Büsching's Magazine, 2(1766)30.

[129]Koopman, vol. V, 1775, p. 84. According to Le Long (5th ed., 1734, vol. I, pp. 136-137) the following number of days of grace (including holidays) for foreign bills of exchange was:

London = 3 days
Danzig = 10 days
Hamburg = 12 days
St. Petersburg and all other Russian ports = 10 days

Usually bills of exchange issued in Riga and Danzig were payable on sight from one month to 41 days after issue while those from St. Petersburg were payable 65 days after date of issue. The difference in time for bills of exchange issued at St. Petersburg and Riga was due to the longer time it took for the mail to travel from St. Petersburg to Amsterdam (see above footnote 106).

[130]J.G. van Dillen, "De Beurscrisis te Amsterdam in 1763," TvG, 37(1922)32-46; Sautijn-Kluit, Amsterdamse Beurs, pp. 89ff.

(Footnotes - Chap. IV)

[131]Leydse Courant, 19 September 1763.

[132]Storch (Vol. VI, p. 22) stated that circa 1777 the Russian bill of exchange market was still firmly in Dutch hands.

[133]Buist, At Spes Non Fracta, Chapters V through VIII.

[134]Ibid., p. 168; Baasch, Quellen, p. 405. The f.88,000,000 includes the Polish loans which Tsar Paul I had agreed to convert to Russian loans.

[135]Buist, At Spes Non Fracta, pp. 270-274.

[136]J.T. Weveringh, Geschiedenis der Staatsschulden, Vol. I, Haarlem, 1852, p. 670.

CONCLUSION

The eighteenth century was one of withdrawal by the Dutch from an active and assertive role in European diplomatic and military affairs. The Republic therefore did not cooperate with Russia in this respect while Russia made an effort just in these fields. Under Peter I and his successors Russia became both a Baltic and European power. Dutch trade with Russia in this period was neither hindered nor protected by political, military or commercial treaties. The direct trade between Russia and Holland and the interaction between Amsterdam and the European economy was determined as far as Holland was concerned primarily by commercial motives. Only when the Republic was involved in war did other factors play a role as can be seen from the rise in freight prices and insurance premiums during those times. The decline in Russian exports to Amsterdam must be looked at as part of the decreased demands of Holland herself and that of Amsterdam as a staple port. And since Russia failed to participate actively in her foreign trade, the study of Russo-Dutch trade requires investigation of the Dutch as carriers of Russia's foreign trade with Holland as well as with the rest of Europe.

The utilization of the Galjootsgeldregisters—the investigation of which is far from being exhausted in this study—enables us to gain an insight for the first time into the Dutch maritime connections with Russia. Past experiences with the use of quantitative methods in history have indicated the necessity for careful evaluation and determination of the parameters of the different variables of the source material in order

that the conclusions based on such sources can withstand criticism. The confrontation of the Galjootsgeldregisters with other Dutch sources as well as with the Sound Toll Accounts has been beneficial in a number of ways.

First of all, we now know much more about the validity of the Galjootsgeldregisters as a quantitative source for the study of Dutch shipping from the Baltic and Russia to Amsterdam. All the measurable variables, the "registered" date of arrival, the port of departure, the port of arrival, the homeport of the captain, the lastage of the cargo carried and the size of the ship in lasts, have been tested against other equally convincing sources. At the same time, a solution has been found to one of the more puzzling aspects of the Galjootsgeldregisters and of eighteenth century shipping in general, that is, the difference between the amount of cargo carried and the size of the ship. The relation between these two measurements has been put forward in the form of the equation, RL = .533ML or CC. This equation provides the linkage between the way in which the merchants and shipowners judged the size of the ship, namely, in terms of measured lastage or carrying capacity and the manner in which government or port authorities registered the size of the ship for toll purposes. Aside from providing the key to a particular problem related to the interpretation of the Galjootsgeldregisters data, this equation should be of assistance to those studying various aspects of the maritime trade of Holland and of northern Europe.

The methods developed for comparing the Galjootsgeldregisters with the Sound Toll Accounts—which is the first time that the latter source

has been tested on such a large quantitative basis—also yielded valuable results. While the question of the underdeclaration of the cargo at the Sound remains to be investigated, the Galjootsgeldregisters have shown that the Sound Toll Accounts exhibit a very high degree of reliability as far as the routes taken by the ships are concerned. The confrontation of the actual data as taken from the manuscripts of these two sources with the assistance of the computer has brought to light some interesting changes in the eighteenth century patterns of shipping from the Baltic and Russia to Dutch ports. For the first sample years, namely, 1724 and 1725, the port of Amsterdam accounted for 96.7% of the ships that sailed to Holland from all the Baltic ports and for 97.7% for those ships which came from Russia's Baltic ports. Sixty years later, after the Fourth Anglo-Dutch War, the picture had altered noticeably. By 1784/1785 only 67.3% of the vessels which passed through the Sound en route to the Republic were destined for Amsterdam, and the situation was much the same (67.6%) for those which came from Russia. Just as the Dutch share of the shipping from the Baltic and Russia declined so had the share of Amsterdam of that part of this shipping which went to Holland. According to the Zeetijdingen Rotterdam began to play an increasingly important role in Dutch-Russian trade, especially from the last decade of the eighteenth century onwards, and perhaps even surpassed Amsterdam in this respect after the Napoleonic Wars.

Another notable finding resulting from the comparison of these two sources is that while both the Galjootsgeldregisters and the Sound Toll Accounts exhibited a high degree of concordance as to whether the captain

had a Dutch or non-Dutch homeport, the Sound Toll Accounts tended to overemphasize the importance of Amsterdam as a homeport versus ports in Friesland and Groningen. Consequently, the conclusions of studies which have used the homeport of the captain as in indice for charting the role of the different Dutch provinces will have to be re-examined.

With the aid of the Galjootsgeldregisters, it was possible to establish for the first time the relative significance of each Russian port for Dutch trade. The statistical data derived from the Galjootsgeldregisters set out in tables and graphs show that the pattern and structure of shipping from each Russian port had its own characteristics and was influenced by particular as well as by more general factors. Throughout the eighteenth century, shipping from Archangel formed a separate branch of Dutch trade with Russia. And while the Sound Toll Accounts were used to present information on the commerce of Russia's Baltic ports, this is the first time that a quantitative appraisal has been carried out on Archangel shipping in the eighteenth century. It is important to keep in mind that the Archangel ships were much larger than those from Russia's Baltic ports and especially those from St. Petersburg, a fact which will have to be taken into account in any further examination of the distribution of Russia's foreign trade. Certainly, as far as the Dutch were concerned, St. Petersburg never replaced Archangel during the eighteenth century and in most years ranked even well behind Riga and Narva.

The data presented in this dissertation also indicate a fundamental change in Dutch trade with Russia from the middle of the eighteenth

century onwards. It seems that the changes in the size of ship were related to basic changes in the role of Amsterdam and the Dutch in the European carrying trade. Therefore, the various yardsticks by which the role of the Dutch in maritime commerce was measured before start to lose their validity. The voorbijlandvaart and the commission trade marked the change of the Dutch role from that of serving as a transit point for Russia's commerce with Europe to the role of providing more efficient and direct links between consumer and producer. Even so, the Dutch market remained important for Russia until after the Napoleonic Wars when Dutch imports from Russia seem to have been mainly for local consumption. But this decrease in trade was offset partly by the increased reliance of the Russian government on the Dutch as bankers for the floating of Russia's large foreign loans.

Through the use of charterparties, ship-declarations, judgements in general average, ship assurance and private merchant archives a beginning has been made in describing the various factors affecting this commerce and the manner in which it was conducted. The research suggests that the study of Dutch trade with Russia is much more complex than might be assumed at first glance. Precisely because there were no overriding political or military factors binding Holland and Russia, the commerce between these two countries was conducted in the most convenient and most profitable way for the Dutch. Regardless of the changing nature of this commerce, the Galjootsgeldregisters have proved themselves to be a useful tool not only for measuring this trade for almost a century and a quarter from the point of view of Holland herself, but also for the

changing pattern of shipping from each of the Russian ports. The data and methods presented in this dissertation open opportunities for further investigation of other aspects of Dutch-Russian commerce or that of a particular Russian port, all of which offer fruitful fields of inquiry.

APPENDIX A

Geographical Demarcations[1]

In this study, the terms Holland, the Dutch Republic and the United Provinces of the Netherlands are used interchangeably. When particular reference is made to the province of Holland proper, it will be identified as such. Since the primary concern of this dissertation lies with the maritime aspects of Dutch commerce and shipping with Russia, changes in the landlocked eastern and southern boundaries of Holland which occurred during the period under investigation do not concern us.

The same cannot be said for Russia for her conquests along the Baltic coastline during the eighteenth century radically changed her western boundaries. Each territorial acquisition included the transfer of ports from either Sweden or Poland to the Russian Empire. The Treaty of Nystadt of 1721 formally recognized the territory taken by Peter I from Sweden during the Great Northern War. Ceded were the southeastern parts of the former Finnish provinces of Kexholm and Viborg, the southern coast of the Gulf of Finland including Ingria and Estonia and Livonia, as well as the Oesel and Dago Islands. An unsuccessful attempt two decades later by Sweden to recoup her losses of 1721 led to the Treaty of Abo in 1743. Under the terms of the treaty, Russia acquired territory west and north of Viborg and pushed her frontier to the Kymi River, the western limit of Novgorod's ancient sphere of commercial influence. Thus the Galjoots-geldregisters information for ports in this territory, primarily Frederikshamn, have been included with Russia from 1744 on. With the Third

Partition of Poland in 1795, Courland and the remainder of Lithuania were formally integrated into the Russian Empire. The main ports in this new acquisition were Pillau and Windau. Data for these and other ports have been added for 1796 and onwards under the heading "Courland." In 1808, Russia invaded Swedish Finland and annexed the territory in 1809. Here an exception has been made as these ports have not been added to the figures on Russia when formal trade resumed after the lifting of the Continental Blockade in 1814.

In order to conserve space and to make the data more manageable some of the minor ports were grouped under a more important port in their immediate vicinity while others were grouped under headings which do not necessarily coincide exactly with the geographical units. In the case of Russian ports, certain simplifications have been made. Unless otherwise specified, Archangel comprises all the other Russian White Sea ports such as Kem, Kola, Mesen and Onega. Kronstadt has been combined with St. Petersburg, while Narva includes all the other ports in Ingria. Under the heading of "Estonia" all other ports in Estonia proper have been put together as well as the Oesel and Dago Islands and all other ports in Livonia except Reval and Riga with some minor ports on the Dvina River. Ports such as Heiligen Aa, Libau and Pillau are grouped under the heading "Courland" which embraces all territory acquired by Russia in 1795. The same principle holds true for the heading "Frederikshamn," which covers the whole area gained in 1743. Finally, the heading "Viborg" includes the port itself as well as all other ports between Frederikshamn and St. Petersburg. Throughout this study, these groupings of Russian ports as presented

in the Tables and Graphs have been used unless otherwise specified.

In the case of Holland, the situation is much simpler since all the ships listed in the GGR were destined for Amsterdam. Only in those instances where either other sources, such as the Sound Toll Accounts or Rotterdam Zeetijdingen, were consulted or where the homeport or domicile of the captain was involved does the division of Holland into certain sectors play a role in the coding of information. The main divisions are Friesland, Groningen, Westfriesland, the Noorderkwartier, Zeeland and the islands in the Waddenzee as well as some more prominent individual ports.[2] The numerical index of the codes for these and all other ports presents a more detailed picture of these divisions, the numerical portion of the codes indicating the major and minor groupings (Appendix A. 2).

With regard to the placenames and their spelling, there is a great variety of them in the eighteenth century and later sources. This is further complicated by the fact that atlases and geographic dictionaries give different names or spellings for the same port. Consequently, a uniform system of spelling of placenames was impossible. Since the major guide for identifying the placenames has been the work of Nina Bang on the Sound Toll Accounts, the rule of thumb has been to follow her system wherever possible.[3] Where this was not possible, as in the case of some obscure port sometimes no longer existing, either the Dutch or German spelling has been used. The names of some well-known ports have been given according to English usage.. The spelling of ports is consistent with spellings in the alphabetical index of port codes (Appendix A. 1). In this index the different names or spellings ascribed to a particular port are also noted with cross-references.

Footnotes — Appendix A

[1]Some of the major atlases and works not mentioned or maps not presented in the thesis are:

A.J. vander Aa, Aardrijkskundig woordenboek der Nederlanden, 13 vols., Gorichem, 1839-1851;

A.E. Adams et al., An Atlas of Russian and East European History, New York, 1967;

K.V. Bazilevich, et al., Atlas Istorii SSSR, 3 vols., Moscow, 1959;

A.F. Chew, An Atlas of Russian History, rev. ed., New Haven, 1970;

B.C. Damsteegt, Niewe Spiegel der Zeevaart. Nederlandse namen op zeekaarten uit de 16e en 17e eeuw, Amsterdam, 1942;

----, Grosser Historischer Weltatlas, 2nd ed., Munich, 1962;

----, Ritter's geographisch-statistisches Lexikon, fünfte Auflage von A. Strack, 2 vols., Leipzig, 1864-1865;

A. Spekke, The Baltic Sea in Ancient Maps (trans. fr. Latvian by A.J. Grinsberg et al.), Stockholm, 1959;

F.B.M. Tangelder, Nederlandse Rekeningen in de Pondtolregisters van Elbing, 1585-1602, 's Gravenhage, 1972, pp. 16-21; and

P.H. Winkelman, Nederlandse Rekeningen in de Tolregisters van Konigsbergen, 1588-1602 (Rijksgeschiedkundige Publicatiën 133), vol. I, 's Gravenhage, 1971, pp. 40-45.

[2]The division of the Dutch ports was based on a combination of both the frequency (importance) of the individual ports and the historico-geographical divisions. Two recent works which describe in detail the boundaries and historical developments of the two most important divisions are van der Woude's Noorderkwartier, pp. 19-31 and 845-856, and Faber's Drie Eeuwen Friesland, pp. 17-18 and 754-758.

[3]Bang 1930, pp. 452-467.

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) & THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, ALPHABETIC SEQUENCE)

CODE	NAME OF PORT
667 AAB	AABENRAA. HERTUGD.
302 AAO	AABO. FINLAND
243 AAH	AAHUS. SWEDEN
661 AAL	AALBORG. DENMARK
129 AAE	AALESUND. NORWAY
617 AAH	AALHOLM. DENMARK
	AARENDSBURG SEE ARENSBURG
643 AAR	AARHUS. DENMARK
528 AAT	AARTSWOUDE. NEDERL.
119 AAS	AASGAARDSSTRAND. NORWAY
269 AAV	AASTOL. SWEDEN
529 ABB	ABBEKERK. NEDERL.
669 ABE	ABBEVILLE. FRANCE
601 ABE	ABERDEEN.SCOTLAND
669 ABD	ABERDOUR. SCOTLAND
	ABO SEE AABO
569 ABT	ABT.NEDERL.
758 ACK	ACKERMERZIEL. OSTFR.
649 AES	AEBELTOFT. DENMARK
663 AER	AERO. HERTUGD.
664 AES	AEROSKOBING. HERTUGD.
969 AFR	AFRICA
129 AGN	AGNEFEST. NORWAY
669 AIR	AIRTH. SCOTLAND
529 AKE	AKERSLOOT. NEDERL.
559 AKK	AKKRUP. NEDERL.
	AKSWIJK SEE AXSWIJK
649 ALA	ALASSIO. ITALY
669 ALD	ALDERNEY. ENGLAND
669 ALG	ALGIER. N.AFRICA
636 ALI	ALICANTE. SPAIN
529 ALK	ALKMAAR. NEDERL.
662 ALL	ALLOA. SCOTLAND
628 ALN	ALMONTE. SPAIN
665 ALS	ALS. HERTUGD.
664 ALT	ALTONA. HERTUGD.
619 APA	APAGER. DENMARK
641 AME	AMELAND. NEDERL.
681 AMR	AMRUM. HERTUGD.
501 AMS	AMSTERDAM. NEDERL.
659 ANC	ANCONA. ITALY
669 STA	ST.ANDREWS. SCOTLAND
379 ANG	ANGERN. COURLAND
649 ANH	ANHOLT. DENMARK
559 ANJ	ANJUM. NEDERL.
459 ANK	ANKLAM. POMM.
379 ANS	ANSEKUL. COURLAND
669 ANT	ANSTRUTHER. SCOTLAND
829 SAN	ST. ANTONIO. SPAIN
779 ANW	ANTWERPEN. BELGIUM
667 APP	APENRADE. HERTUGD.
561 APP	APPINGENDAM. NEDERL.
603 ARB	ARBROATH. SCOTLAND
791 ARC	ARCHANGEL. RUSSIA
121 ARE	ARENDAL. NORWAY
343 ARN	ARENSBURG. OESEL
259 ARI	ARILD. SWEDEN
669 ARS	ARNIS.HERTUGD.
619 ART	ARTHOLMEN. DENMARK
559 ARU	ARUN. NEDERL.
669 ARD	ARUNDEL. ENGLAND
619 AYR	ARY. SCOTLAND
639 ASS	ASSENS. DENMARK
849 AUG	AUGUSTA. ITALY
758 AUR	AURICH. OSTFR.
819 AVE	AVEIRO. PORTUGAL
528 AVN	AVENHORN. NEDERL.
529 AXW	AXWIJK. NEDERL.
969 AZO	AZORES. AFRICA
254 BAA	BAASTAD. SWEDEN
559 BAK	BAKHUIZEN. NEDERL.
959 BAH	BAHAMA. AMERICA
849 BAI	BAIA. ITALY
559 BAL	BALK. NEDERL.
669 BAN	BALLINTRAE. IRELAND
681 BAU	BALLUM. HERTUGD.
669 BAY	BALLYCASTLE. IRELAND
	BALTIC SEA SEE OOSTZEE
963 BAM	BALTIMORE. AMERICA
758 BAT	BALTRUM. OSTFR.
617 BAD	BANDHOLM. DENMARK
609 BAF	BANFF. SCOTLAND
869 BAR	BARBARIET. AFRICA
629 BAC	BARCELONA. SPAIN
	BARESONT SEE BARDSUND
669 BAL	BARFLEUR. FRANCE
659 BAS	BARNSTAPLE. ENGLAND
299 BRS	BARDSUND. SWEDEN
484 BAP	BARTH. POMMEREN
919 BAV	BATAVIA. ASIA
869 BAO	BAYONNE. FRANCE
559 BRR	BEERS. NEDERL.
529 BEE	BEETS. NEDERL.
139 BEK	BEKKJARVIK. NORWAY
669 BEL	BELFAST. IRELAND
	BELZIEL SEE BILDTZEIL
912 BEN	BENGAL. ASIA
629 BEI	BENICARLO. SPAIN
528 BEG	BENNINGBROEK. NEDERL.
758 BES	BENSERSIEL. OSTFR.
131 BER	BERGEN. NORWAY
528 BET	BERGEN. NEDERL.
469 BEU	BERGEN.RUGEN
559 BEN	BERGUN. NEDERL.
528 BEH	BERKHOUT. NEDERL.
449 BEP	BERLIN. PRUSSIA
649 BEW	BERWICK. ENGLAND
949 BEY	BEVERLY. AMERICA
669 BID	BIDEFORD. ENGLAND
629 BIL	BILBAO. SPAIN
559 BIT	BILDTZEIL. NEDERL.
669 BIS	BISCEGLIE. ITALY
219 BJO	BJOERKOE. SWEDEN
203 BJR	BJOERNEBORG. FINLAND
308 BJK	BJORKO. RUSSIA
649 BLA	BLAKENEY. ENGLAND
086 BLN	BLANKENESE. HERTUGD.
379 BLU	BLAUBERGE. COURLAND
669 BLY	BLAYE. FRANCE
559 BLO	BLOKZIJL. NEDERL.
649 BLT	BLYTH. ENGLAND
569 BOG	BODEGA.NEDERL.
039 BOG	BOGENSE. DENMARK
289 BOH	BOHUS. SWEDEN
	BOLDERA WITH RIGA
559 BOL	BOLSWARD. NEDERL.
604 BON	BO'NESS. SCOTLAND
	BOORNBERG SEE BJOERNEBORG
804 BOR	BORDEAUX. FRANCE
649 BOO	BORDIGHERA. ITALY
209 BOO	BORGA. FINLAND
239 BOH	BORGHOLM. SWEDEN
758 BOK	BORKUM. OSTFR.
019 BOA	BORNHOLM. DENMARK
604 BOW	BORROWSTONESS. SCOTLAND

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APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SOUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1979-JUN-18. ALPHABETIC SEQUENCE)

CODE	NAME OF PORT
649 BOS	BOSTON. ENGLAND
941 BST	BOSTON. AMERICA
649 BOT	BOTTISHAM. ENGLAND
669 BOU	BOULOGNE. FRANCE
969 BRB	BOURBON ÖN MAURITUS. AFRICA
669 BOR	BOURGNEUF. FRANCE
528 BOV	BOVENKARSPEL. NEDERL.
119 BRA	BRAGENAES. NORWAY
269 BRN	BRANDSTAD. FINLAND
731 BRK	BRAKE. OLDENBURG
449 BRN	BRANDENBURG. PRUSSIA
929 BRS	BRAZIL. AMERICA
439 BRU	BRAUNSBERG. WEST PRUSSIA
681 BRE	BREDSTEDT. HERTUGD.
731 BRM	BREMEN. GERMANY
663 BRS	BREST. FRANCE
119 BRV	BREVIK. NORWAY
669 STB	ST.BREVIN. FRANCE
659 BRI	BRIDGEWATER. ENGLAND
649 BRD	BRIDLINGTON. ENGLAND
529 BRL	BRIELLE. NEDERL.
669 STB	ST.BRIEUC. FRANCE
699 BRT	BRISTOL. ENGLAND
529 BRO	BROEK-OP-WATERLAND. NEDERL.
529 BRN	BROUWERSHAVEN. NEDERL.
779 BRG	BRUGES. BELGIUM
	BUIJSLOOT SEE BUIKSLOOT
713 BRY	BRUNHAUSEN. GERMANY
219 BRC	BRACKE. SWEDEN
969 BUE	BUENAVISTA. CANARY ISLANDS
529 BUI	BUIKSLOOT. NEDERL.
672 BUR	BURG.HERTUGD.
649 BUN	BUNNTISLAND. SCOTLAND
713 BUX	BUXTEHUDE. GERMANY
681 CAD	CADIX. SPAIN
529 CAD	CADOELEN. NEDERL.
669 CAE	CAEN. FRANCE
641 CAG	CAGLIARI. ITALY
669 CAL	CALAIS. FRANCE
	CALANSOOG SEE CALLANTSOOG
669 CAA	CALLAC. FRANCE
529 CAN	CALLANTSOOG. NEDERL.
619 CAM	CAMPBELLTOWN. SCOTLAND
619 CAC	CANNICK. SCOTLAND
969 CAN	CANADA
969 CAR	CANARY ISLANDS. AFRICA
629 CAT	CANET .SPAIN
913 CAK	CANTON. CHINA
659 CAI	CARDIFF. ENGLAND
	CARELSHAVEN SEE KARLSHAMN
669 CAF	CARLINGFORD. IRELAND
659 CAS	CARLISLE. ENGLAND
649 CRL	CARLOFORTE. ITALY
659 CAH	CARMARTHEN. ENGLAND
949 CRO	CAROLINA. AMERICA
949 SOU	SOUTH CAROLINA. AMERICA
758 CAZ	CAROLINENSIEL. OSTPR.
649 CNI	CARONIA. ITALY
669 CFE	CARRICKFERGUS. IRELAND
619 CRO	CARRON.SCOTLAND
629 CAT	CARTAGENA. SPAIN
439 CAU	CASSUBEN. WEST PRUSSIA
649 CER	CERVO. ITALY
659 CES	CESENATICO. ITALY
632 CET	CETTE. FRANCE
669 CHA	CHARENTE. FRANCE
949 CHR	CHARLESTOWN. AMERICA
649 CHT	CHATHAM. ENGLAND
669 CHE	CHERBOURG. FRANCE
659 CHS	CHESTER.ENGLAND
649 CHI	CHICHESTER. ENGLAND
649 CIV	CIVITA VECCHIA. ITALY
	COLBERG SEE KOLBERG
649 COL	COLCHESTER. ENGLAND
669 COE	COLERAINE. IRELAND
	CONINSBURG SEE KONIGSBERG
	CONSBAG SEE KUNGSBACKA
679 COC	CONSTANTINOPEL. TURKEY
	COONIGSBERG SEE KONIGSBERG
661 KOE	COPENHAGEN.DENMARK
669 COR	CORK. IRELAND
629 LAC	LA CORUNA. SPAIN
	COUDUN SEE KOUDUM
379 KUR	COURLAND
649 COV	COWES. ENGLAND
669 CRA	CRAIL.SCOTLAND
669 LEC	LE CROISIC. FRANCE
931 STC	ST. CROIX. WEST INDIES
669 CRO	CROMARTY. SCOTLAND
649 CRR	CROMER. ENGLAND
	CRONSTADT SEE KRONSTADT
	CROSUIJK SEE LE CROISIC
629 CUL	CULLERA.SPAIN
649 CUE	CULLERCOATS. ENGLAND
619 CUN	CUNNINGHAM. SCOTLAND
669 CUR	CURRIE. SCOTLAND
708 CUX	CUXHAVEN. GERMANY
682 DAG	DAGEBOL. HERTUGD.
342 DAE	DAGERORT. DAGO
239 DAL	DALARO. SWEDEN
469 DAN	DANZARTEN. POMM.
	DANTS SEE DANZIG
421 DAZ	DANZIG. WEST PRUSSIA
649 DAR	DARLINGTON. ENGLAND
469 DAS	DARSS. POMM.
649 DAT	DARTMOUTH. ENGLAND
693 DAV	DAVIS STRAITS
649 DEA	DEAL. ENGLAND
529 DEL	DELFTSHAVEN. NEDERL.
562 DEF	DELFZIJL. NEDERL.
	DENIEN SEE DENWIN
459 DEI	DENWIN. POMM.
731 DEN	DELMENHORST. GERMANY
659 DAN	DENMARK
	DER SCHELLING SEE TERSCHELLING
669 DIE	DIEPPE. FRANCE
459 DIV	DIEVENOW. POMM.
542 DOK	DOKKUM. NEDERL.
379 DON	DONESNAS. COURLAND
933 DOO	ST.DOMINIQUE. WEST INDIES
669 DON	DONAGHADEE. IRELAND
511 DOR	DORDRECHT. NEDERL.
758 DOU	DORNUMERSIEL. OSTPR.
	DORTS OR DORTH SEE DORDRECHT
659 DOG	DOUGLAS. ISLE OF MAN
649 DOV	DOVER. ENGLAND
669 DOW	DOWNS. IRELAND
611 DRA	DRAGOR. DENMARK
111 DRN	DRAMMEN. NORWAY
	DRANGSUND SEE TROMSOND
529 DRI	DRIEMUIZEN. NEDERL.
	DRIELST SEE IJLST
669 DRO	DROGHEAD. IRELAND
169 DRB	DROBAK. NORWAY
669 DUB	DUBLIN. IRELAND

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) & THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, ALPHABETIC SEQUENCE)

CODE	NAME OF PORT
819 BUR	DUNBARTON, SCOTLAND
619 DUF	DUNFRIES, SCOTLAND
609 DUN	DUNBAR, SCOTLAND
609 DUD	DUNDALK, IRELAND
606 DUE	DUNDEE, SCOTLAND
609 DUR	DUNFERMLINE, SCOTLAND
606 DUK	DUNKERQUE, FRANCE
609 DOU	DUNMORE PARK, IRELAND
559 DUR	DURGERDAM, NEDERL.
606 DYS	DYSART, SCOTLAND
91E OSI	EAST INDIES
609 EBK	ECKERNFORDE, HERTUGD.
61E EDA	EDAM, NEDERL.
609 EDI	EDINBURGH, SCOTLAND
	EERSHOUT SEE AARTSWOUDE
129 EGE	EGERSUND, NORWAY
559 EGM	EGMOND, NEDERL.
209 EKE	EKENAS, SWEDEN
709 ELB	ELBEN, GERMANY
431 ELI	ELBING, WEST PRUSSIA
829 ELF	EL FERROL, SPAIN
609 ELE	ELIE, SCOTLAND
731 ELS	ELSFLETH, OLDENBURG
	ELSENBURG SEE HELSINGBORG
	ELSENEUR SEE HELSINGOR
	ELSENVOS SEE HELSINGFORS
751 EMD	EMDEN, OSTFR.
661 EMM	EMMERELEFF, HERTUGD.
709 EMS	EMS, GERMANY
259 ENG	ENGELHOLM, SWEDEN
699 ENL	ENGLAND
526 ENK	ENKHUIZEN, NEDERL.
219 END	ENKOPING, SWEDEN
756 ESE	ESENS, OSTFR.
819 ESP	ESPERANCE, PORTUGAL
362 EST	ESTONIA (OVERIG)
669 ETA	ETAPLES, FRANCE
669 EXE	EXETER, ENGLAND
609 EYE	EYEMOUTH, SCOTLAND
	EYLHOGE SEE HOOGE (ISLE)
639 FAA	FAABORG, DENMARK
262 FAL	FALKENBERG, SWEDEN
669 FAM	FALMOUTH, ENGLAND
617 FAS	FALSTER, DENMARK
249 FAT	FALSTERBO, SWEDEN
655 FAN	FANO, DENMARK
689 FAR	FARO, IRELAND
619 FAO	FARO, PORTUGAL
129 FAS	FARSUND, NORWAY
819 FAY	FAYAL, PORTUGAL
809 FEC	FECAMP, FRANCE
129 FED	FEDA, NORWAY
017 FEJ	FEJO, DENMARK
072 FEN	FEHMERN, HERTUGD.
017 FEO	FERO, DENMARK
825 ELF	EL FERROL, SPAIN
559 FRI	FERWERDA, FRIESLAND
	FEUR SEE FOHR
609 FIF	FIFE, SCOTLAND
619 FIG	FIGUEIRA, PORTUGAL
609 FIN	FINDHORN, SCOTLAND
209 FIL	FINLAND
159 FIN	FINMARKEN, NORWAY
609 FIR	FIRTH, SCOTLAND
283 FIS	FISKEBACK (SKUL), SWEDEN
289 FJA	FJALLBACKA, SWEDEN
041 FLA	FLADSTRAND, DENMARK
779 FLN	FLANDERS
125 FLE	FLEKKEFJORD, NORWAY
129 FLK	FLEKKERO, NORWAY
661 FLS	FLENSBORG, HERTUGD.
809 LAF	LA FLOTTE, FRANCE
082 FOE	FOHR, HERTUGD.
759 FON	FONKZIJL, OSTFR.
289 FOR	FORSLOF, SWEDEN
609 FOR	FORT GEORGE, SCOTLAND
619 FOT	FORT WILLIAM, SCOTLAND
669 FOW	FOWEY, ENGLAND
559 FRA	FRANEKER, NEDERL.
809 FRN	FRANCE
569 FRS	FRANSUM, NEDERL.
609 FRE	FRASERBURGH, SCOTLAND
119 FRE	FREDERICKSVIK, NORWAY
082 FRR	FRIEDERICHSSTAD, HERTUGD.
049 FRD	FREDERICIA, DENMARK
911 FRR	FREDERIKNAGOR, INDIA
101 FRI	FREDERIKSHALD, NORWAY
301 FRK	FREDERIKSHANN, FINLAND/RUSSIA
041 FRS	FREDERIKSHAVN, DENMARK
065 FRO	FREDERIKSORT, HERTUGD.
189 FRT	FREDERIKSSTAD, NORWAY
931 FRV	FREDERIKSSTED, WEST INDIES
022 FRU	FREDERIKSSUND, DENMARK
024 FRK	FREDERIKSVAERK, DENMARK
082 FRR	FRIEDERICHSSTAD, HERTUGD.
559 FRL	FRIESLAND, NEDERL.
092 FAE	FARO ISLANDS
559 GSN	GAASMEER, NEDERL.
559 GAA	GAAST, NEDERL.
649 GAI	GAINSBOROUGH, ENGLAND
825 GAL	GALICIEN, SPAIN
879 GAP	GALIPOLI, TURKEY
619 GAL	GALLOWAY, SCOTLAND
082 GAH	GALNSBOL, HERTUGD.
689 GAW	GALWAY, IRELAND
609 GAR	GARDENSTOWN, SCOTLAND
529 GEF	GEFFEN, NEDERL.
211 GEL	GEFLE, SWEDEN
759 GEN	GENGUN, OSTFR.
779 GEN	GENT, BELGIUM
842 GEU	GENUA, ITALY
949 GEO	GEORGIA, AMERICA
459 PON	GESTLEAKEN, PONM.
829 GIB	GIBRALTAR, SPAIN
809 STG	ST.GILLES, FRANCE
611 GLA	GLASGOW, SCOTLAND
659 GLO	GLOUCHESTER, ENGLAND
085 GLU	GLUCKSTADT, HERTUGD.
539 GOE	GOES, NEDERL.
	GORDIJK SEE GORREDIJK
518 GOR	GORINCHEM, NEDERL.
	GORKUM SEE GORINCHEM
559 GOR	GORREDIJK, NEDERL.
669 GOS	GOSPORT, ENGLAND
232 GOT	GOTLAND, SWEDEN
529 GOU	GOUDA, NEDERL.
529 GRA	GRAFTDIJK, NEDERL.
609 GRG	GRANGEMOUNTH, SCOTLAND
809 GRF	GRANVILLE, FRANCE
	GRAUWDIEP SEE GROUW
559 GRU	GRAUWDIJK, NEDERL.
808 GRV	GRAVELINES, FRANCE
649 GRE	GRAVESEND, ENGLAND
619 GRO	GREENOCK, SCOTLAND
481 GRI	GREIFSWALD, POMMERN

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHABETIC SEQUENCE)

CODE		NAME OF PORT
849	GRD	GRENAA. DENMARK
750	GRT	GRETSIEL. OSTFR.
569	GRU	GRIJPSKERK. NEDERL.
449	GRM	GRIMSBY. ENGLAND
189	GRS	GRIMSTAD. NORWAY
583	GRO	GRONINGEN. NEDERL.
569	GRV	GRONINGEN(OVERIG). NEDERL.
528	GRT	GROOTEGAST. NEDERL.
563	GRU	GROUW. NEDERL.
189	GRE	GRUE. NORWAY
993	GRN	GREENLAND
817	GRS	GRENSUND. DENMARK
934	GUA	GUADALOUPE. WEST INDIES
449	GUE	GUERNSAY. ENGLAND
999	GUI	GUINEA. AFRICA
371	GOT	GOTEBORG. SWEDEN
529	HAA	HAARLEM. NEDERL.
868	HAD	HADERSLEV. HERTUGD.
849	HAS	HADSUND. DENMARK
879	HAF	HAFKRUS. HERTUGD.
999	HAL	HALIFAX. CANADA
209	HAA	HALLAND. SWEDEN
261	HAN	HALMSTAD. SWEDEN
849	HAS	HALS. DENMARK
289	HAE	HALSO. SWEDEN
299	HAM	HALSHAVN. SWEDEN
		HALSINGBOR SEE HELSINGBORG
701	HAU	HAMBURG. GERMANY
712	HAE	HAMELNBORDEN. GERMANY
209	HAN	HANGO. FINLAND
269	HAH	HANNALS.SWEDEN
719	HBA	HANNOVER. GERMANY
249	HAP	HAPSAL. ESTONIA
		HAPZAAL SEE HAPSAL
844	HAR	HARLINGEN. NEDERL.
489	HAG	HARRINGTON. ENGLAND
449	HAT	HARTEPOOL. ENGLAND
449	HAL	HARTLEY. ENGLAND
549	HAW	HARWICH. ENGLAND
819	HAS	HASLE. DENMARK
469	HAI	HASTINGS. ENGLAND
861	LEH	LE HAVRE DE GRACE. FRANCE
269	HAV	HAVSTENSUND. SWEDEN
559	HEE	HEEG. NEDERL.
528	HEN	HEEN. NEDERL.
589	HEN	HEEN. (FR.) NEDERL.
558	HER	HEERENVEEN. NEDERL.
589	HWL	HEEREWALL. NEDERL.
279	HEI	HEILIGEN AA . COURLAND
879	HEL	HEILIGENHAFEN. HERTUGD.
528	HED	DEN HELDER. NEDERL.
159	HEG	HELGELAND. NORWAY
881	HED	HELGOLAND. HERTUGD.
529	HEV	HELLEVOETSLUIS. NEDERL.
251	HES	HELSINGBORG. SWEDEN
201	HEN	HELSINGFORS. FINLAND
813	HEA	HELSINGOR. DENMARK
219	HEV	HERNOSAND. SWEDEN
548	HIN	HINDELOOPEN. NEDERL.
849	HIR	HIRTSHOLMENE. DENMARK
279	HIS	HISSINGEN. SWEDEN
259	HIT	HITTARP. SWEDEN
129	HIE	HITTERO. NORWAY
858	HJE	HJERTING. DENMARK
825	HJO	HJORRING. DENMARK
849	HOB	HOBRO. DENMARK
528	DHO	D'HOEF. NETHERLANDS
285	HOF	HOFSOON. SWEDEN
259	HOE	HOGANAS. SWEDEN
881	HOJ	HOJER. HERTUGD.
824	HOL	HOLSAEK. DENMARK
589	HOA	HOLLAND
		HOLLESLOOT SEE HOLZLOOT
119	HON	HOLMESTRAND. NORWAY
166	HOS	HOLSTEIN
559	HWT	HOLWRD. NEDERL.
659	HOY	HOLYHEAD. ENGLAND
		HOLYSLOOT SEE HOLZSLOOT
529	HOZ	HOLZSLOOT. NEDERL.
559	HON	HONNERTS. NEDERL.
682	HON	HONFLEUR. FRANCE
881	HOS	HOOGE(ISLE) HERTUGD.
569	HOO	HOOGEZAND. NEDERL.
528	HOG	HOOGKARSPEL. NEDERL.
528	HOW	HOOGWOUD. NEDERL.
741	HOK	HOOKSIEL. TURKEY
513	HOR	HOORN. NEDERL.
		HORNE SEE TERHORNE
713	HOE	HORNEBURG. TURKEY
844	HOS	HORSENS. DENMARK
824	HOC	HORNBEAK. DENMARK
119	HOT	HORTEN. NORWAY
528	HOU	HOUWERT. NEDERL.
219	HUD	HUDIKSVALL. SWEDEN
		HUIJS SEE HUISDUINEN
528	HUI	HUISDUINEN. NEDERL.
631	HUL	HULL. ENGLAND
119	HUR	HURUN. NORWAY
882	HUS	HUSUM. HERTUGD.
189	HVI	HVIDSTEN. NORWAY
829	IBI	IBIZA. SPAIN
559	IDA	IDAARDEEZL. NEDERL.
889	ILE	ILE DE RE. FRANCE
891	ISL	ICELAND
528	ILP	ILPENDAM. NEDERL
669	INE	INVERNESS. SCOTLAND
230	ING	INGRIA (OVERIG)
669	INV	INVERKEITHING. SCOTLAND
849	IPS	IPSWICH. ENGLAND
669	IRL	IRELAND
619	IRV	IRVINE. SCOTLAND
824	ISS	ISSEFJORD. DENMARK
659	STI	ST. IVES. ENGLAND
829	IVI	IVIZA. SPAIN
751	JAD	JADE. GERMANY
669	JAE	JAEL. IRELAND
269	JAK	JAKOBSTAD. FINLAND
935	JAM	JAMAICA. WEST INDIES
459	JAS	JASENITZ. POMM.
869	STJ	ST. JEAN DE LUZ. FRANCE
		JENSUN SEE GENSUN
669	JER	JERSEY. ENGLAND
741	JEV	JEVERLAND. GERMANY
529	JIS	JISP. NEDERL.
692	JOH	JOHNSHAVEN. SCOTLAND
129	JON	JONFRULAND. NORWAY
559	JOU	JOURE. NEDERL.
758	JUI	JUIST. OSTFR.
659	STJ	ST. JUST. ENGLAND
859	JYL	JYLLAND
289	KAL	KALFSUND. SWEDEN
		KALININGRAD SEE KONIGSBERG
234	KAN	KALNAR. SWEDEN
827	KAU	KALUNDBORG. DENMARK
849	KAO	KALO. DENMARK

CONTINUED:

APPENDIX A.8

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) & THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHABETIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
449 KAI	KAMMIN. POMM.	123 KRT	KRISTIANSAND. NORWAY	371 LIB	LIBAU. COURLAND
085 KAP	KAPPELN. HERTUGD.	247 KRN	KRISTANSTAD. SWEDEN	609 LIO	LIBOURNE. FRANCE
289 KAE	KARINGON. SWEDEN	931 KRE	KRISTIANSTED. WEST INDIES		LIEPAJA SEE LIBAU
209 KAR	KARLEBY. FINLAND	149 KRU	KRISTIANSUND. NORWAY	129 LIL	LILLESAND. NORWAY
209 KAE	KARLEBY. GAMMEL. FINLAND	019 KRO	KRISTIANSO. DENMARK	609 LIM	LIMEKILNS. SCOTLAND
209 KAB	KARLEBY. NY. FINLAND	209 KRF	KRISTIINA. FINLAND	669 LIE	LIMERICK. IRELAND
219 KAS	KARLSBORG. SWEDEN	209 KRL	KRISTINESTAD. FINLAND	129 LIN	LINDESNES. NORWAY
242 KAH	KARLSHAMN. SWEDEN	529 KRO	KROMMENIEDIJK. NEDERL	609 LIL	LINLITHGOW. SCOTLAND
241 KAK	KARLSKRONA. SWEDEN	339 KRD	KRONSTADT. RUSSIA	811 LIS	LISSABON. PORTUGAL
027 KAA	KARREBAEKSMINDE. DENMARK	559 KUI	KUINRE. NEDERL	081 LIT	LIST. HERTUGD
209 KAS	KASKO. FINLAND	252 KUL	KULLEN. SWEDEN	129 LIE	LISTER. NORWAY
529 KAT	KATWIJK. NEDERL	279 KUN	KUNGELF. SWEDEN	081 LIR	LISTERDYB. HERTUGD
	KAUNUS SEE	269 KUG	KUNGSBACKA. SWEDEN	652 LIP	LIVERPOOL. ENGLAND
793 KEM	KEM. RUSSIA(WHITE SEA)		KURLAND SEE COURLAND		LIVLAND SEE LIVONIA
669 KEN	KENT. ENGLAND	129 KVI	KVINESDAL. NORWAY	369 LIV	LIVONIA
071 KIE	KIEL. HERTUGD.	529 KWA	KWADIJK. NEDERL.	843 LII	LIVORNO. ITALY
619 KIL	KILBERRY. SCOTLAND	269 LAH	LAHOLM. SWEDEN	249 LJU	LJUNGBY. SWEDEN
689 KIO	KILLOUGH. IRELAND	528 LAM	LAMBERTSCHAAG. NEDERL.	619 LOC	LOCHINVER. SCOTLAND
689 KIV	KILLYBEGS. IRELAND	651 LAN	LANCASTER. ENGLAND	619 LOH	LOCHWINNOCH. SCOTLAND
559 KIN	KINSWERD. NEDERL.	659 LAC	LANCASTERSHIRE. ENGLAND	017 LOL	LOLLAND. DENMARK
813 KIN	KINA	246 LAD	LANDSKRONA. SWEDEN	632 LON	LONDON. ENGLAND
609 KIC	KINCARDINE. SCOTLAND	529 LAS	LANDSMEER. NEDERL.	689 LOD	LONDONDERRY. IRELAND
609 KIG	KINGHORN. SCOTLAND	032 LAG	LANGELAND. DENMARK	609 LOR	LORIENT. FRANCE
607 KIR	KIRKCALDY. SCOTLAND	129 LAE	LANGESUND. NORWAY	209 LOV	LOVISA. FINLAND
619 KIK	KIRKCUDBRIGHT. SCOTLAND	559 LAW	LANGWEER. NEDERL.	649 LOW	LOWSTOFT. ENGLAND
659 KIH	KIRKHAM. SCOTLAND	529 LAR	LAREN. NEDERL.	825 SLU	ST.LUCAR. SPAIN
609 KIW	KIRKWALL. SCOTLAND	689 LAI	LARNE. IRELAND	219 LUL	LULEA. SWEDEN
039 KJE	KJERTEMINDE. DENMARK	116 LAV	LARVIK. NORWAY	249 LUN	LUND. SWEDEN
269 KLA	KLAEDESHOLMEN. SWEDEN	469 LAS	LASSAN. POMM.	481 LUE	LUBECK. GERMANY
	KLAIPEDA SEE MEMEL	471 LEB	LEBA. POMM.	079 LUT	LUTJENBURG. HERTUGD.
012 KOG	KOGE. DENMARK	649 LEE	LEEDS. ENGLAND	669 LYM	LYMINGTON. ENGLAND
799 KOL	KOLA. RUSSIA		LEEK SEE OOSTERLEEK	129 LYN	LYNGDAL. NORWAY
444 KOB	KOLBERG. POMM.	758 LER	LEER. OSTFR.	633 LYE	LYNN. ENGLAND
046 KOD	KOLDING. DENMARK		LEEUW SEE LEEUWARDEN	284 LYS	LYSEKIL. SWEDEN
559 KOU	KOLLUM. NEDERL.	547 LEU	LEEUWARDEN. NEDERL.	659 LYT	LYTHAM. ENGLAND
259 KON	KONGSVIK. NORWAY	762 LEH	LEHE. GERMANY	049 LAE	LAESO. DENMARK
401 KON	KONIGSBERG. EAST PRUSSIA	608 LEI	LEITH. SCOTLAND	052 LOE	LOGSTOR. DENMARK
879 KOS	KONSTANTINOPEL. TURKEY	559 LKU	LEK. NEDERL.	579 MAA	MAAS. NEDERL.
	KOBENHAVN SEE COPENHAGEN		LEKKUM SEE LEK	589 MSL	MAASLAND. NEDERL.
129 KOR	KORSHAVN. NORWAY	546 LEM	LEMMER. NEDERL.	589 MAS	MAASSLUIS. NEDERL.
027 KOO	KORSOR. DENMARK	052 LEV	LEMVIG. DENMARK	609 MAC	MACDUFF. SCOTLAND
559 KOU	KOUDUM. NEDERL.		LENINGRAD SEE ST.PETERSBURG	909 MAD	MADEIRA. AFRICA
129 KRA	KRAGERO. NORWAY	609 LEW	LERWICK. SCOTLAND	829 MAH	MAHON. SPAIN
103 KRI	KRISTIANIA. NORWAY	609 LEN	LEVEN. SCOTLAND	548 MAK	MAKKUM. NEDERL.
249 KRS	KRISTIANOPEL. SWEDEN	619 LES	LEWIS. SCOTLAND	827 MAL	MALAGA. SPAIN

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHABETIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
649 MAO	MALDON. ENGLAND	529 MII	MIDDELIE. NEDERL	949 NEP	NEWPORT. AMERICA
829 MAR	MALLORCA. SPAIN	909 SMI	ST. MIGUEL. AFRICA	689 NED	NEWTOWN. IRELAND
245 MAN	MALMO. SWEDEN	659 MIF	MILFORD. ENGLAND	689 NEY	NEWRY. IRELAND
809 STM	ST. MALO. FRANCE	669 MIT	MILTON. ENGLAND	942 NEI	NEW YORK. AMERICA
859 MAT	MALTA. ITALY	379 MIA	MITAU. KURLAND	052 NIB	NIBE. DENMARK
659 MAN	MAN. ENGLAND	149 MOL	MOLDE. NORWAY	849 NIC	NICE. ITALY
124 MAG	MANDAL. NORWAY	559 MOK	MOLKWERUM. NEDERL.	514 NIE	NIEUWENDAM. NEDERL.
649 MAI	MANNINGTREE. ENGLAND		MOLQUEREN SEE MOLKWERUM	569 NIU	NIEUWESCHANS. NEDERL.
869 MAZ	MARAZION. ENGLAND	849 MON	MONACO. ITALY	559 NIW	NIEUWE ZIJLEN. NEDERL.
809 MAE	MARENNES. FRANCE	529 MOI	MONNIKENDAM. NEDERL.	569 NID	NIEUWOLDA. NEDERL.
649 MAX	MARGATE. ENGLAND	609 MOT	MONTROSE. SCOTLAND	779 NIP	NIEUWPORT. BELGIUM
849 MAI	MARIAGER. DENMARK		MOONSUND WITH OESEL	809 NOI	NOIRMOUTIER. FRANCE
817 MAK	MARIBO. DENMARK	809 MOB	MORBIHAN. FRANCE	528 NRE	NOORDEINDE. NEDERL.
825 MAP	MARIN. SPAIN	809 MOA	MORLAIX. FRANCE		NOORKOPPIN SEE NORRKOPING
649 MAW	MARLOW. ENGLAND	809 MOC	MORNAC. FRANCE	529 NDK	NOORDKWARTIER. NEDERL.
989 MAC	MAROCCO. AFRICA	809 MOR	MORTAGNE. FRANCE	529 NOO	NOORDWIJK. NEDERL.
849 MRA	MARSALA. ITALY	102 MOS	MOSS. NORWAY	959 NOA	NORTH AMERICA(CANADA ONLY)
831 MRS	MARSEILLE. FRANCE	799 MOS	MOSTERZARY. RUSSIA	528 NRE	NOORDEINDE.NEDERL.
864 MRT	MARSTAL. HERTUGD.	809 LAM	LA MOTTE. FRANCE	065 NOR	NORDBORG. HERTUGD.
529 MAS	MARSTENSLIJS. NEDERL.		MURMANSK SEE KOLA	758 NOD	NORDEN. OSTFR.
	MARSTENSLUIJS SEE MAASSLUIS	699 MUS	MUSSELBURGH. SCOTLAND	758 NOE	NORDERNEY. OSTFR.
281 MRR	MARSTRAND. SWEDEN	259 MOE	MOLLE. SWEDEN	159 NOK	NORDKAP. NORWAY
809 STM	ST.MARTIN. FRANCE	015 MON	MON. DENMARK	082 NOA	NORDMARSCH. HERTUGD.
934 MRI	MARTINIQUE. WEST INDIES	017 NAK	NAKSKOV. DENMARK	082 NOS	NORDSTRAND. HERTUGD.
659 MAY	MARYPORT. ENGLAND	809 NAN	NANTES. FRANCE	789 NON	NORTH SEA
909 MAU	MAURITIUS. AFRICA	949 NAT	NANTUCKET. AMERICA	649 NOF	NORFOLK. ENGLAND
609 MYS	MAY. SCOTLAND	849 NEA	NAPELS. ITALY		NORTWIJK OP ZEE SEE NOORDWIJK
779 MEC	MECHELEN. BELGIUM	329 NAR	NARVA. RUSSIA	169 NOG	NORWAY
828 MED	MEDENBLIK. NEDERL.	809 STN	ST. NAZAIRE. FRANCE	809 NOM	NORMANDY. FRANCE
569 MEE	MEEDEN. NEDERL.	659 NET	NEATH. ENGLAND	233 NOK	NORRKOPING. SWEDEN
528 MRW	MEER. NEDERL.	122 NED	NEDENAES. NORWAY	609 NOH	NORTH BERWICK. SCOTLAND
119 MEL	MELSOMVIK. NORWAY	589 NEE	NEDERLANDEN	502 NTG	NOT GIVEN
411 MEM	MEMEL. EAST PRUSSIA	019 NEK	NEKSO. DENMARK	039 NYB	NYBORG. DENMARK
829 MEN	MENORCA. SPAIN		NERVA SEE NARVA	949 NYE	NEW ENGLAND. AMERICA
849 MET	MENTON. ITALY	758 NES	NESSE. OSTFR.	017 NYK	NYKOBING FALSTER. DENMARK
129 MER	MERDO. NORWAY	758 NEM	NESSMERSIEL. OSTFR.	052 NYO	NYKOBING MORS. DENMARK
809 MES	MESCHERS. FRANCE		NETHERLANDS SEE NEDERLANDEN	024 NYB	NYKOBING SJAELLAND. DENMARK
792 MSN	MESEN. RUSSIA(WHITE SEA)	479 NEB	NEUBUCHOU. MECKLENBURG	239 NYP	NYKOPING. SWEDEN
809 MED	MESDUERS. FRANCE	422 NEF	NEUFAHRWASSER. WEST PRUSSIA	21. NYL	NYLAND. SWEDEN
849 MEI	MESSINA. ITALY	758 NEU	NEUHARLINGERSIEL. OSTFR.	209 NYS	NYSTAD. FINLAND
609 MEH	METHIL. SCOTLAND	076 NES	NEUSTADT. HERTUGD.	017 NYT	NYSTED. DENMARK
	MEZEN SEE MESEN	459 NEW	NEUWARP. POMM.	027 NAE	NAESTVED. DENMARK
531 MID	MIDDELBURG. NEDERL.	609 NER	NEWBURGH. SCOTLAND	289 NOE	NOSUND. SWEDEN
039 MIE	MIDDELFART. DENMARK	634 NEC	NEWCASTLE. ENGLAND	113 NOT	NOTTERO. NORWAY
899 MIL	MEDITTERRAN SEA	669 NEH	NEWHAVEN. ENGLAND	559 OBE	OBENHUIZEN. NEDERL.

CONTINUED:

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GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHARETIC SEQUENCE)

CODE	NAME OF PORT
649 HAD	HALDON. ENGLAND
629 HAR	HALLORCA. SPAIN
245 HAN	HALMO. SWEDEN
809 STN	ST. HALO. FRANCE
859 HAT	HALTA. ITALY
659 HAN	HAN. ENGLAND
126 HAG	HANDAL. NORWAY
649 HAI	HANNINGTREE. ENGLAND
689 HAZ	HARAZION. ENGLAND
809 HAE	HARENNES. FRANCE
649 HAX	HARGATE. ENGLAND
649 HAI	HARIAGER. DENMARK
617 HAK	HARIBO. DENMARK
625 HAP	HARIN. SPAIN
649 HAW	HARLOW. ENGLAND
989 HAC	HAROCCO. AFRICA
849 HRA	HARSALA. ITALY
831 HRS	HARSEILLE. FRANCE
864 HRT	HARSTAL. HERTUGD.
529 HAS	HARSTENSLIJS. NEDERL.
	HARSTENSLUIJS SEE HAASSLUIS
281 HRR	HARSTRAND. SWEDEN
809 STH	ST.HARTIN. FRANCE
934 HRI	HARTINIQUE. WEST INDIES
659 HAY	HARYPORT. ENGLAND
989 HAU	HAURITIUS. AFRICA
609 HYS	HAY. SCOTLAND
779 HEC	HECHELEN. BELGIUM
529 HED	HEDENBLIN. NEDERL.
569 HEE	HEEDEN. NEDERL.
529 HRW	HEER. NEDERL.
119 HEL	HELSONVIN. NORWAY
411 HEH	HEMEL. EAST PRUSSIA
829 HEN	HENORCA. SPAIN
849 HET	HENTON. ITALY
129 HER	HERDO. NORWAY
609 HES	HESCHERS. FRANCE
792 HSN	HESEN. RUSSIA(WHITE SEA)
809 HEO	HESQUERS. FRANCE
849 HEI	HESSINA. ITALY
689 HEH	HETHIL. SCOTLAND
	HEZEN SEE HESEN
831 HID	HIDDELBURG. NEDERL.
039 HIE	HIDDELFART. DENMARK
899 HIL	HEDITTERRAN SEA
529 HII	HIDDELIE. NEDERL
909 SHI	ST. HIGUEL. AFRICA
659 HIF	HILFORD. ENGLAND
669 HIT	HILTON. ENGLAND
379 HIA	HITAU. KURLAND
149 HOL	HOLDE. NORWAY
559 HOK	HOLKWERUM. NEDERL.
	HOLQUEREN SEE HOLKWERUM
849 HON	HONACO. ITALY
529 HOI	HONNIKENDAM. NEDERL.
609 HOT	HONTROSE. SCOTLAND
	HOONSUND WITH OESEL
809 HOB	HORBIHAN. FRANCE
809 HOA	HORLAIX. FRANCE
809 HOC	HORNAC. FRANCE
809 HOR	HORTAGNE. FRANCE
102 HOS	HOSS. NORWAY
799 HOS	HOSTERZARY. RUSSIA
809 LAH	LA HOTTE. FRANCE
	HURMANSK SEE KOLA
609 HUS	HUSSELBURGH. SCOTLAND
259 HOE	HOLLE. SWEDEN
015 HON	HON. DENMARK
017 HAK	HAKSKOV. DENMARK
809 HAN	HANTES. FRANCE
949 HAT	HANTUCKET. AMERICA
849 HEA	HAPELS. ITALY
329 HAR	HARVA. RUSSIA
809 STH	ST. HAZAIRE. FRANCE
659 HET	HEATH. ENGLAND
122 HED	HEDENAES. NORWAY
589 HEE	HEDERLANDEN
019 HEK	HEKSO. DENMARK
	HERVA SEE NARVA
758 HES	HESSE. OSTFR.
758 HEH	HESSHERSIEL. OSTFR.
	HETHERLANDS SEE HEDERLANDEN
479 HEB	HEUBUCHOU. HECKLENBURG
422 HEF	HEUFAHRWASSER. WEST PRUSSIA
758 HEU	HEUHARLINGERSIEL. OSTFR.
075 HES	HEUSTADT. HERTUGD.
459 HEW	HEUWARP. POHN.
609 HER	HEWBURGH. SCOTLAND
634 HEC	HEWCASTLE. ENGLAND
669 HEH	HEWHAVEN. ENGLAND
949 HEP	HEWPORT. AMERICA
689 HEO	HEWTOWN. IRELAND
689 HEY	HEWRY. IRELAND
942 HEI	HEW YORK. AMERICA
052 HIB	HIBE. DENMARK
849 HIC	HICE. ITALY
514 HIE	HIEUWENDAM. NEDERL.
569 HIU	HIEUWESCHANS. NEDERL.
559 HIW	HIEUWE ZIJLEN. NEDERL.
569 HID	HIEUWOLDA. NEDERL.
779 HIP	HIEUWPORT. BELGIUM
869 HOI	HOIRHOUTIER. FRANCE
528 HRE	HOORDEINDE. NEDERL.
	HOORKOPPIN SEE HORRKOPING
529 HDK	HOORDKWARTIER. NEDERL.
529 HOO	HOORDWIJK. NEDERL.
959 HOA	HORTH AMERICA(CANADA ONLY)
528 HRE	HOORDEINDE.NEDERL.
065 HOR	HORDBORG. HERTUGD.
758 HOD	HORDEN. OSTFR.
758 HOE	HORDERHEY. OSTFR.
159 HOK	HORDKAP. HORWAY
082 HOA	HORDHARSCH. HERTUGD.
082 HOS	HORDSTRAND. HERTUGD.
789 HON	HORTH SEA
649 HOF	HORFOLK. ENGLAND
	HORTWIJK OP ZEE SEE HOORDWIJK
169 HOG	HORWAY
809 HOH	HORHANDY. FRANCE
233 HOK	HORRKOPING. SWEDEN
609 HOH	HORTH BERWICK. SCOTLAND
502 HTG	HOT GIVEN
039 HYB	HYBORG. DENMARK
949 HYE	HEW ENGLAND. AMERICA
017 HYK	HYKOBING FALSTER. DENMARK
052 HYO	HYKOBING HORS. DENMARK
024 HYB	HYKOBING SJAELLAND. DENMARK
239 HYP	HYKOPING. SWEDEN
21. HYL	HYLAND. SWEDEN
209 HYS	HYSTAD. FINLAND
017 HYT	HYSTED. DENMARK
027 HAE	HAESTVED. DENMARK
289 HOE	HOSUND. SWEDEN
113 HOT	HOTTERO. HORWAY
559 OBE	OBENHUIZEN. NEDERL.

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHABETIC SEQUENCE)

CODE		NAME OF PORT
631	ODE	ODENSE. DENMARK
343	OES	OESEL ISLANDS. RUSSIA
189	OKS	OKSEFJORD. NORWAY
239	OLA	OLAND. SWEDEN
669	OLD	OLDEBOORN. NEDERL.
731	OLE	OLDENBURG. GERMANY
689	OLR	OLERON. FRANCE
819	OLH	OLHAO. PORTUGAL
799	ONE	ONEGA. RUSSIA
269	ONS	ONSALA. SWEDEN
819	OOS	OOST. NEDERL.
589	OSB	OOSTERBEEK. NEDERL.
529	OOE	OOSTERBLOKKER. NEDERL.
529	OOT	OOSTERLEEK. NEDERL.
529	OOH	OOSTHUIZEN. NEDERL.
529	OOW	OOSTWOUD. NEDERL.
529	OOZ	OOSTZAAN. NEDERL.
280	OSZ	OOSTZEE
529	OPH	OPHEER. NEDERL.
529	OPP	OPPERDOES. NEDERL.
219	OER	ORESRUND. SWEDEN
849	ORI	ORISTANO. ITALY
609	ORK	ORKNEY. SCOTLAND
289	ORU	ORUST. SWEDEN
771	OST	OSTENDE. BELGIUM
189	OET	OSTERRISOR. NORWAY
491	OEE	OSTERSOEN(BALTIC)
789	OEF	OSTFRIESLAND
		OUDESDOM SEE OLDEBOORN
529	OUE	OUDEGA. NEDERL.
529	OUN	OUDENDIJK. NEDERL.
529	OUD	OUDDORP. NEDERL.
625	OVI	OVIEDO. SPAIN
609	PAI	PAIMBOEUF. FRANCE
529	PAL	PALMA. MALLORCA. SPAIN
589	LAS	LAS PALMAS. AFRICA
741	PAP	PAPENBURG. GERMANY
879	PAR	PAROS. TURKEY
564	PEK	PEKELA. NEDERL.
669	PEN	PENRYN. ENGLAND
669	PEZ	PENZANCE. ENGLAND
361	PER	PERNAU. LIVLAND
609	PET	PERTH. SCOTLAND
609	PEE	PETERHEAD. SCOTLAND
319	STP	ST. PETERSBURG. RUSSIA
528	PED	PETTEN. NEDERL.
949	PHI	PHILADELPHIA. AMERICA
809	PIC	PICARDIE. FRANCE
809	STP	ST. PIERRE. FRANCE
412	PIL	PILLAU. EAST PRUSSIA
219	PIT	PITEA. SWEDEN
619	PIE	PITTENWEEM. SCOTLAND
669	PLY	PLYMOUTH. ENGLAND
859	PLA	POLA. ITALY
660	POO	POOLE. ENGLAND
459	POP	POMERANIA
625	POV	PONTEVEDRO. SPAIN
129	POS	PORSMUND. NORWAY
809	POR	PORNIC. FRANCE
589	POT	PORTAFERRY. IRELAND
812	PRT	PORT-A-PORT. PORTUGAL
933	POA	PORT-AU-PRINCE. WEST INDIES
809	POL	PORT LUIS. FRANCE
		PORT UNKNOWN SEE NOT GIVEN
812	OPO	PORTO. PORTUGAL
669	PON	PORTSMOUTH. ENGLAND
609	POY	PORTSOY. SCOTLAND
819	POG	PORTUGAL
625	POU	PORTUGALETTE. SPAIN
799	POS	POSLAG. RUSSIA
809	LEP	LE POULIGUEN. FRANCE
659	PON	POULTON. ENGLAND
469	PRE	PREROW. POMMERN
609	PRS	PRESTONPANS. SCOTLAND
015	PRA	PRAESTO. DENMARK
529	PUR	PURMEREND. NEDERL.
459	POE	POLITZ. POMM.
609	QUE	QUEENSFERRY. SCOTLAND
809	QUI	QUINPER. FRANCE
669	RAM	RAMSGATE. ENGLAND
219	RAS	RAMSJO. SWEDEN
042	RAN	RANDERS. DENMARK
529	RAS	RANSDORP. NEDERL.
219	RAT	RATHAN. SWEDEN
		REM SEE ROMO
849	SAN	SAN REMO. ITALY
081	REN	RENDSBORG. HERTUGD.
619	REF	RENFREW. SCOTLAND
341	REV	REVAL. ESTONIA
949	RHO	RHODE ISLAND. AMERICA
055	RIB	RIBE. DENMARK
		RIELST SEE RIJLST
473	RIN	RIBNITZ. MECKLEBURG
352	RIG	RIGA. LIVLAND
559	RIJ	RIJLST. NEDERL.
529	DER	DE RIJP. NEDERL
		RIJSWALDE SEE RUGENWALDE
055	RIK	RINGKOBING. DENMARK
708	RIT	RITZEBUTTEL. GERMANY
825	RIV	RIVADEO. SPAIN
809	ROB	LA ROCHEBERNARD. FRANCE
809	ROC	ROCHEFORT. FRANCE
809	LAR	LA ROCHELLE. FRANCE
649	ROH	ROCHESTER. ENGLAND
081	ROM	ROMO. HERTUGD.
249	RON	RONNEBY. SWEDEN
809	ROS	ROSCOFF. FRANCE
024	ROK	ROSKILDE. DENMARK
471	ROT	ROSTOCK. MECKLENBURG
515	ROE	ROTTERDAM. NEDERL.
809	ROU	ROUEN. FRANCE
032	RUD	RUDKOBING. DENMARK
469	RUE	RUGEN. POMM.
443	RUG	RUGENWALDE. POMM.
219	RUN	RUNHALLEN. SWEDEN
399	RUS	RUSSIA
669	RYE	RYE. ENGLAND
017	ROE	RODBY. DENMARK
019	RON	RONNE. DENMARK
024	ROR	RORVIG. DENMARK
809	LES	LES SABLES D'OLONNE. FRANCE
049	SAE	SAEBY. DENMARK
017	SAK	SAKSKOBING. DENMARK
829	SAL	SALOU. SPAIN
619	SAT	SALTCOATS. SCOTLAND
879	SAM	SAMOS. TURKEY
049	SAS	SAMSO. DENMARK
129	SAN	SAND. NORWAY
115	SAD	SANDEFJORD. NORWAY
129	SAE	SANDNES. NORWAY
019	SAV	SANDVIG. DENMARK
669	SAI	SANDWICH. ENGLAND
619	SAC	SANDWICK. SCOTLAND
825	SAA	SANTANDER. SPAIN
879	SAO	SANTORIN. TURKEY

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, ALPHABETIC SEQUENCE)

CODE	NAME OF PORT
869 SAP	SAPPEMEER, NEDERL.
849 SAR	SARDINIEN, ITALY
835 SCA	SCARBOROUGH, ENGLAND
826 SCH	SCHAGEN, NEDERL.
	SCHANSTERNYE WITH ST.PETERSBURG
829 SCD	SCARDAM, NEDERL.
	SCHELLING SEE TERSCHELLING
829 SCG	SCHELLINGROOU, NEDERL.
829 SCE	SCHELLINGWOUDE, NEDERL.
829 SCL	SCHELLINHOUT, NEDERL.
829 SCR	SCHERMER, NEDERL.
829 SCN	SCHERMERHORN, NEDERL.
829 SCV	SCHEVENINGEN, NEDERL.
816 SCI	SCHIEDAM, NEDERL.
840 SCO	SCHIERMONNIKOOG, NEDERL.
849 SEA	SEATON, ENGLAND
828 SSE	ST. SEBASTIAN, SPAIN
827 SEJ	SEJERO, DENMARK
849 SEL	SELBY, ENGLAND
911 SER	SERAMPORE, INDIA
813 SET	SETUBAL, PORTUGAL
809 SEU	SEUDRE, FRANCE
826 SEV	SEVILLA, SPAIN
849 SHE	SHEERNESS, ENGLAND
809 SHT	SHETLAND ISLANDS, SCOTLAND
836 SHI	SHIELDS, ENGLAND
869 SHO	SHOREHAM, ENGLAND
849 SIC	SICILY, ITALY
828 SIJ	SIJBEKARSPEL, NEDERL.
882 SIL	SILD, HERTUGD.
249 SIH	SINRISHARN, SWEDEN
849 SIR	SYRACUSE, ITALY
849 SIZ	SICILY, ITALY
849 SKG	SKAGEN, DENMARK
249 SKA	SKANE, SWEDEN
249 SKN	SKANOR, SWEDEN
827 SKE	SKELSKOR, DENMARK
129 SKI	SKIEN, NORWAY
259 SKP	SKIPPERKROGEN, SWEDEN
852 SKV	SKIVE, DENMARK
829 SKO	SCOTLAND
815 SKS	SKOVSHOVED, DENMARK
129 SKU	SKUDENES, NORWAY
887 SLE	SCHLESWIG
809 SLI	SLIGO, IRELAND
859 SLO	SLOOTEN, NEDERL.
529 SLT	SLOTERDIJK, NEDERL.
539 SLU	SLUIS, NEDERL.
249 SLA	SLATTAKRA, SWEDEN
879 SMY	SMYRNA, TURKEY
559 SNE	SNEEK, NEDERL.
219 SOD	SODERHAMN, SWEDEN
239 SOR	SODERKOPING, SWEDEN
	SOLLESOL WITH ARCHANGEL
	SOLOMBOLA WITH ARCHANGEL
249 SOL	SOLVITSBORG, SWEDEN
062 SON	SONDERBORG, HERTUGD.
055 SOE	SONDERHO, DENMARK
129 SOG	SOGNDAL, NORWAY
669 SOU	SOUTHAMPTON, ENGLAND
849 SOT	SOUTHWOLD, ENGLAND
649 SPA	SPALDING, ENGLAND
528 SPN	SPANBROEK, NEDERL.
829 SPE	SPAIN
788 SPI	SPIEKEROOG, OSTFR.
669 SPH	SPITHEAD, ENGLAND
093 SPT	SPITZBERGEN
713 STA	STADE, GERMANY
609 STN	STANLEY, SCOTLAND
126 STV	STAVANGER, NORWAY
	STAVERN SEE STAVOREN
549 STO	STAVOREN NEDERL.
015 STE	STEGE, DENMARK
451 STT	STETTIN, POMM.
159 STU	ST. JERNESUND, NORWAY
159 STJ	STJERNESUND, NORWAY
015 STS	STEVNS, DENMARK
609 STI	STIRLING, SCOTLAND
221 STC	STOCKHOLM, SWEDEN
637 STK	STOCKTON, ENGLAND
119 STE	STOKKE SOGN, NORWAY
442 STP	STOLPE, POMM.
449 STL	STOLPMUNDE, POMM.
609 STH	STONEHAVEN, SCOTLAND
015 STG	STOREHEDINGE, DENMARK
619 STW	STORNOWAY, SCOTLAND
	STRAALSOND SEE STRALSUND
463 STR	STRALSUND, POMM.
689 STF	STRANGFORD, IRELAND
619 SRA	STRANRAER, SCOTLAND
299 STR	STRAVESUND, SWEDEN
559 DES	DE STREEK, NEDERL.
609 SRO	STRONNESS, SCOTLAND
619 SRN	STRONTIAN, SCOTLAND
286 SRM	STROMSTAD, SWEDEN
017 STU	STUBBEKOBING, DENMARK
279 STY	STYRSO, SWEDEN
015 OEE	SUND (DANISH COAST)
638 SUN	SUNDERLAND, ENGLAND
219 SUD	SUNDSVALL, SWEDEN
929 SUR	SURINAM, AMERICA
019 SVA	SVANEKE, DENMARK
119 SVE	SVELVIK, NORWAY
039 SVN	SVENDBORG, DENMARK
291 SVR	SWEDEN (SAILING NORTHWARD)
291 SVR	SWEDEN (SAILING SOUTHWARD)
109 SVS	SVINESUND, NORWAY
669 SWA	SWANSEA, ENGLAND
299 SVG	SWEDEN (OVERIG)
459 SWI	SWINEMUNDE, POMM.
129 SVN	SWINOR, NORWAY
	SYLD SEE SILD
	SYSTERBAK WITH ST.PETERSBURG
015 TAR	TARBAEK, DENMARK
	TALLINN SEE REVAL
039 TAS	TASINGE, DENMARK
809 TAL	TALMONT, FRANCE
829 TAA	TARRAGONA, SPAIN
659 TEN	TENBY, ENGLAND
879 TEE	TENEDOS, TURKEY
909 TER	TENERIFE, AFRICA
551 TEH	TER HENNE, NEDERL.
551 TEH	TERHORNE, NEDERL.
308 TRJ	TERJOKI, RUSSIA
569 TEH	TERHUNTEN, NEDERL.
517 TES	TERSCHELLING, NEDERL.
519 TEX	TEXEL, NEDERL.
649 THA	THAMES, ENGLAND
058 THI	THISTED, DENMARK
931 STT	ST. THOMAS, WEST INDIES
649 THO	THORNE, ENGLAND
619 THU	THURSO, SCOTLAND
559 TJU	TJUMMARUM, NEDERL.
114 TJO	TJOMO, NORWAY
932 TOB	TOBAGO, WEST INDIES

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, ALPHABETIC SEQUENCE)

CODE	NAME OF PORT
882 TND	TONDER, HERTUGD.
882 TNI	TONNINGEN, HERTUGD.
112 TNS	TONSBERG, NORWAY
669 TOP	TOPSHAM, ENGLAND
283 TOR	TOREKOV, SWEDEN
209 TON	TORNEA, SWEDEN
829 TOE	TORREVIEJA, SPAIN
839 TOU	TOULON, FRANCE
308 TRS	TRAANGSUND, RUSSIA
249 TRL	TRABURG, SWEDEN
911 TRA	TRANQUEBAR, INDIA
844 TRP	TRAPANI, ITALY
889 TRE	TREGUIER, FRANCE
849 TRL	TRELLEBORG, SWEDEN
809 LAT	LA TREMTLADE, FRANCE
809 TRO	TREPORT, FRANCE
449 TRT	TREPTOW, BAGROMMERN
489 TRI	TRIBSESS, POMM.
881 TRS	TRIEST, AUSTRIA
889 TRF	TRIPOLIS, AFRICA
299 TRO	TRONGSUND, SWEDEN
159 TRM	TROMSO, NORWAY
141 TRD	TRONDHJEM, NORWAY
669 TRU	TRURO, ENGLAND
889 TUN	TUNIS, AFRICA
	TURKU SEE ABO
039 TUR	TURO, DENMARK
928 TWI	TWISK, NEDERL.
649 TYN	TYNEMOUTH, ENGLAND
	ST. UBES SEE SETUBAL
489 UCK	UCKERMUNDE, POMM.
282 UDD	UDDEVALLA, SWEDEN
829 UIT	UITGEEST, NEDERL.
869 UTH	UITHUIZEN, NEDERL.
804 ULE	ULEABORG, FINLAND
659 ULV	ULVENSTONE, ENGLAND
219 UME	UMEA, SWEDEN
	USTERD SEE UTERSEN
886 UTE	UTERSEN, HERTUGD.
159 VAD	VADSO, NORWAY
239 VAL	VALDEMARSVIK, SWEDEN
809 STV	ST. VALERY, FRANCE
119 VAN	VALLO, NORWAY
809 VAE	VANNES, FRANCE
263 VAR	VARBERG, SWEDEN
055 VAA	VARDE, DENMARK
159 VAH	VARDOHUS, NORWAY
569 VEE	VEENDAM, NEDERL.
539 VER	VEERE, NEDERL.
045 VEJ	VEJLE, DENMARK
852 VEN	VENICE, ITALY
528 VEH	VENHUIZEN, NEDERL.
129 VES	VESTERRISOR, NORWAY
239 VET	VESTERVIK, SWEDEN
308 VIB	VIBORG, RUSSIA
825 VIG	VIGO, SPAIN
	VIIPURI SEE VIBORG
259 VIK	VIKEN, SWEDEN
308 VIL	VILAJOKI, RUSSIA
819 VIL	VILLA DE CONDE, PORTUGAL
	VILNIUS SEE
949 VIR	VIRGINIA, AMERICA
231 VIS	VISBY, SWEDEN
825 VIV	VIVERO, SPAIN
529 VLA	VLAARDINGEN, NEDERL.
528 VLI	VLIELAND, NEDERL.
532 VLS	VLISSINGEN, NEDERL.
529 VOL	VOLENDAM, NEDERL.
	VONKZIJL SEE FONKZIJL
019 VOR	VORDINGSORG, DENMARK
	WAARBERG SEE VARBERG
	WALMOUT SEE WARNERMUNDE
308 WAM	WAMMELSU, RUSSIA
	WAMMELSUND WITH VIBORG
329 WAR	WARDER, NEDERL.
569 WAF	WARFFUM, NEDERL.
529 WRG	WARGA, NEDERL.
479 WAN	WARNEMUNDE, MECKLENBURG
299 WRN	WARNEN, SWEDEN
559 WAS	WARNS, NEDERL.
489 WAP	WARP, POMMERN
552 WAE	WARREGA, NEDERL.
559 WAT	WARTENA, NEDERL.
209 WAA	WASA, FINLAND
689 WAO	WATERFORD, IRELAND
529 WAG	WATERGANG, NEDERL.
529 WAL	WATERLAND, NEDERL
609 WAK	WATS-NESS, SCOTLAND
301 WED	WEDERLAKS, RUSSIA
	WEDERLAKS WITH FREDERIKSHAMN
649 WEL	WELLS, ENGLAND
609 WEM	WEMYSS, SCOTLAND
528 WER	WERVERSHOEF, NEDERL.
528 WSF	WEST FRIESLAND
939 WEI	WEST INDIES
729 WES	WESER, GERMANY
528 WET	WESTERBLOKKER, NEDERL.
	WESTERWYCK SEE VESTERVIK
529 WFR	WIERINGEN, WESTFRIESLAND
528 WEW	WESTWOUD, NEDERL.
529 WEZ	WESTZAAN, NEDERL.
689 WEX	WEXFORD, IRELAND
669 WEY	WEYMOUTH, ENGLAND
639 WHI	WHITBY, ENGLAND
659 WHT	WHITEHAVEN, ENGLAND
	WIBORG SEE VIBORG
	WIBORGH SEE VIBORG
609 WIC	WICK, SCOTLAND
	WIEROJOKA WITH VIBORG
308 WIE	WIEROKKA, RUSSIA
669 WIG	WIGHT, ENGLAND
	WIJBURCH SEE VIBORG
528 WIJ	WIJDENES, NEDERL.
529 WIK	WIJK AAN ZEE, NEDERL.
	WIJRO JOCKIJ WITH VIBORG
579 WIL	WILLEMSTAD, NEDERL.
086 WIS	WILSTER, HERTUGD.
372 WIN	WINDAU, COURLAND
528 WIE	WINKEL, NEDERL.
569 WIH	WINSCHOTEN, NEDERL.
649 WIA	WISBECH, ENGLAND
472 WIM	WISMAR, MECKLENBURG
439 WIT	WITTENBERG, WEST PRUSSIA
559 WIV	WITTEVEEN, NEDERL.
758 WIU	WITTMUND, OSTFR.
462 WOL	WOLGAST, POMM.
459 WOL	WOLLIN, POMM.
649 WOO	WOODBRIDGE, ENGLAND
649 WOW	WOOLWICH, ENGLAND
659 WOR	WORCESTER, ENGLAND
659 WOK	WORKINGTON, ENGLAND
653 WOK	WORKUM, NEDERL.
529 WOM	WORMER, NEDERL.
529 WOE	WORMERVEER, NEDERL.
554 WOU	WOUDSEND, NEDERL.

CONTINUED:

APPENDIX A.1

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. ALPHABETIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
	WYBORG SEE VIBORG	244	YST YSTAD. SWEDEN	565	ZOU ZOUTKAMP. NEDERL.
849	YAR YARMOUTH. ENGLAND	518	ZAA ZAANDAM. NEDERL.	569	ZUI ZUIDBROEK. NEDERL.
559	YJL IJLST. NEDERL.	539	ZEE ZEELAND. NEDERL.	529	ZUD ZUIDERWOUDE. NEDERL.
849	STY ST. YVES. ENGLAND	539	ZIR ZIERIKSEE. NEDERL.	526	ZUN ZUNDERDORP. NEDERL.
849	YOR YORK. ENGLAND	459	ZIE ZIEGENORT. POMM.	528	ZWA ZWAAG. NEDERL.
979	YPE YPERN. BELGIUM	469	ZIN ZINGST. POMM.		

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. NUMERIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
001	KOE KOBENHAVN. DENMARK	027	KAU KALUNDBORG. DENMARK	055	HJE HJERTING. DENMARK
011	ORA ORASOR. DENMARK	027	KOO KORSOR. DENMARK	055	HJO HJORRING. DENMARK
012	KOG KOGE. DENMARK	027	NAE NAESTVED. DENMARK	055	RIB RIBE. DENMARK
013	HEA HELSINGOR. DENMARK	027	SEJ SEJERO. DENMARK	055	RIK RINGKOBING. DENMARK
014	AMA AMAGER. DENMARK	027	SKE SKELSKOR. DENMARK	055	SOE SONDERHO. DENMARK
015	MON MON. DENMARK	031	ODE ODENSE. DENMARK	055	VAA VARDE. DENMARK
015	OEE SUND (DANISH COAST)	032	LAG LANGELAND. DENMARK	059	DAN DENMARK
015	PRA PRAESTO. DENMARK	032	RUD RUDKOBING. DENMARK	059	JYL JYLLAND
015	SKS SKOVSHOVED. DENMARK	039	ASS ASSENS. DENMARK	061	FLS FLENSBORG. HERTUGD.
015	STE STEGE. DENMARK	039	BOG BOGENSE. DENMARK	062	SON SONDERBORG. HERTUGD.
015	STG STOREHEDINGE. DENMARK	039	FAA FAABORG. DENMARK	063	AER AERO. HERTUGD.
015	STS STEVNS. DENMARK	039	KJE KJERTEMINDE. DENMARK	064	AES AEROSKOBING. HERTUGD.
015	TAR TARBAEK. DENMARK	039	MIE MIDDELFART. DENMARK	064	MRT. MARSTAL. DENMARK
015	VOR VORDINGBORG. DENMARK	039	NYB NYBORG. DENMARK	065	ALS ALS. HERTUGD.
017	AAH AALHOLM. DENMARK	039	SVN SVENDBORG. DENMARK	065	FRO FREDERIKSORT. HERTOGD.
017	SAD SANDHOLM. DENMARK	039	TAS TASINGE. DENMARK	065	HAD HADERSLEV. HERTUGD.
017	FAS FALSTER.DENMARK	039	TUR TURO. DENMARK	065	KAP KAPPELN. HERTUGD.
017	FEJ FEJO. DENMARK	041	FLA FLADSTRAND. DENMARK	065	NOR NORDBORG. HERTUGD.
017	FEO FENO. DENMARK	041	FRS FREDERIKSHAVN. DENMARK	067	AAB AABENRAA. HERTUGD.
017	GRS GRONSUND. DENMARK	042	RAN RANDERS. DENMARK	067	AAP APENRADE. HERTUGD.
017	LOL LOLLAND. DENMARK	043	AAR AARHUS. DENMARK	069	ARS ARNIS.HERTUGD.
017	NAK NARIBO. DENMARK	044	HOS HORSENS. DENMARK	069	ECK ECKENFORDE. HERTUGD.
017	NAK NAKSKOV. DENMARK	045	VEJ VEJLE. DENMARK	071	KIE KIEL. HERTUGD.
017	NYK NYKOBING FALSTER. DENMARK	046	KOD KOLDING. DENMARK	072	BUR BURG.HERTUGD.
017	NYT NYSTED. DENMARK	049	AEB AEBELTOFT. DENMARK	072	FEM FEMERN. HERTUGD.
017	ROE RODBY. DENMARK	049	ANH ANHOLT. DENMARK	078	NES NEUSTADT. HERTUGD.
017	SAK SAKSKOBING. DENMARK	049	FRD FREDERICIA. DENMARK	079	HAF HAFKRUG. HERTUGD.
017	STU STUBBEKOBING. DENMARK	049	GRD GRENAA. DENMARK	079	HEL HEILIGENHAFEN. HERTUGD.
019	ART ARTHOLMENE. DENMARK	049	HAS HADSUND. DENMARK	079	LUT LUTJENBURG. HERTUGD.
019	BOA BORNHOLM. DENMARK	049	HIR HIRTSHOLMENE. DENMARK	081	AMR AMRUM. HERTUGD.
019	HAS HASLE. DENMARK	049	HOB HOBRO. DENMARK	081	BAU BALLUM. HERTUGD.
019	KRO KRISTIANSO. DENMARK	049	KAO KALO. DENMARK	081	BRE BREDSTEDT. HERTUGD.
019	NEK NEKSO. DENMARK	049	LAE LAESO. DENMARK	081	EMM EMMERELEFF. HERTUGD.
019	RON RONNE. DENMARK	049	MAI MARIAGER. DENMARK	081	HEO HELGOLAND. HERTUGD.
019	SAV SANDVIG. DENMARK	049	SAE SAEBY. DENMARK	081	HOJ HOJER. HERTUGD.
019	SVA SVANEKE. DENMARK	049	SAS SAMSO. DENMARK	081	LIR LISTERDYB. HERTUGD
022	FRU FREDERIKSSUND. DENMARK	049	SKG SKAGEN. DENMARK	081	LIT LIST. HERTUGD
024	FRK FREDERIKSVAERK. DENMARK	051	AAL AALBORG. DENMARK	081	REN RENDSBORG. HERTUGD.
024	HOC HORNBEAK. DENMARK	052	LEV LEMVIG. DENMARK	081	ROM ROMO. HERTUGD.
024	HOL HOLBAEK. DENMARK	052	LOE LOGSTOR. DENMARK	082	DAG DAGEBOL. HERTUGD.
024	ISS ISSEFJORD. DENMARK	052	NIB NIBE. DENMARK	082	FOE FOHR. HERTUGD.
024	NYB NYKOBING SJAELLAND. DENMARK	052	NYO NYKOBING MORS. DENMARK	082	FRR FRIEDERICHSSTAD. HERTUGD.
024	ROK ROSKILDE. DENMARK	052	SKV SKIVE. DENMARK	082	GAM GALMSBOL. HERTUGD.
024	ROR RORVIG. DENMARK	052	THI THISTED. DENMARK	082	HOS HOOGE(ISLE). HERTUGD.
027	KAA KARREBAEKSMINDE. DENMARK	055	FAN FANO. DENMARK	082	HUS HUSUM. HERTUGD.

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1979-JUN-10. NUMERIC SEQUENCE)

CODE	NAME OF PORT
082 NOA	NORDNARSCH. HERTUGD.
082 NOS	NORDSTRAND. HERTUGD.
082 SIL	SILD. HERTUGD.
082 TND	TONDER. HERTUGD.
082 TNI	TONNINGEN. HERTUGD.
084 ALT	ALTONA. HERTUGD.
085 GLU	GLUCKSTADT. HERTUGD.
086 BLN	BLANKENESE. HERTUGD.
086 UTE	UTERSEN. HERTUGD.
086 WIS	WILSTER. HERTUGD.
087 SLE	SCHLESWIG
088 HOS	HOLSTEIN
091 ISL	ICELAND
092 FAE	FARO ISLANDS
093 DAV	DAVIS STRAITS
093 GRN	GREENLAND
093 SPT	SPITZBERGEN
101 FRI	FREDERIKSHALD. NORWAY
102 MOS	MOSS. NORWAY
103 KRI	KRISTIANIA. NORWAY
104 DRB	DROBAK. NORWAY
104 FRT	FREDERIKSSTAD. NORWAY
106 GRE	GRUE. NORWAY
108 HVI	HVIDSTEN. NORWAY
109 SVS	SVINESUND. NORWAY
111 DRM	DRAMMEN. NORWAY
112 TNS	TONSBERG. NORWAY
113 NOT	NOTTERO. NORWAY
114 TJO	TJOMO. NORWAY
115 SAD	SANDEFJORD. NORWAY
116 LAV	LARVIK. NORWAY
119 AAS	AASGAARDSSTRAND. NORWAY
119 BRA	BRAGENAES. NORWAY
119 FRE	FREBERGSVIK. NORWAY
119 HON	HOLMESTRAND. NORWAY
119 HOT	HORTEN. NORWAY
119 HUR	HURUM. NORWAY
119 MEL	MELSOMVIK. NORWAY
119 STE	STOKKE SOGN. NORWAY
119 SVE	SVELVIK. NORWAY
119 VAN	VALLO. NORWAY
121 ARE	ARENDAL. NORWAY
122 NED	NEDENAES. NORWAY
123 KRT	KRISTIANSAND. NORWAY
124 MAG	MANDAL. NORWAY
125 FLE	FLEKKEFJORD. NORWAY
126 STV	STAVANGER. NORWAY
129 AAE	AALESUND. NORWAY
129 AGN	AGNEFEST. NORWAY
129 BRV	BREVIK. NORWAY
129 EGE	EGERSUND. NORWAY
129 FAS	FARSUND. NORWAY
129 FED	FEDA. NORWAY
129 FLK	FLEKKERO. NORWAY
129 GRS	GRIMSTAD. NORWAY
129 HIE	HITTERO. NORWAY
129 JOM	JOMFRULAND. NORWAY
129 KOR	KORSHAVN. NORWAY
129 KRA	KRAGERO. NORWAY
129 KVI	KVINESDAL. NORWAY
129 LAE	LANGESUND. NORWAY
129 LIE	LISTER. NORWAY
129 LIL	LILLESAND. NORWAY
129 LIN	LINDESNES. NORWAY
129 LYN	LYNGDAL. NORWAY
129 MER	MERDO. NORWAY
129 OET	OSTERRISOR. NORWAY
129 POS	PORSHUND. NORWAY
129 SAE	SANDNES. NORWAY
129 SAN	SAND. NORWAY
129 SKI	SKIEN. NORWAY
129 SKU	SKUDENES. NORWAY
129 SOG	SOGNDAL. NORWAY
129 SWN	SWINOR. NORWAY
129 VES	VESTERRISOR. NORWAY
131 BER	BERGEN. NORWAY
139 BEK	BEKKJARVIK. NORWAY
141 TRD	TRONDHJEM. NORWAY
149 KRU	KRISTIANSUND. NORWAY
149 MOL	MOLDE. NORWAY
159 FIM	FINMARKEN. NORWAY
159 HEG	HELGELAND. NORWAY
159 NOK	NORDKAP. NORWAY
159 OKS	OKSEFJORD. NORWAY
159 STJ	STJERNESUND. NORWAY
159 STU	ST. JERNESUND. NORWAY
159 TRM	TROMSO. NORWAY
159 VAD	VADSO. NORWAY
159 VAH	VARDOHUS. NORWAY
169 NOG	NORWAY
201 HEN	HELSINGFORS. FINLAND
202 AAO	AABO. FINLAND
203 BJR	BJOERNEBORG. FINLAND
204 ULE	ULEABORG. FINLAND
209 BOO	BORGA. FINLAND
209 BRH	BRAHESTAD. FINLAND
209 EKE	EKENAS. SWEDEN
209 FIL	FINLAND
209 HAN	HANGO. FINLAND
209 JAK	JAKOBSSTAD. FINLAND
209 KAB	KARLEBY. NY. FINLAND
209 KAE	KARLEBY. GAMMEL. FINLAND
209 KAR	KARLEBY. FINLAND
209 KAS	KASKO. FINLAND
209 KRF	KRISTIINA. FINLAND
209 KRL	KRISTINESTAD. FINLAND
209 LOV	LOVISA. FINLAND
209 NYS	NYSTAD. FINLAND
209 TON	TORNEA. SWEDEN
209 WAA	WASA. FINLAND
211 GEL	GEFLE. SWEDEN
219 BJO	BJOERKOE. SWEDEN
219 BRC	BRACKE. SWEDEN
219 ENO	ENKOPING. SWEDEN
219 HEV	HERNOSAND. SWEDEN
219 HUD	HUDIKSVALL. SWEDEN
219 KAS	KARLSBORG. SWEDEN
219 LUL	LULEA. SWEDEN
219 NYL	NYLAND. SWEDEN
219 OER	OREGRUND. SWEDEN
219 PIT	PITEA. SWEDEN
219 RAS	RAMSJO. SWEDEN
219 RAT	RATHAN. SWEDEN
219 RUN	RUNHALLEN. SWEDEN
219 SOD	SODERHAMN. SWEDEN
219 SUD	SUNDSVALL. SWEDEN
219 UME	UMEA. SWEDEN
221 STC	STOCKHOLM. SWEDEN
231 VIS	VISBY. SWEDEN
232 GOT	GOTLAND. SWEDEN
233 NOK	NORRKOPING. SWEDEN
234 KAM	KALMAR. SWEDEN
239 BOM	BORGHOLM. SWEDEN
239 DAL	DALARO. SWEDEN
239 NYP	NYKOPING. SWEDEN

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. NUMERIC SEQUENCE)

CODE	NAME OF PORT
239 OLA	OLAND. SWEDEN
239 SOR	SODERKOPING. SWEDEN
239 VAL	VALDEMARSVIK. SWEDEN
239 VET	VESTERVIK. SWEDEN
241 KAK	KARLSKRONA. SWEDEN
242 KAH	KARLSHAMN. SWEDEN
243 AAH	AAHUS. SWEDEN
244 YST	YSTAD. SWEDEN
245 MAH	MALMO. SWEDEN
246 LAD	LANDSKRONA. SWEDEN
247 KRN	KRISTANSTAD. SWEDEN
249 FAT	FALSTERBO. SWEDEN
249 KRS	KRISTIANOPEL. SWEDEN
249 LJU	LJUNGBY. SWEDEN
249 LUN	LUND. SWEDEN
249 RON	RONNEBY. SWEDEN
249 SIH	SIHRISHAMN. SWEDEN
249 SKA	SKANE. SWEDEN
249 SKN	SKANOR. SWEDEN
249 SLA	SLATTAKRA. SWEDEN
249 SOL	SOLVITSBORG. SWEDEN
249 TRL	TRELLEBORG. SWEDEN
250 OST	OSTSEE
250 OSZ	OOSTZEE
251 HES	HELSINGBORG. SWEDEN
252 MUL	KULLEN. SWEDEN
253 TOR	TOREKOV. SWEDEN
254 BAA	BAASTAD. SWEDEN
259 ARI	ARILD. SWEDEN
259 ENG	ENGELHOLM. SWEDEN
259 FOR	FORSLOF. SWEDEN
259 HAH	HALSHAVN. SWEDEN
259 HIT	HITTARP. SWEDEN
259 HOE	HOGANAS. SWEDEN
259 KON	KONGSVIK. NORWAY
259 HOE	HOLLE. SWEDEN
259 SKP	SKIPPERKROGEN. SWEDEN
259 VIK	VIKEN. SWEDEN
261 HAN	HALMSTAD. SWEDEN
262 FAL	FALKENBERG. SWEDEN
263 VAR	VARBERG. SWEDEN
269 HAA	HALLAND. SWEDEN
269 HAH	HANHALS.SWEDEN
269 KUG	KUNGSBACKA. SWEDEN
269 LAH	LAHOLM. SWEDEN

CODE	NAME OF PORT
289 ONS	ONSALA. SWEDEN
271 GOT	GOTEBORG. SWEDEN
279 HIS	HISSINGEN. SWEDEN
279 KUN	KUNGELF. SWEDEN
279 STY	STYRSO. SWEDEN
281 MRR	MARSTRAND. SWEDEN
282 UDD	UDDEVALLA. SWEDEN
283 FIS	FISKEBACK (SKUL). SWEDEN
284 LYS	LYSEKIL. SWEDEN
285 HOF	HOFSOGN. SWEDEN
286 SRM	STROMSTAD. SWEDEN
289 AAV	AASTOL. SWEDEN
289 BOH	BOHUS. SWEDEN
289 FJA	FJALLBACKA. SWEDEN
289 HAE	HALSO. SWEDEN
289 HAV	HAVSTENSUND. SWEDEN
289 KAE	KARINGON. SWEDEN
289 KAL	KALFSUND. SWEDEN
289 KLA	KLAEDESHOLMEN. SWEDEN
289 NOE	NOSUND. SWEDEN
289 ORU	ORUST. SWEDEN
291 SVR	SWEDEN (SAILING SOUTHWARD)
299 BRS	BAROSUND. SWEDEN
299 STR	STRAVESOND. SWEDEN
299 SVG	SWEDEN (OVERIG)
299 TRO	TRONGSUND. SWEDEN
299 WRN	WARNEN. SWEDEN
301 FRK	FREDERIKSHAMN. FINLAND/RUSSIA
301 WED	WEDERLAKS. RUSSIA
308 BJK	BJORKO. RUSSIA
308 TRJ	TERJOKI. RUSSIA
308 TRS	TRAANGSUND. RUSSIA
308 VIB	VIBORG. RUSSIA
308 VIL	VILAJOKI. RUSSIA
308 WAH	WAMMELSU. RUSSIA
308 WIB	WYBURG. RUSSIA
308 WIE	WIEROKKA. RUSSIA
319 STP	ST. PETERSBURG. RUSSIA
329 NAR	NARVA. RUSSIA
330 ING	INGRIA (OVERIG)
339 KRO	KRONSTADT. RUSSIA
341 REV	REVAL. ESTONIA
342 DAE	DAGERORT. DAGO
343 ARN	ARENSBURG. OESEL
343 OES	OESEL ISLANDS. RUSSIA

CODE	NAME OF PORT
349 HAP	HAPSAL. ESTONIA
352 RIG	RIGA. LIVLAND
361 PER	PERNAU. LIVLAND
362 EST	ESTONIA (OVERIG)
369 LIV	LIVLAND
371 LIB	LIBAU. KURLAND
372 WIN	WINDAU. KURLAND
379 ANG	ANGERN. KURLAND
379 ANS	ANSEKUL. KURLAND
379 BLU	BLAUEBERGE. KURLAND
379 DOM	DOMESNAS. KURLAND
379 HEI	HEILIGEN AA . KURLAND
379 KUR	KURLAND
379 MIA	MITAU. KURLAND
399 RUS	RUSSIA
401 KON	KONIGSBERG. EAST PRUSSIA
411 MEM	MEMEL. EAST PRUSSIA
412 PIL	PILLAU. EAST PRUSSIA
421 DAZ	DANZIG. WEST PRUSSIA
422 NEF	NEUFAHRWASSER. WEST PRUSSIA
431 ELI	ELBING. WEST PRUSSIA
439 BRU	BRAUNSBERG. WEST PRUSSIA
439 CAU	CASSUBEN. WEST PRUSSIA
439 WIT	WITTENBERG. WEST PRUSSIA
441 LEB	LEBA. POMM.
442 STP	STOLPE. POMM.
443 RUG	RUGENWALDE. POMM.
444 KOB	KOLBERG. POMM.
449 BEP	BERLIN. PRUSSIA
449 BRN	BRANDENBURG. PRUSSIA
449 KAI	KAMMIN. POMM.
449 STL	STOLPMUNDE. POMM.
449 TRT	TREPTOW. BAGROMMERN
451 STT	STETTIN. POMM.
459 ANK	ANKLAM. POMM.
459 DEI	DEMMIN. POMM.
459 DIV	DIEVENOW. POMM.
459 JAS	JASENITZ. POMM.
459 NEW	NEUWARP. POMM.
459 POE	POLITZ. POMM.
459 POP	POMERANIA
459 SWI	SWINEMUNDE. POMM.
459 UCK	UCKERMUNDE. POMM.
459 WAP	WARP. POMMERN
459 WOL	WOLLIN. POMM.

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, NUMERIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
459 ZIE	ZIEGENORT, PRUSSIA	528 MED	DEN HELDER, NEDERL.	529 GOU	GOUDA, NEDERL.
461 GRI	GREIFSWALD, PRUSSIA	528 MEN	MEEN, NEDERL.	529 GRA	GRAFTDIJK, NEDERL.
462 WOL	WOLGAST, PRUSSIA	528 MOG	HOOGKARSPEL, NEDERL.	529 HAA	HAARLEM, NEDERL.
463 STR	STRALSUND, PRUSSIA	528 MOU	HOUWERT, NEDERL.	529 HEV	HELLEVOETSLUIS, NEDERL.
464 BAR	BARTH, PRUSSIA	528 MOW	HOOGWOUD, NEDERL.	529 HOZ	HOLZSLOOT, NEDERL.
465 BEU	BERGEN,RUGEN	528 MUI	MUIDUINEN, NEDERL.	529 ILP	ILPENDAM, NEDERL
466 DAN	DANGARTEN, PRUSSIA	528 LAM	LAMBERTSCHAAG, NEDERL.	529 JIS	JISP, NEDERL.
467 DAS	DARSS, PRUSSIA	528 LEK	LEEK, NEDERLAND	529 KAT	KATWIJK, NEDERL
468 LAS	LASSAN, PRUSSIA	528 MED	MEDEMBLIK, NEDERL.	529 KRO	KROMMENIEDIJK, NEDERL
469 PRE	PREROW, POMMERN	528 MRW	MEER, NEDERL.	529 KWA	KWADIJK, NEDERL
469 RUE	RUGEN, PRUSSIA	528 NAE	NOORDEINDE,NEDERL.	529 LAR	LAREN, NEDERL.
469 TRI	TRIBSEES, PRUSSIA	528 OOE	OOSTERBLOKKER, NEDERL.	529 LAS	LANDSMEER, NEDERL.
469 ZIN	ZINGST, PRUSSIA	528 OOW	OOSTWOUD, NEDERL.	529 MAS	MARSTENSLIJS, NEDERL.
471 ROT	ROSTOCK, MECKLENBURG	528 OPM	OPMEER, NEDERL.	529 MII	MIDDELIE, NEDERL
472 WIM	WISMAR, MECKLENBURG	528 OPP	OPPERDOES, NEDERL.	529 MOI	MONNIKENDAM, NEDERL.
473 RIN	RIBNITZ, MECKLEBURG	528 PED	PETTEN, NEDERL.	529 NDK	NOORDKWARTIER, NEDERL.
479 NEB	NEUBUCHOW, MECKLENBURG	528 SCH	SCHAGEN, NEDERL.	529 NOO	NOORDWIJK, NEDERL.
479 WAN	WARNEMUNDE, MECKLENBURG	528 SCL	SCHELLINHOUT, NEDERL.	529 OOH	OOSTHUIZEN, NEDERL.
481 LUE	LUBECK, GERMANY	528 SIJ	SIJBEKARSPEL, NEDERL.	529 OOT	OOSTERLEEK,NEDERL.
491 OEE	OSTERSOEN(BALTIC)	528 SPN	SPANBROEK, NEDERL.	529 OOZ	OOSTZAAN, NEDERL.
501 AMS	AMSTERDAM, NEDERL.	528 SSE	ST. SEBASTIAN, SPAIN	529 OUD	OUDDORP, NEDERL.
502 NTG	NOT GIVEN	528 TWI	TWISK, NEDERL.	529 OUN	OUDENDIJK, NEDERL.
510 GOR	GORINCHEN, NEDERL.	528 VEH	VENHUIZEN, NEDERL.	529 PUR	PURMEREND, NEDERL.
511 DOR	DORDRECHT, NEDERL.	528 WER	WERVERSHOEF, NEDERL.	529 RAS	RANSDORP, NEDERL.
512 EDA	EDAM, NEDERL.	528 WET	WESTERBLOKKER, NEDERL.	529 SCD	SCARDAM, NEDERL.
513 HOR	HOORN, NEDERL.	528 WEW	WESTWOUD, NEDERL.	529 SCE	SCHELLINGWOUDE, NEDERL.
514 NIE	NIEUWENDAM, NEDERL.	528 WIE	WINKEL, NEDERL.	529 SCG	SCHELLINGROOU, NEDERL.
515 ROE	ROTTERDAM, NEDERL.	528 WIJ	WIJDENES, NEDERL.	529 SCM	SCHERMERHORN, NEDERL.
516 SCI	SCHIEDAM, NEDERL.	528 WSF	WEST FRIESLAND	529 SCR	SCHERMER, NEDERL.
517 TES	TERSCHELLING, NEDERL.	528 ZWA	ZWAAG, NEDERL.	529 SCV	SCHEVENINGEN, NEDERL.
518 ZAA	ZAANDAM, NEDERL.	529 ABB	ABBEKERK, NEDERL.	529 SLT	SLOTERDIJK, NEDERL.
519 OOS	OOST, NEDERL.	529 AKE	AKERSLOOT, NEDERL.	529 UIT	UITGEEST, NEDERL.
519 TEX	TEXEL, NEDERL.	529 ALK	ALKMAAR, NEDERL.	529 VLA	VLAARDINGEN, NEDERL.
520 VLI	VLIELAND, NEDERL.	529 AXW	AXWIJK, NEDERL.	529 VOL	VOLENDAM, NEDERL.
526 ZUN	ZUNDERDORP, NEDERL.	529 BEE	BEETS, NEDERL.	529 WAG	WATERGANG, NEDERL.
528 AAT	AARTSWOUDE, NEDERL.	529 BRL	BRIELLE, NEDERL.	529 WAL	WATERLAND, NEDERL
528 AVN	AVENHORN, NEDERL.	529 BRO	BROEK-OP-WATERLAND, NEDERL.	529 WAR	WARDER, NEDERL.
528 BEG	BENNINGBROEK, NEDERL.	529 BUI	BUIKSLOOT, NEDERL.	529 WEZ	WESTZAAN, NEDERL.
528 BEH	BERKHOUT, NEDERL.	529 CAD	CADOELEN, NEDERL.	529 WIK	WIJK AAN ZEE, NEDERL.
528 BET	BERGEN, NEDERL.	529 DEL	DELFTSHAVEN, NEDERL.	529 WOE	WORMERVEER, NEDERL.
528 BOV	BOVENKARSPEL, NEDERL.	529 DER	DE RIJP, NEDERL	529 WOM	WORMER, NEDERL.
528 CAN	CALLANTSOOG, NEDERL.	529 DRI	DRIEHUIZEN, NEDERL.	529 WRG	WARGA, NEDERL.
528 DHO	D'HOEF, NETHERLANDS	529 DUG	DURGERDAM, NEDERL.	531 MID	MIDDELBURG, NEDERL.
528 ENK	ENKHUIZEN, NEDERL.	529 EGM	EGMOND, NEDERL.	532 VLS	VLISSINGEN, NEDERL.
528 GRT	GROOTEBROEK, NEDERL.	529 GEF	GEFFEN, NEDERL.	539 BRW	BROUWERSHAVEN, NEDERL.

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) & THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10. NUMERIC SEQUENCE)

CODE	NAME OF PORT
539	GOE GOES. NEDERL.
539	SLU SLUIS. NEDERL.
539	VEER VEERE. NEDERL.
539	ZEE ZEELAND. NEDERL.
539	ZIE ZIERIKSEE. NEDERL.
540	SCO SCHIERMONNIKOOG. NEDERL.
541	AME AMELAND. NEDERL.
542	DOK DOKKUM. NEDERL.
543	GRU GROUW.NEDERL.
544	HAR HARLINGEN. NEDERL.
545	HIN HINDELOOPEN. NEDERL.
546	LEM LEMMER. NEDERL.
547	LEU LEEUWARDEN. NEDERL.
548	MAK MAKKUM. NEDERL.
549	STO STAVOREN NEDERL.
551	TEH TERHORNE. NEDERL.
552	WAE WARREGA. NEDERL.
553	WOK WORKUM. NEDERL.
554	WOU WOUDSEND. NEDERL.
556	MEN MEERENVEEN. NEDERL.
559	AKK AKKRUM. NEDERL.
559	ANJ ANJUM. NEDERL.
559	ARU ARUM. NEDERL.
559	BAK BAKHUIZEN. NEDERL.
559	BAL BALK. NEDERL.
559	BEH BERGUM. NEDERL.
559	BIT BILDTZEIL. NEDERL.
559	BLO BLOKZIJL. NEDERL.
559	BOL BOLSWARD. NEDERL.
559	BRR BEERS. NEDERL.
559	DES DE STREEK. NEDERL.
559	FRA FRANEKER. NEDERL.
559	FRL FRIESLAND. NEDERL.
559	GAA GAAST. NEDERL.
559	GOR GORREDIJK. NEDERL.
559	GRU GRAUWDIJK. NEDERL.
559	GSN GAASBEEK.NEDERL.
559	HEK HEEG. NEDERL.
559	HEN HEEM. (FR.) NEDERL.
559	HOH HOHMERTS. NEDERL.
559	HST HOLWRD. NEDERL.
559	IDA IDAARDEDEEL. NEDERL.
559	JOU JOURE. NEDERL.
559	KIN KINSWERD. NEDERL.
559	KOU KOUDUM. NEDERL.
559	KUI KUINRE. NEDERL
559	LAW LANGWEER. NEDERL.
559	LKU LEK. NEDERL.
559	MOK MOLKWERUM. NEDERL.
559	NIW NIEUWE ZIJLEN. NEDERL.
559	OBE OBENHUIZEN. NEDERL.
559	OLD OLDEBOORN. NEDERL.
559	OUE OUDEGA. NEDERL.
559	RIJ RIJLST. NEDERL.
559	SLO SLOOTEN. NEDERL.
559	SLU SLUIS. NEDERL.
559	SNE SNEEK. NEDERL.
559	TJU TJUMMARUM. NEDERL.
559	WAS WARNS. NEDERL.
559	WAT WARTENA. NEDERL.
559	WIV WITTEVEEN. NEDERL.
559	YJL IJLST. NEDERL.
561	APP APPINGENDAM. NEDERL.
562	DEF DELFZIJL. NEDERL.
563	GRO GRONINGEN. NEDERL.
564	PEK PEKELA. NEDERL.
565	ZOU ZOUTKAMP. NEDERL.
569	FRS FRANSUM. NEDERL.
569	GRU GRIJPSKERK. NEDERL.
569	GRV GRONINGEN(OVERIG). NEDERL.
569	HOO HOOGEZAND. NEDERL.
569	MEE MEEDEN. NEDERL.
569	NIO NIEUWOLDA. NEDERL.
569	NIU NIEUWESCHANS. NEDERL.
569	SAP SAPPEMEER. NEDERL.
569	TEH TERMUNTEN. NEDERL.
569	UTH UITHUIZEN. NEDERL.
569	VEE VEENDAM. NEDERL.
569	WAF WARFFUM. NEDERL.
569	WIH WINSCHOTEN. NEDERL.
569	ZUI ZUIDBROEK. NEDERL.
579	MAA MAAS. NEDERL.
579	WIL WILLEMSTAD. NEDERL.
589	ABT ABT.NEDERL.
589	BOO BODEGA.NEDERL.
589	HOA HOLLAND
589	HWL HEERENWALL. NEDERL.
589	MAS MAASSLUIS. NEDERL.
589	MSL MAASLAND. NEDERL.
589	NEE NEDERLANDEN
589	OSB OOSTERBEEK. NEDERL.
601	ABE ABERDEEN.SCOTLAND
602	ALL ALLOA. SCOTLAND
603	ARB ARBROATH. SCOTLAND
604	BON BO'NESS. SCOTLAND
604	BOW BORROWSTONESS. SCOTLAND
605	DUE DUNDEE. SCOTLAND
606	DYS DYSART. SCOTLAND
607	KIR KIRKCALDY. SCOTLAND
608	LEI LEITH. SCOTLAND
609	ABD ABERDOUR. SCOTLAND
609	AIR AIRTH. SCOTLAND
609	ANT ANSTRUTHER. SCOTLAND
609	BAF BANFF. SCOTLAND
609	BUN BURNTISLAND. SCOTLAND
609	CRA CRAIL.SCOTLAND
609	CRO CROMARTY. SCOTLAND
609	CUR CURRIE. SCOTLAND
609	DUN DUNBAR.SCOTLAND
609	DUR DUNFERMLINE. SCOTLAND
609	EDI EDINBURGH. SCOTLAND
609	ELE ELIE. SCOTLAND
609	EYE EYEMOUTH. SCOTLAND
609	FIF FIFE. SCOTLAND
609	FIN FINDHORN. SCOTLAND
609	FIR FIRTH. SCOTLAND
609	FOR FORT GEORGE. SCOTLAND
609	FRE FRASERBURGH. SCOTLAND
609	GAR GARDENSTOWN. SCOTLAND
609	GRG GRANGEMOUNTH. SCOTLAND
609	INE INVERNESS. SCOTLAND
609	INV INVERKEITHING. SCOTLAND
609	JOH JOHNSHAVEN. SCOTLAND
609	KIC KINCARDINE. SCOTLAND
609	KIG KINGHORN. SCOTLAND
609	KIW KIRKWALL. SCOTLAND
609	LEN LEVEN. SCOTLAND
609	LEW LERWICK. SCOTLAND
609	LIL LINLITHGOW. SCOTLAND
609	LIN LIMEKILNS. SCOTLAND
609	MAC MACDUFF. SCOTLAND
609	MEH METHIL. SCOTLAND
609	MOT MONTROSE. SCOTLAND
609	MUS MUSSELBURGH. SCOTLAND
609	MYS MAY. SCOTLAND

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1978-JUN-10. NUMERIC SEQUENCE)

CODE	NAME OF PORT
609	NEW NEWBURGH. SCOTLAND
609	NOH NORTH BERWICK. SCOTLAND
609	ORK ORKNEY. SCOTLAND
609	PEE PETERHEAD. SCOTLAND
609	PET PERTH. SCOTLAND
609	POY PORTSOY. SCOTLAND
609	PRS PRESTONPANS. SCOTLAND
609	QUE QUEENSFERRY. SCOTLAND
609	SHT SHETLAND ISLANDS. SCOTLAND
609	STR STRONNESS. SCOTLAND
609	STA ST.ANDREWS. SCOTLAND
609	STH STONEHAVEN. SCOTLAND
609	STI STIRLING. SCOTLAND
609	STN STANLEY. SCOTLAND
609	WAK WATS-NESS. SCOTLAND
609	WEN WENYSS. SCOTLAND
609	WIC WICK. SCOTLAND
611	GLA GLASGOW. SCOTLAND
619	AYR ARY. SCOTLAND
619	CAC CAMRICK. SCOTLAND
619	CAM CAMPBELLTOWN. SCOTLAND
619	CRO CARRON.SCOTLAND
619	CUN CUNNINGHAM. SCOTLAND
619	DUF DUMFRIES. SCOTLAND
619	DUM DUMBARTON. SCOTLAND
619	FOT FORT WILLIAM. SCOTLAND
619	GAL GALLOWAY. SCOTLAND
619	GRO GREENOCK. SCOTLAND
619	IRV IRVINE. SCOTLAND
619	KIK KIRKCUDBRIGHT. SCOTLAND
619	KIL KILBERRY. SCOTLAND
619	LES LEWIS. SCOTLAND
619	LOC LOCHINVER. SCOTLAND
619	LOH LOCHWINNOCH. SCOTLAND
619	PIE PITTENWEEM. SCOTLAND
619	REF RENFREW. SCOTLAND
619	SAC SANDWICK. SCOTLAND
619	SAT SALTCOATS. SCOTLAND
619	SRA STRANRAER. SCOTLAND
619	SRN STRONTIAN. SCOTLAND
619	STN STORNOWAY. SCOTLAND
619	THU THURSO. SCOTLAND
629	ALD ALDERNRY. ENGLAND
629	SKO SCOTLAND
631	HUL HULL. ENGLAND
632	LON LONDON. ENGLAND
633	LYE LYNN. ENGLAND
634	NEC NEWCASTLE. ENGLAND
635	SCA SCARBOROUGH. ENGLAND
636	SHI SHIELDS. ENGLAND
637	STK STOCKTON. ENGLAND
638	SUN SUNDERLAND. ENGLAND
639	WHI WHITBY. ENGLAND
649	BEW BERWICK. ENGLAND
649	BLA BLAKENEY. ENGLAND
649	BLT BLYTH. ENGLAND
649	BOI BOTTISHAM. ENGLAND
649	BOS BOSTON. ENGLAND
649	BRD BRIDLINGTON. ENGLAND
649	CHT CHATHAM. ENGLAND
649	COL COLCHESTER. ENGLAND
649	CRM CROMER. ENGLAND
649	CUE CULLERCOATS. ENGLAND
649	DAR DARLINGTON. ENGLAND
649	GAI GAINSBOROUGH. ENGLAND
649	GRE GRAVESEND. ENGLAND
649	GRM GRIMSBY. ENGLAND
649	HAL HARTLEY. ENGLAND
649	HAT HARTEPOOL. ENGLAND
649	HAW HARWICH. ENGLAND
649	IPS IPSWICH. ENGLAND
649	LEE LEEDS. ENGLAND
649	LOW LOWSTOFT. ENGLAND
649	MAI MANNINGTREE. ENGLAND
649	MAO MALDON. ENGLAND
649	MAW MARLOW. ENGLAND
649	MAX MARGATE. ENGLAND
649	NOF NORFOLK. ENGLAND
649	ROH ROCHESTER. ENGLAND
649	SEL SELBY. ENGLAND
649	SHE SHEERNESS. ENGLAND
649	SOT SOUTHWOLD. ENGLAND
649	SPA SPALDING. ENGLAND
649	STY ST. YVES. ENGLAND
649	THA THAMES. ENGLAND
649	THO THORNE. ENGLAND
649	TYN TYNEMOUTH. ENGLAND
649	WEL WELLS. ENGLAND
649	WIA WISBECH. ENGLAND
649	WOO WOODBRIDGE. ENGLAND
649	WOW WOOLWICH. ENGLAND
649	YAR YARMOUTH. ENGLAND
649	YOR YORK. ENGLAND
651	LAN LANCASTER. ENGLAND
652	LIP LIVERPOOL. ENGLAND
659	BAS BARNSTAPLE. ENGLAND
659	BID BIDEFORD. ENGLAND
659	BRI BRIDGEWATER. ENGLAND
659	BRT BRISTOL. ENGLAND
659	CAM CARMARTHEN. ENGLAND
659	CAI CARDIFF. ENGLAND
659	CAS CARLISLE. ENGLAND
659	CHS CHESTER.ENGLAND
659	DOG DOUGLAS. ISLE OF MAN
659	GLO GLOUCHESTER. ENGLAND
659	HAG HARRINGTON. ENGLAND
659	HOY HOLYHEAD. ENGLAND
659	KIM KIRKHAM. SCOTLAND
659	LAC LANCASTERSHIRE. ENGLAND
659	LYT LYTHAM. ENGLAND
659	MAN MAN. ENGLAND
659	MAY MARYPORT. ENGLAND
659	MIF MILFORD. ENGLAND
659	NET NEATH. ENGLAND
659	PON POULTON. ENGLAND
659	STI ST. IVES. ENGLAND
659	STJ ST. JUST. ENGLAND
659	SWA SWANSEA. ENGLAND
659	TEN TENBY. ENGLAND
659	ULV ULVENSTONE. ENGLAND
659	WHT WHITEHAVEN. ENGLAND
659	WOK WORKINGTON. ENGLAND
659	WOR WORCESTER. ENGLAND
660	POO POOLE. ENGLAND
669	ARD ARUNDEL. ENGLAND
669	CHI CHICHESTER. ENGLAND
669	COW COWES. ENGLAND
669	DAT DARTMOUTH. ENGLAND
669	DEA DEAL. ENGLAND
669	DOV DOVER. ENGLAND
669	EXE EXETER. ENGLAND
669	FAM FALMOUTH. ENGLAND
669	FOW FOWEY. ENGLAND
669	GOS GOSPORT. ENGLAND
669	GUE GUERNSAY. ENGLAND

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) & THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1979-JUN-10, NUMERIC SEQUENCE)

CODE	NAME OF PORT
669	HAI HASTINGS, ENGLAND
669	JER JERSEY, ENGLAND
669	KEN KENT, ENGLAND
669	LYN LYNINGTON, ENGLAND
669	MAZ MARAZION, ENGLAND
669	MIT MILTON, ENGLAND
669	NEH NEWHAVEN, ENGLAND
669	PEN PENRYN, ENGLAND
669	PEZ PENZANCE, ENGLAND
669	PLY PLYMOUTH, ENGLAND
669	POR PORTSMOUTH, ENGLAND
669	RAM RAMSGATE, ENGLAND
669	RYE RYE, ENGLAND
669	SAI SANDWICH, ENGLAND
669	SEA SEATON, ENGLAND
669	SHO SHOREHAM, ENGLAND
669	SOU SOUTHHAMPTON, ENGLAND
669	SPH SPITHEAD, ENGLAND
669	TOP TOPSHAM, ENGLAND
669	TRU TRURO, ENGLAND
669	WEY WEYMOUTH, ENGLAND
669	WIG WIGHT, ENGLAND
689	BAN BALLINTRAE, IRELAND
689	BAY BALLYCASTLE, IRELAND
689	BEL BELFAST, IRELAND
689	CAF CARLINGFORD, IRELAND
689	CFE CARRICKFERGUS, IRELAND
689	COE COLERAINE, IRELAND
689	COR CORK, IRELAND
689	DON DONAGHADEE, IRELAND
689	DOU DUNMOREPARK, IRELAND
689	DOW DOWNS, IRELAND
689	DRO DROGHEAD, IRELAND
689	DUB DUBLIN, IRELAND
689	DUB DUNDALK, IRELAND
689	FAR FARO, IRELAND
689	GAW GALWAY, IRELAND
689	IRL IRELAND
689	JAE JAEL, IRELAND
689	KIO KILLOUGH, IRELAND
689	KIY KILLYBEGS, IRELAND
689	LAI LARNE, IRELAND
689	LIE LIMERICK, IRELAND
689	LOD LONDONDERRY, IRELAND
689	NEO NEWTOWN, IRELAND
689	NEY NEWRY, IRELAND
689	POT PORTAFERRY, IRELAND
689	SLI SLIGO, IRELAND
689	STF STRANGFORD, IRELAND
689	WAD WATERFORD, IRELAND
689	WEX WEXFORD, IRELAND
699	ENL ENGLAND
701	HAU HAMBURG, GERMANY
708	CUX CUXHAVEN, GERMANY
708	RIT RITZEBUTTEL, GERMANY
709	ELB ELBEN, GERMANY
713	BRY BRUNHAUSEN, GERMANY
713	BUX BUXTEHUDE, GERMANY
713	HAE HAMELWORDEN, GERMANY
713	HOE HORNEBURG, TURKEY
713	STA STADE, GERMANY
719	HOA HANNOVER, GERMANY
721	BRH BREMEN, GERMANY
729	WES WESER, GERMANY
731	BRK BRAKE, OLDENBURG
731	DEH DELMENHORST, GERMANY
731	ELS ELSFLETH, OLDENBURG
731	JAD JADE, GERMANY
731	OLE OLDENBURG, GERMANY
741	HOK HOOKSIEL, TURKEY
741	JEV JEVERLAND, GERMANY
751	EMD EMDEN, OSTFR.
758	ACK ACKERMERZIEL, OSTFR.
758	AUR AURICH, OSTFR.
758	BAT BALTRUM, OSTFR.
758	BES BENSERSIEL, OSTFR.
758	BOK BORKUM, OSTFR.
758	CAZ CAROLINENSIEL, OSTFR.
758	DOU DORNUMERSIEL, OSTFR.
758	ESE ESENS, OSTFR.
758	GRT GRETSIEL, OSTFR.
758	JUI JUIST, OSTFR.
758	LER LEER, OSTFR.
758	NEH NESSMERSIEL, OSTFR.
758	NES NESSE, OSTFR.
758	NEU NEUHARLINGERSIEL, OSTFR.
758	NOO NORDEN, OSTFR.
758	NOE NORDERNEY, OSTFR.
758	SPI SPIEKEROOG, OSTFR.
758	WIU WITTMUND, OSTFR.
759	FON FONKZIJL, OSTFR.
759	GEH GENGUN, OSTFR.
759	OEF OSTFRIESLAND
761	PAP PAPENBURG, GERMANY
762	LEH LEHE, GERMANY
769	EMS EMS, GERMANY
771	OST OSTENDE, BELGIUM
779	ANW ANTWERPEN, BELGIUM
779	BRG BRUGES, BELGIUM
779	FLN FLANDERS
779	GEN GENT, BELGIUM
779	MEC MECHELEN, BELGIUM
779	NIP NIEUWPORT, BELGIUM
779	YPE YPERN, BELGIUM
789	NON NORTH SEA
791	ARC ARCHANGEL, RUSSIA
792	MSN MESEN, RUSSIA(WHITE SEA)
793	KEM KEM, RUSSIA(WHITE SEA)
799	KOL KOLA, RUSSIA
799	MOS MOSTERZARY, RUSSIA
799	ONE ONEGA, RUSSIA
799	POS POSLAG, RUSSIA
801	LEH LE HAVRE DE GRACE, FRANCE
802	HON HONFLEUR, FRANCE
803	BRS BREST, FRANCE
804	BOR BORDEAUX, FRANCE
808	DUK DUNKERQUE, FRANCE
808	GRV GRAVELINES, FRANCE
809	ABE ABBEVILLE, FRANCE
809	BAL BARFLEUR, FRANCE
809	BAO BAYONNE, FRANCE
809	BLY BLAYE, FRANCE
809	BOE BOURGNEUF, FRANCE
809	BOU BOULOGNE, FRANCE
809	CAA CALLAC, FRANCE
809	CAE CAEN, FRANCE
809	CAL CALAIS, FRANCE
809	CHA CHARENTE, FRANCE
809	CHE CHERBOURG, FRANCE
809	DIE DIEPPE, FRANCE
809	ETA ETAPLES, FRANCE
809	FEC FECAMP, FRANCE
809	FRN FRANCE
809	GRF GRANVILLE, FRANCE
809	ILE ILE DE RE, FRANCE

CONTINUED:

APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, NUMERIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
809	LAF LA FLOTTE, FRANCE	813	SET SETUBAL, PORTUGAL	839	TOU TOULON, FRANCE
809	LAH LA HOTTE, FRANCE	819	AVE AVEIRO, PORTUGAL	841	CAG CAGLIARI, ITALY
809	LAR LA ROCHELLE, FRANCE	819	ESP ESPERANCE, PORTUGAL	842	GEU GENUA, ITALY
809	LAT LA TRENTLADE, FRANCE	819	FAO FARO,PORTUGAL	843	LIT LIVORNO, ITALY
809	LEC LE CROISIC, FRANCE	819	FAY FAYAL, PORTUGAL	844	TRP TRAPANI, ITALY
809	LEP LE POULIGUEN, FRANCE	819	FIG FIGUEIRA, PORTUGAL	849	ALA ALASSIO, ITALY
809	LES LES SABLES D'OLONNE, FRANCE	819	OLH OLHAO, PORTUGAL	849	AUG AUGUSTA, ITALY
809	LIB LIBOURNE, FRANCE	819	POG PORTUGAL	849	BAI BAIA, ITALY
809	LOR LORIENT, FRANCE	819	VIL VILLA DE CONDE, PORTUGAL	849	BOD BORDIGHERA, ITALY
809	MAE MARENNES, FRANCE	821	CAD CADIX, SPAIN	849	CER CERVO, ITALY
809	MEQ MESQUERS, FRANCE	825	ALM ALMONTE, SPAIN	849	CIV CIVITA VECCHIA, ITALY
809	MES MESCHERS, FRANCE	825	BIL BILBAO, SPAIN	849	CNI CARONIA, ITALY
809	MOA MORLAIX, FRANCE	825	ELF EL FERROL, SPAIN	849	CRL CARLOFORTE, ITALY
809	MOR MORBIHAN, FRANCE	825	GAL GALICIEN, SPAIN	849	MEI MESSINA, ITALY
809	MOC MORNAC, FRANCE	825	MAP MARIN, SPAIN	849	MET MENTON, ITALY
809	MOR MORTAGNE, FRANCE	825	OVI OVIEDO, SPAIN	849	MON MONACO, ITALY
809	NAN NANTES, FRANCE	825	POU PORTUGALETTE, SPAIN	849	MRA MARSALA, ITALY
809	NOI NOIRMOUTIER, FRANCE	825	POV PONTEVEDRO, SPAIN	849	NEA NAPELS, ITALY
809	NOR NORMANDY, FRANCE	825	RIV RIVADEO, SPAIN	849	NIC NICE, ITALY
809	OLR OLERON, FRANCE	825	SAA SANTANDER, SPAIN	849	ORI ORISTANO, ITALY
809	PAI PAIMBOEUF, FRANCE	825	SEV SEVILLA, SPAIN	849	SAN SAN REMO, ITALY
809	PIC PICARDIE, FRANCE	825	SLU ST.LUCAR, SPAIN	849	SAR SARDINIEN, ITALY
809	POL PORT LUIS, FRANCE	825	VIG VIGO, SPAIN	849	SIC SICILY, ITALY
809	POR PORNIC, FRANCE	825	VIV VIVERO, SPAIN	849	SIR SYRACUSE, ITALY
809	QUI QUIMPER, FRANCE	826	ALI ALICANTE, SPAIN	849	SIZ SICILY, ITALY
809	ROB LA ROCHEBERNARD, FRANCE	827	MAL MALAGA, SPAIN	851	TRS TRIEST, AUSTRIA
809	ROC ROCHEFORT, FRANCE	829	BAC BARCELONA, SPAIN	852	VEN VENICE, ITALY
809	ROS ROSCOFF, FRANCE	829	BEI BENICARLO, SPAIN	859	ANC ANCONA, ITALY
809	ROU ROUEN, FRANCE	829	CAT CARTEGENA, SPAIN	859	BIS BISCEGLIE, ITALY
809	SEU SEUDRE, FRANCE	829	CUL CULLERA,SPAIN	859	CES CESENATICO, ITALY
809	STB ST.BREVIN, FRANCE	829	GIB GIBRALTAR, SPAIN	859	MAT MALTA, ITALY
809	STG ST.GILLES, FRANCE	829	IBI IBIZA, SPAIN	859	PLA POLA, ITALY
809	STJ ST. JEAN DE LUZ, FRANCE	829	IWI IWIZA, SPAIN	879	COC CONSTANTINOPEL, TURKEY
809	STM ST. MALO, FRANCE	829	LAC LA CORUNA, SPAIN	879	GAP GALIPOLI, TURKEY
809	STN ST. NAZAIRE, FRANCE	829	MAH MAHON, SPAIN	879	KOS KONSTANTINOPEL, TURKEY
809	STP ST. PIERRE, FRANCE	829	MAR MALLORCA, SPAIN	879	PAR PAROS, TURKEY
809	STR ST.BRIEUC, FRANCE	829	MEN MENORCA, SPAIN	879	SAM SAMOS, TURKEY
809	STV ST. VALERY, FRANCE	829	PAL PALMA, MALLORCA, SPAIN	879	SAO SANTORIN, TURKEY
809	TAL TALMONT, FRANCE	829	SAL SALOU, SPAIN	879	SMY SMYRNA, TURKEY
809	TRE TREGUIER, FRANCE	829	SAN ST, ANTONIO, SPAIN	879	TEE TENEDOS, TURKEY
809	TRO TREPORT, FRANCE	829	SPE SPAIN	889	ALG ALGIER, N.AFRICA
809	VAE VANNES, FRANCE	829	TAA TARRAGONA, SPAIN	889	BAR BARBARIET, AFRICA
811	LIS LISSABON, PORTUGAL	829	TOE TORREVIEJA, SPAIN	889	TRF TRIPOLIS, AFRICA
812	OPO PORTO, PORTUGAL	831	MRS MARSEILLE, FRANCE	889	TUN TUNIS, AFRICA
812	PRT PORT-A-PORT, PORTUGAL	832	CET CETTE, FRANCE	899	MIL MEDITTEREAN SEA

CONTINUED:

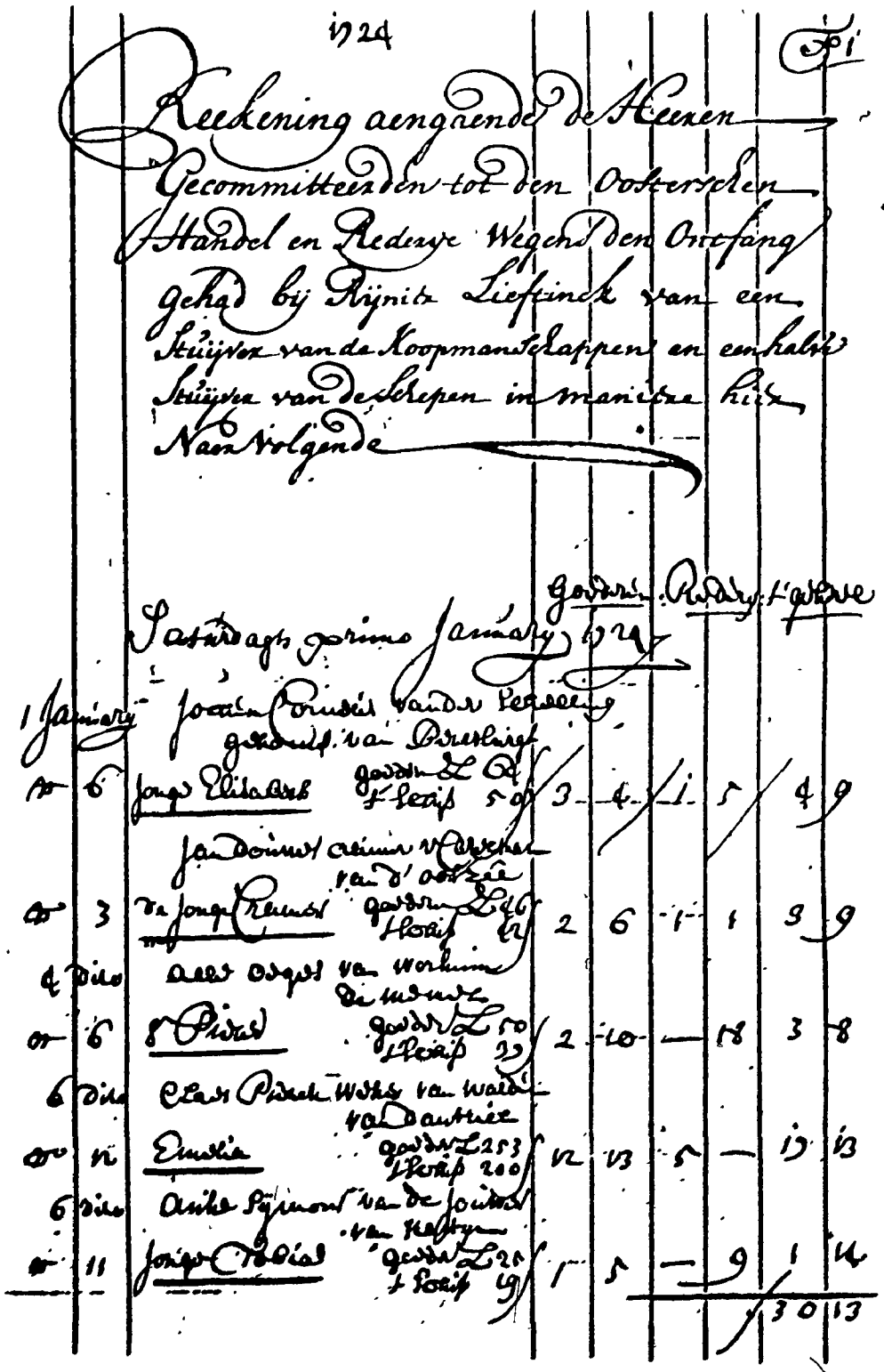
APPENDIX A.2

GEOGRAPHICAL CODES USED IN COMPUTER ANALYSIS OF BALTIC SHIPPING IN THE 18TH CENTURY FOR CODING DATA CONTAINED IN THE SUND TOLL REGISTERS (COPENHAGEN) + THE GALJOOTSGELDREGISTERS (AMSTERDAM) (UPDATE 1975-JUN-10, NUMERIC SEQUENCE)

CODE	NAME OF PORT	CODE	NAME OF PORT	CODE	NAME OF PORT
909 AFR	AFRICA	913 CAK	CANTON, CHINA	942 NEI	NEW YORK, AMERICA
909 AZO	AZORES, AFRICA	913 KIN	KINA	943 BAM	BALTIMORE, AMERICA
909 BOB	BOURBON OR MAURITUS, AFRICA	919 BAV	BATAVIA, ASIA	949 BEV	BEVERLY, AMERICA
909 BUE	BUENAVISTA, CANARY ISLANDS	929 BRS	BRAZIL, AMERICA	949 CHR	CHARLESTOWN, AMERICA
909 CAR	CANARY ISLANDS, AFRICA	929 SUR	SURINAM, AMERICA	949 CRO	CAROLINA, AMERICA
909 GUI	GUINEA, AFRICA	931 FRV	FREDERIKSSTED, WEST INDIES	949 GEO	GEORGIA, AMERICA
909 LAS	LAS PALMAS, AFRICA	931 KRE	KRISTIANSTED, WEST INDIES	949 NAT	NANTUCKET, AMERICA
909 MAC	MAROCCO, AFRICA	931 STC	ST. CROIX, WEST INDIES	949 NEP	NEWPORT, AMERICA
909 MAD	MADEIRA, AFRICA	931 STT	ST. THOMAS, WEST INDIES	949 NYE	NEW ENGLAND, AMERICA
909 MAU	MAURITIUS, AFRICA	932 TOB	TOBAGO, WEST INDIES	949 PHI	PHILADELPHIA, AMERICA
909 SMI	ST. MIGUEL, AFRICA	933 POA	PORT-AU-PRINCE, WEST INDIES	949 RHO	RHODE ISLAND, AMERICA
909 TER	TENERIFE, AFRICA	933 SDO	ST.DOMINIQUE, WEST INDIES	949 SOU	SOUTH CAROLINA, AMERICA
911 FRR	FREDERIKNAGOR, INDIA	934 GUA	GUADALOUPE, WEST INDIES	949 VIR	VIRGINIA, AMERICA
911 SER	SERANPORE, INDIA	934 MRI	MARTINIQUE, WEST INDIES	959 BAH	BAHAMA, AMERICA
911 TRA	TRANQUEBAR, INDIA	935 JAM	JAMAICA, WEST INDIES	959 CAN	CANADA
912 BEN	BENGAL, ASIA	939 VEI	WEST INDIES	959 HAL	HALIFAX, CANADA
912 OSI	EAST INDIES	941 BOT	BOSTON, AMERICA	959 NOA	NORTH AMERICA(CANADA ONLY)

APPENDIX B

B.1. Reproduction of the Galjootsgeldregisters of the D.O.H., Fol. 1.*



1724 Fol

Reekening aengaende de Heeren Gecommitteerden tot den Oosterschen Handel en Redersye Wegens den Ontfang gehad bij Rijnier Liefrinck van een Stuijver van de Koopmanschappen en een halve Stuijver van de schepen in manière hier Naer volgende

Gouden Rijder t'paert

Saterdags primo January 1724

1 January		Jacob Pouwels van der Leeuw gesondt van Breeslaer							
6	Jonge Elisabeth	gouden Leeuw t'schip 50	3	4	1	5	4	9	
		Jan Dominé Cesar van Arkel van d'oostsee							
3	De Jonge Prince	gouden Leeuw t'schip 42	2	6	1	1	3	9	
4 Dito		Aert Cornelisz van Workum de meuse							
6	De Pinas	gouden Leeuw t'schip 22	2	10	—	18	3	8	
6 Dito		Claes Pietersz Wits van Waalhaven van Oostende							
11	Eendracht	gouden Leeuw t'schip 200	12	13	5	—	13	13	
6 Dito		Aeltje Sijmons van de Jacht van Hasselt							
11	Jonge Prince	gouden Leeuw t'schip 19	1	5	—	9	1	14	
							30	13	

*Source: G.A.A., PA78/94.

APPENDIX B.2

SHIPPING FROM BALTIC PORTS TO AMSTERDAM, 1724. SAMPLE PRINT-OUT OF DATA CODED FOR COMPUTER PROCESSING
SOURCE: 'D.O.H. GALJOOTSGELDREGISTERS', MSS. PA 76/94, GEMEENTE ARCHIEF, AMSTERDAM.

REGISTERED DATE OF ARRIVAL	PORT OF DEPARTURE	HOMEPORT OF CAPTAIN	LASTAGE OF CARGO	LASTAGE OF SHIP	NAME OF CAPTAIN		NAME OF SHIP	(NUMBER OF SHIP)
1724-01-01	319 STP	517 TES	064	050	JOCHEM	CORNELIS	JONGE ELISABETH	(1)
1724-01-01	250 CSZ	242 KAM	046	042	JAN	DOUWES	JONGE CRAMER	(2)
1724-01-01	441 HEM	553 WOK	050	037	MALLE	OEGES	ST PIETER	(3)
1724-01-06	421 DAZ	529 WAR	253	200	CLAES PIETERSZ	WEKER	EMELIA	(4)
1724-01-06	481 STT	559 JOU	025	019	AUKE	SYMONS	JONGE TOBIAS	(5)
1724-01-08	221 STC	519 TEX	053	038	GERRIT	SLUYSMAN	THEODORA	(6)
1724-01-08	352 RIG	519 TEX	080	076	JAN JANS	SCHELTIS	MARIA	(7)
1724-01-10	352 RIG	501 AMS	050	040	PIETER MARTENSE	SWEED	JOSUA	(8)
1724-01-10	319 STP	501 AMS	036	025	JACOB	ROELOLFS	MARGARETA	(9)
1724-01-13	319 STP	501 AMS	086	086	EWOUT	DIRCKSE	MARGARETHA	(10)
1724-01-13	421 DAZ	517 TES	210	140	OBBE	LIEWES	KOORNBEURS	(11)
1724-01-13	352 RIG	501 AMS	054	054	JAN WYNDERTSE	RUYTER	LEVINA	(12)
1724-01-18	421 DAZ	513 HOR	180	144	DIRCK	GROOT	KOKER	(13)
1724-01-19	352 RIG	513 HOR	134	124	WOUTER	RENTENIER	TWEE GEBROEDERS	(14)
1724-01-19	421 DAZ	529 WAR	250	190	DIRCK JANSE	PAUW	JOHANNA CATHARINA	(15)
1724-01-19	401 KON	541 AME	140	100	HARMAN	THEUNIS	BONTE MANTEL	(16)
1724-01-19	421 DAZ	520 VLI	238	170	ARIS JANSE	VISSER	TIMMERMAN	(17)
1724-01-19	234 KAN	545 HIN	164	164	HAYE	BONNES	ANNA	(18)
1724-01-21	421 DAZ	545 HIN	196	160	TIEERT	BARENS	MAGDALENA HILLEGOR	(19)
1724-01-22	319 STP	520 VLI	120	180	CORNELIS	BOER	PRINS HENRIKOF	(20)
1724-01-22	421 DAZ	517 TES	150	110	STEVEN	YSEL	GERTRUYD	(21)

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- Liassen Moscovie
- Resoluties en Secrete Resoluties

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Archief Thesaurier ordinaris
Archief van de Waterschout
Notarieel Archief

Notaries:	Numbers of the Notarial Protocols Consulted
Salomon Henrix	21
Jacob Gijsberts	28
Jan Fransen Bruijningh	86, 94, 116, 128, 142, 152, 199
Jacob Meerhout	235
Jacob and Nicolaes Jacobs	398
Jan Warnaertz	669
Joost van de Ven	1058, 1059, 1098
Jan Volkertsz Oli	1533, 1534, 1545
Pieter de Bary	1671, 1700, 1705
Jacob Winter	2297
Pieter van Buijtene	2745
Henrick Outgers	3347, 3351, 3354, 3355, 3359, 3362, 3363, 3365, 3369, 3370
Willem van Ceulen	3575, 3576
Adriaan van Santen	3837, 3840, 3842, 3860, 3872, 3873
Nicolaes Brouwer	3972
Dirk van der Groe	4167, 4185, 4192, 4206, 4212, 4240
Joannes Backer	4573, 4584, 4597, 4623, 4630, 4635, 4638
Michael Servaes	5021
Simon van Sevehoven	5260, 5262, 5277, 5280, 5283, 5284, 5287-5296, 5302, 5303, 5306, 5307, 5309, 5311, 5316
Simon Hoff	5598
Amelis van Paddenberg	5780
Cornelis van Buren	5788
David Walsehaert	5810, 5818A, 5823, 5828, 5829
Joan Hoekeback	5855, 5876, 5881, 5883, 5888, 5902, 5912
Christoffel Hellerus	5954
Pieter Schabaelje	5994, 6002-04, 6007, 6013-16, 6019, 6023, 6024, 6028-32, 6035, 6036, 6038-41, 6043, 6045-48, 6053, 6055, 6059, 6069, 6132, 6152, 6156, 6160, 6162A, 6167, 6172
Hendrik de Wilde	6431B, 6510
Gerrit van der Groe	6581, 6588, 6610, 6616, 6618B, 6624, 6631-40
Cornelis Winter	6720, 6721, 6723
Pieter van der Meulen	6760, 6767, 6768, 6770-74, 6776-78, 6781, 6782, 6784, 6785, 6787, 6807, 6816, 6824, 6847, 6854
Gijsbert van Schoonderwoert	6869

Notaries (cont'd):	Numbers of the Notarial Protocols Consulted
Pieter Outgers	6934, 6939, 6941, 6943, 6944
Cornelis van Loon	6981
Willem Jan van Midlum	7162, 7163, 7170, 7171, 7173, 7174
Adrian Buijs	7269, 7270
Adriaan Karreman	7273, 7275, 7277, 7279, 7285, 7287, 7289, 7290, 7293, 7306, 7307, 7315
Pieter van den Bergh	7529
Johannes van Vilekens	7547, 7554
Abraham Tzeewen	7591, 7593, 7598, 7600, 7614, 7617, 7618, 7619, 7623, 7624, 7626, 7627, 7629, 7632, 7633, 7639, 7642, 7645, 7647, 7653, 7654, 7658, 7659, 7672, 7679
Hilbrand van der Heijden	7712, 7713, 7720, 7726
Gerard Burghout	7851B
Philippe de Marolles	7946A, 7949B, 7953B, 7970, 7976, 7977, 7989, 8000, 8002, 8007, 8008, 8012, 8015, 8025, 8029, 8030, 8036, 8037, 8040, 8043, 8045, 8047, 8054
Hendrik van Aken.	8085, 8092, 8098, 8127
Rombout van Padeenburg	8206
Paulus van den Emde.	8232
Jan de Vicq Jr.	8317
Philippus Roos	8359
Adrian Baars	8568, 8569, 8570, 8587, 8590, 8591, 8600, 8618, 8624, 8626, 8629, 8638, 8639, 8650, 8651, 8661, 8663-65, 8671, 8677, 8689, 8690, 8698, 8716, 8722, 8723, 8735, 8751, 8755, 8761, 8767, 8768, 8778, 8784, 8789
Hermanus de Wolff.	8952, 8954, 8956, 8957, 8959, 8966, 8970, 8978, 8979, 8983, 8985, 8992, 8993, 8995, 8996, 8997, 8999, 9000, 9001, 9004, 9006
Mathijs Maten de Jonge.	9387, 9388, 9390, 9391, 9392, 9393, 9394, 9395, 9396, 9398, 9399, 9402, 9403, 9406, 9411, 9412, 9414, 9415, 9417, 9419, 9420, 9422, 9427, 9431, 9434, 9436, 9437
Benjamin Phaff.	10216, 10217, 10220, 10223, 10226, 10227, 10228, 10280, 10281, 10282, 10283, 10286, 10287, 10288, 10289, 10291, 10292, 10293, 10294, 10295

Notaries (cont'd):	Numbers of the Notarial Protocols Consulted
Daniel van den Brink	10299, 10314, 10326, 10331, 10333, 10334, 10338, 10339, 10341, 10343, 10354, 10355, 10356, 10357, 10358, 10363, 10365, 10370, 10371, 10372, 10374, 10376, 10378, 10380, 10381, 10382, 10383, 10384, 10386, 10390, 10391, 10392, 10393, 10394, 10395, 10403, 10407, 10408, 10412, 10414, 10415, 10417, 10433, 10434, 10436, 10439, 10440, 10441, 10445, 10446, 10447, 10448, 10449, 10452, 10453, 10454, 10457, 10458, 10459, 10461, 10462, 10467, 10468, 10469, 10474, 10475, 10478, 10479, 10480, 10482, 10483, 10487, 10488, 10490, 10491, 10492, 10493, 10495, 10496, 10500, 10501, 10502, 10503, 10504, 10516, 10518, 10519, 10522, 10527, 10528, 10532, 10534, 10543, 10546, 10547, 10549, 10550, 10551, 10552, 10557, 10563, 10564, 10580, 10581, 10601, 10620, 10633, 10636, 10637, 10651
Salom Dorper	10695, 10696, 10699, 10701, 10702, 10704, 10706, 10707, 10709, 10711, 10712, 10713, 10716, 10718, 10720, 10722, 10723, 10726, 10727, 10729, 10730, 10732, 10733, 10739, 10743, 10744, 10747, 10748, 10749, 10755, 10756, 10757, 10759, 10760, 10762, 10764, 10765, 10768, 10769, 10773, 10774, 10777, 10780, 10781, 10785, 10786, 10787, 10792, 10793, 10797, 10798, 10799, 10800, 10812, 10815, 10818, 10824, 10825, 10830, 10832, 10837, 10838, 10839, 10841, 10843, 10844, 10845, 10846, 10847, 10848, 10849, 10851, 10852, 10855, 10856, 10857, 10858, 10859, 10860, 10861, 10862, 10863, 10864, 10865, 10867, 10869, 10870, 10871, 10874, 10875, 10876, 10877, 10878, 10879, 10880, 10882, 10883, 10886, 10887, 10888, 10889, 10890, 10891, 10892, 10893, 10894, 10895, 10896, 10897, 10899, 10900, 10901, 10903, 10904, 10905, 10906
Thierry Daniel de Marolles . .	11346, 11347

Notaries (cont'd):	Numbers of the Notarial Protocols Consulted
Cornelis van Homrigh	12332, 12336, 12342, 12349, 12355, 12358, 12364, 12369, 12371, 12372, 12373, 12379, 12380, 12389, 12394, 12395, 12399, 12405, 12424, 12427, 12432, 12436, 12439, 12440, 12457, 12464, 12467, 12471, 12472, 12473, 12483, 12514
Dominicus Geniets.	13650, 13699, 13704, 13740, 13840, 13843, 13837
Paulus Huntum	14144, 14147, 14148, 14149, 14150, 14151, 14153, 14154, 14155, 14160, 14161, 14168, 14169, 14170, 14171, 14175, 14178, 14184, 14191, 14193, 14196, 14208, 14214
Pieter de Wilde.	14332, 14338, 14343, 14344, 14345, 14361, 14362, 14363, 14374, 14375, 14376
Jacob Campen	14744
Dominicus van Vianen	14839
Nicolaus Brahé	15512
Anthonij Mijlius.	15622, 15634, 15641
Engelbertus Marinus Dorper . .	15686, 15695, 15696, 15697, 15708, 15717, 15718, 15722, 15723, 15730, 15731, 15734, 15750, 15768, 15771, 15772, 15773, 15774, 15775, 15778, 15779, 15782, 15783, 15784, 15786, 15787, 15790, 15791, 15795, 15796, 15797, 15799, 15802, 15804, 15806, 15816, 15817, 15818, 15820, 15821, 15823, 15827, 15829, 15830, 15831, 15832, 15834, 15835, 15836, 15837, 15838, 15839, 15841, 15842, 15843, 15844, 15845, 15846, 15849, 15884
Pieter Galenus van Hole. . . .	16341, 16343, 16344
Pierre Fraissinet Jr.	16517
Cornelus Willem Decker. . . .	17082
Jan Hendrik Zilver	17301, 17303

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VOLUME II

TABLES AND GRAPHS

IMPORTANT NOTICE

Sections of this thesis have already been published. This applies especially to several tables and graphs in Volume II. In addition a number of graphs employ the use of colour which if reproduced in black and white tones only will be difficult to interpret. Therefore, those interested in a copy or partial reproduction of the thesis are asked to contact the author c/o Department of History
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Explanatory Note to Tables and Graphs

The scheme used for the tables and graphs in this dissertation is basically as follows:

Tables I and Graphs I . . . . . This series pertains to tables and graphs which appear in the body of the dissertation. They are either based on data found in the subsequent sets of tables and graphs or derived from other archival sources.

Tables II and Graphs II. . . . . These tables and graphs are based on the Galjootsgeldregisters of the D.O.H. in addition to those of the D.M.H. on St. Petersburg for 1753 and thereafter. They therefore represent Russia's Baltic shipping to Amsterdam. Each of the Russian ports has been assigned a specific letter. For example Table II.2.C, II.9.C and Graph II.3.C(1) all contain information on shipping from Riga. The only exception to this rule is Table II.1.A.

Tables III and Graphs III . . . . These tables and graphs are based on the Galjootsgeldregisters of the D.M.H. and present information on Russia's White Sea shipping, primarily Archangel.

Tables IV. . . . . Tables IV are based on the same sources as those mentioned for Tables II but pertain to shipping to Amsterdam from all the Baltic and not from the Russian ports only.

Tables V . . . . . These tables are based on the Sound Toll Accounts. The data for 1724 and 1725 were taken from the MS., that for 1784 and 1785 has been received from Professor Johansen and for other years the work of Nina Bang was consulted.

Tables VI. . . . . These tables are based on data taken from the Rotterdam City Archives and offer information on Rotterdam shipping with Russia.

Insofar as possible the data derived from the sources in each series of Tables II, III and IV have been presented in the same sequence and with matching numbers. In the same manner the graphs are presented so that their number and sequence correspond to that of the tables on which they are based. In the graphs which plot absolute data the years for which data were missing or incomplete have been omitted. In those graphs which show percentage frequency distributions, only those years for which there were no data have not been plotted. The years 1705 to 1714 have been omitted for all graphs.

In tables and graphs which present frequency distributions, the percentages can be misleading. If the total number of cases under consideration are few, small differences in absolute terms are magnified by being converted into percentages. One should, therefore, interpret these percentages in terms of the absolute figures on which they are based.

Tables in series II, III, IV and V are preceded by a page listing the notes which pertain to that series. Since all the graphs presented are based on corresponding tables the same notes apply to them as well.

Figures for St. Petersburg from 1753 on (Series 'A' in Tables II) and those for Archangel (Tables III) which differ from those given by Brakel ("Statistische," pp. 380-393) have been "double-checked" with the Galjootsgeldregisters.

Notes to Tables II and Graphs II

1705, 1706, 1707 [1]Individual ports of departure are not given.

1709 [2]Data available for November and December only.

1710 [3]Data available for January through October only.

1711, 1713 [4]Data available for January through May only.

1712 [5]No data available for January through March.

1714, 1814 [6]No data available for January through April.

1715 [7]Data available for October through December only.

1744 [8]Treaty of Abo in 1743. Frederikshamn becomes a Russian port and is added to the data for 1744 and on.

1753 [9]For 1753 and on, data for St. Petersburg are taken from the D.M.H. Galjootsgeld-registers (G.A.A., PA6/59-62).

1753 [10]St. Petersburg. Includes one ship counted and listed twice in sequence since it paid galjootsgeld twice, and one ship departing from Kronstadt listed in the D.O.H. Galjootsgeldregisters.

1775 [11]D.O.H. Galjootsgeldregisters are missing. Data available only for St. Petersburg.

1779 [12]One ship listed as coming from Onega not included here but added to the data on White Sea shipping instead.

1791, 1799 [13]For ports other than St. Petersburg, no data available for January through March.

Notes to Tables II and Graphs II (Cont'd)

1796 [14] Third partition of Poland in 1795. Ports in Courland become Russian ports and are added to the data for 1796 and on.

1797 [15] No data available for St. Petersburg for 1797 through 1813.

1803 [16] Two ships are listed in the D.O.H. Galjootsgeldregisters instead of those of those of the D.M.H. as coming from St. Petersburg and are not included here.

1808 [17] Continental Blockade. No data available from 1808 through 1813.

1816 [18] Frederikshamn. Includes one ship from Frederikshamn named "Klein Oost" whose captain George Windt paid no galjootsgeld as both the size of the cargo and of the ship are listed as "0 last."

1823 [19] No data available for January through March. The D.M.H. Galjootsgeldregisters from which the St. Petersburg data were taken end 26 March.

1825 [20] End of the D.O.H. Galjootsgeldregisters. Data available for January through September only.

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF REGISTERS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1785 [1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-
1786 [1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-
1787 [1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	NO DATA AVAILABLE													
1789 [2]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	1	5	6
	VIBORG	-	-	-	-	1	-	-	-	-	-	2	3	6
	TOTAL	-	-	-	-	1	-	-	-	-	-	3	8	12
1790 [3]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	2	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	4	4	2	2	-	3	2	-	2	-	-	-	19
	VIBORG	-	-	1	1	-	1	1	-	1	-	-	-	5
	TOTAL	4	4	3	3	-	6	3	-	3	-	-	-	26

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1711[4]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	1	1	4	-	-	-	-	-	-	-	-	6
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	1	1	4	-	-	-	-	-	-	-	-	6
1712[5]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	2	-	1	-	-	-	-	3
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	2	-	1	-	-	3	-	6
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	-	-	-	-	-	5	-	2	-	-	2	-	9
	TOTAL	-	-	-	-	-	9	-	4	-	-	5	-	18
1713[4]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	1	-	-	-	-	-	-	-	-	2
	RIGA	-	3	13	9	6	-	-	-	-	-	-	-	31
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	3	14	10	6	-	-	-	-	-	-	-	33
1714[6]	ST. PETERSBURG	-	-	-	-	-	-	-	1	1	1	-	-	3
	NARVA	-	-	-	-	-	2	-	-	-	-	1	-	3
	REVAL	-	-	-	-	1	-	1	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	3	3	5	3	-	5	-	19
	RIGA	-	-	-	-	1	-	-	-	-	1	-	-	2
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	2	5	4	6	4	2	6	-	29
1715[7]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	6	3	21	30
	RIGA	-	-	-	-	-	-	-	-	-	-	-	1	1
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	6	3	22	31

CONTINUED...

SOURCES: GAA. PA 78/94-102

TABLE II:1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1916	ST. PETERSBURG	-	2	2	2	2	1	-	-	-	-	-	-	9
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	1	-	1	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	10	14	21	12	19	6	-	-	-	-	-	-	82
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	11	17	23	15	21	7	1	-	-	-	-	-	93
1917	ST. PETERSBURG	2	3	1	-	-	-	-	-	-	-	-	-	6
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	1	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	8	8	5	11	5	2	-	3	2	3	5	2	54
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	10	12	6	11	5	2	-	3	2	3	5	2	61
1918	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	2	2	12	2	6	5	2	2	2	3	12	10	68
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	2	2	12	2	6	5	2	2	2	3	12	10	68
1919	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	5	6	5	5	6	5	1	6	7	8	12	7	74
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	5	6	5	5	6	5	1	6	7	8	12	7	74
1920	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	3	6	2	3	2	1	2	2	2	2	2	2	29
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	3	6	2	3	2	1	2	2	2	2	2	2	29

SOURCES: GAA. PA 70/00-102

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TABLE XX.1 — BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

CONTINUED...

TABLE 114 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED NORTH OF ARRIVAL

NUMBER OF SHIPS

CONTINUED...

BALTIC SAILINGS FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED TONS OF ARRIVAL

NUMBER OF SHIPS

CONTINUED...

TABLE II-1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1226	ST. PETERSBURG	1	1	2	1	3	2	3	6	2	5	3	6	35
	NARVA	-	-	1	-	1	1	25	13	7	9	25	3	85
	REVAL	-	-	-	-	-	-	1	3	-	1	1	-	6
	ESTONIA	-	1	-	-	-	-	1	-	-	2	-	-	4
	RIGA	4	-	2	6	2	8	15	27	25	11	14	5	119
	VIBORG	-	-	-	-	1	-	2	2	6	2	10	4	26
	TOTAL	5	2	5	7	7	11	47	50	40	31	61	18	285
1227	ST. PETERSBURG	-	2	1	7	3	2	1	4	5	13	9	5	52
	NARVA	-	-	-	1	1	8	43	18	6	33	11	2	121
	REVAL	-	1	-	-	1	1	-	1	3	2	2	-	11
	ESTONIA	-	-	1	2	-	-	-	-	-	1	-	1	5
	RIGA	2	1	2	14	3	7	4	17	15	10	10	6	99
	VIBORG	-	-	-	3	1	1	2	7	3	2	5	3	27
	TOTAL	2	5	4	29	9	19	51	47	32	74	37	19	325
1228	ST. PETERSBURG	2	5	2	3	-	1	22	17	13	7	6	6	84
	NARVA	1	-	-	3	-	7	57	7	11	36	33	9	164
	REVAL	-	-	2	-	-	7	5	2	1	1	-	-	18
	ESTONIA	-	1	-	-	-	1	-	2	4	3	1	2	14
	RIGA	1	3	10	5	1	8	15	24	22	23	10	5	127
	VIBORG	-	-	2	-	1	-	2	7	1	3	3	4	23
	TOTAL	4	9	16	11	2	24	103	59	52	73	53	26	430
1229	ST. PETERSBURG	-	2	2	6	1	-	-	1	2	7	8	3	32
	NARVA	-	-	1	1	1	-	24	39	11	8	42	1	128
	REVAL	-	-	1	-	-	5	4	10	2	6	1	1	30
	ESTONIA	-	-	-	-	1	1	1	6	-	1	6	-	16
	RIGA	2	5	7	4	2	13	10	23	32	9	12	7	126
	VIBORG	-	-	1	-	1	-	1	3	3	3	3	3	17
	TOTAL	2	7	12	11	6	19	41	84	49	33	71	15	349
1230	ST. PETERSBURG	1	-	-	2	-	1	6	2	13	10	4	5	44
	NARVA	1	-	-	1	-	-	-	28	17	6	26	17	100
	REVAL	-	-	-	5	-	4	4	15	13	7	1	3	52
	ESTONIA	-	-	-	-	-	-	9	8	6	4	4	2	31
	RIGA	9	-	-	8	2	5	13	38	60	10	21	21	192
	VIBORG	-	-	-	-	-	-	1	1	2	-	1	3	8
	TOTAL	11	-	-	16	2	10	33	92	111	46	61	51	427

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1781	ST. PETERSBURG	3	1	4	3	1	-	7	17	26	11	17	8	98
	NARVA	-	-	-	2	1	-	40	18	9	4	18	8	97
	REVAL	-	-	1	1	-	6	11	2	2	-	-	-	23
	ESTONIA	-	-	1	-	-	3	10	4	5	3	-	-	26
	RIGA	1	6	8	4	3	16	39	22	24	19	18	8	168
	VIBORG	-	-	-	-	-	1	-	0	2	-	1	-	12
	TOTAL	4	7	14	10	5	26	107	73	68	37	68	26	422
1782	ST. PETERSBURG	-	-	2	3	1	-	3	8	2	9	12	7	47
	NARVA	-	-	3	1	-	-	4	12	20	46	18	10	114
	REVAL	-	-	-	-	-	-	2	-	1	-	-	1	4
	ESTONIA	-	-	-	-	-	-	-	11	-	2	3	2	18
	RIGA	1	9	9	4	6	2	10	57	21	18	17	2	156
	VIBORG	-	-	1	0	0	-	0	0	1	0	3	-	13
	TOTAL	1	9	15	10	7	2	19	88	48	73	53	22	352
1783	ST. PETERSBURG	2	10	3	2	5	1	1	3	1	1	4	6	40
	NARVA	2	2	7	4	2	4	79	12	7	26	39	11	195
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	2	1	-	-	-	-	1	2	4	4	-	14
	RIGA	8	10	5	1	3	2	7	13	16	9	9	9	92
	VIBORG	1	1	0	1	0	1	0	0	0	-	0	1	21
	TOTAL	13	25	16	8	10	8	87	29	26	40	56	27	362
1784	ST. PETERSBURG	-	-	1	1	3	3	3	9	8	9	7	9	53
	NARVA	1	-	-	6	-	2	23	35	8	2	7	2	86
	REVAL	-	-	-	-	-	-	1	1	-	-	-	-	2
	ESTONIA	1	-	1	-	-	1	2	5	-	-	2	2	14
	RIGA	2	1	4	6	3	6	15	34	20	14	15	3	123
	VIBORG	1	-	-	-	1	-	-	9	4	3	3	2	23
	FREDERIKSHAMN	-	-	-	-	-	-	2	0	1	0	0	0	1
	TOTAL	5	1	6	13	7	12	46	93	41	28	34	18	303
1785	ST. PETERSBURG	-	-	4	2	3	-	4	2	4	8	1	3	31
	NARVA	1	1	-	8	-	-	54	3	9	9	6	30	121
	REVAL	-	-	-	-	-	-	-	2	-	-	-	-	2
	ESTONIA	2	-	-	1	-	-	11	3	1	2	-	1	21
	RIGA	2	2	4	6	2	2	-	17	27	8	1	10	81
	VIBORG	-	-	1	2	1	-	1	6	1	2	3	-	17
	FREDERIKSHAMN	-	-	1	-	-	1	2	0	1	0	0	0	5
	TOTAL	5	3	10	19	6	3	74	33	43	29	11	44	278

SOURCES: GAA: PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1726	ST. PETERSBURG	5	1	2	2	1	-	-	2	3	5	4	6	31
	NARVA	5	-	4	2	1	1	2	14	26	20	8	3	86
	REVAL	-	-	2	-	-	-	5	1	-	-	-	-	8
	ESTONIA	1	1	-	-	-	-	-	-	-	3	-	5	10
	RIGA	2	-	4	1	-	7	5	22	18	8	17	14	98
	VIBORG	1	-	2	-	1	-	-	4	-	1	1	3	13
	FREDERIKSHAMN	-	-	-	-	-	-	-	2	-	1	-	1	4
	TOTAL	14	2	14	5	3	8	12	46	44	38	30	32	240
1727	ST. PETERSBURG	3	7	5	4	1	-	1	12	6	11	5	2	57
	NARVA	-	1	1	1	-	-	30	9	6	4	10	6	68
	REVAL	-	-	1	-	-	-	1	-	-	-	1	-	3
	ESTONIA	-	3	-	-	-	3	5	2	1	1	1	2	18
	RIGA	-	2	5	4	1	5	11	13	18	16	11	2	88
	VIBORG	-	-	-	1	-	1	-	5	1	-	2	-	10
	FREDERIKSHAMN	-	-	1	-	1	-	2	1	2	-	3	-	11
	TOTAL	3	13	13	10	3	9	50	42	34	32	33	12	255
1728	ST. PETERSBURG	1	2	-	1	6	2	-	-	3	7	1	7	30
	NARVA	-	1	-	5	-	1	11	16	17	3	6	5	65
	REVAL	-	-	-	-	1	-	1	1	1	-	1	-	5
	ESTONIA	-	-	-	1	-	-	2	13	-	4	3	5	28
	RIGA	5	-	-	11	5	3	1	8	25	7	8	17	90
	VIBORG	-	-	-	-	3	-	1	3	3	1	1	2	14
	FREDERIKSHAMN	-	-	-	-	-	-	1	2	1	-	-	2	7
	TOTAL	6	3	-	18	15	6	17	44	48	22	22	38	239
1729	ST. PETERSBURG	1	1	2	2	2	2	1	5	8	8	-	1	33
	NARVA	-	-	1	-	-	1	41	7	9	25	3	8	95
	REVAL	-	-	-	1	-	-	-	1	-	-	-	-	2
	ESTONIA	-	-	1	1	-	2	4	2	6	7	2	7	32
	RIGA	-	1	4	4	-	2	6	13	30	12	3	14	89
	VIBORG	-	-	-	-	2	-	1	5	4	1	-	-	13
	FREDERIKSHAMN	1	-	-	-	-	-	2	1	-	1	1	1	8
	TOTAL	2	2	8	8	4	7	56	34	57	54	9	31	272

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1758	ST. PETERSBURG	2	1	1	1	1	-	-	3	2	2	4	3	20
	NARVA	-	-	-	1	-	2	40	10	5	46	9	11	125
	REVAL	-	-	-	-	-	1	1	1	1	1	-	-	5
	ESTONIA	-	2	1	1	1	-	1	-	1	5	3	-	15
	RIGA	3	2	3	-	6	3	8	11	7	10	5	12	70
	VIBORG	-	-	1	-	-	2	5	6	1	2	-	2	19
	FREDERIKSHAMN	-	-	-	-	-	1	-	2	-	4	-	-	7
	TOTAL	5	5	6	3	8	9	55	41	17	70	21	28	260
1759	ST. PETERSBURG	1	3	-	3	2	-	-	2	2	3	10	5	37
	NARVA	1	2	-	1	-	-	33	26	8	8	30	3	120
	REVAL	-	-	-	1	-	1	1	-	-	-	-	-	3
	ESTONIA	-	1	-	-	-	-	6	2	2	1	3	3	18
	RIGA	-	4	-	1	1	4	4	6	11	2	8	1	42
	VIBORG	-	-	-	-	1	-	-	-	2	3	-	1	7
	FREDERIKSHAMN	-	-	-	-	-	1	-	1	-	1	-	-	3
	TOTAL	2	10	0	6	4	6	44	37	25	18	51	13	230
1760	ST. PETERSBURG	4	2	3	2	-	-	-	4	12	6	8	-	41
	NARVA	-	1	1	-	-	10	20	8	23	10	10	1	84
	REVAL	1	-	1	-	-	-	2	-	-	-	-	-	4
	ESTONIA	-	-	-	-	-	5	-	3	2	1	6	1	18
	RIGA	6	4	6	2	-	5	11	20	9	2	4	4	81
	VIBORG	1	2	-	1	-	-	1	3	-	-	2	-	10
	FREDERIKSHAMN	-	1	-	-	-	-	-	2	-	-	1	-	4
	TOTAL	12	10	11	5	0	20	34	40	46	21	31	6	242
1761	ST. PETERSBURG	-	-	6	2	-	3	5	18	3	3	5	2	47
	NARVA	-	-	1	-	1	22	31	12	5	1	27	6	96
	REVAL	-	-	-	-	-	1	4	2	-	-	-	-	7
	ESTONIA	-	-	-	2	1	2	-	-	-	-	-	-	5
	RIGA	1	1	15	2	3	4	10	12	10	5	20	1	84
	VIBORG	-	1	-	2	2	1	4	2	2	-	2	2	16
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	0
	TOTAL	1	2	22	8	7	33	54	46	20	9	54	11	255

SOURCES: GAA. PA 78/96-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1781	ST. PETERSBURG	1	2	4	1	4	-	4	3	8	9	2	1	39
	NARVA	1	1	3	8	1	-	26	20	10	6	19	7	102
	REVAL	-	-	-	-	-	-	-	1	2	-	-	-	3
	ESTONIA	2	1	-	-	-	1	-	1	1	-	1	2	9
	RIGA	4	5	7	3	-	4	9	28	19	5	10	16	110
	VIBORG	1	1	1	2	-	-	2	1	1	1	1	-	11
	FREDERIKSHAMN	-	-	-	-	1	-	-	-	1	1	-	-	3
	TOTAL	9	10	15	14	6	5	41	54	44	18	33	26	275
1782	ST. PETERSBURG	1	-	1	6	2	1	-	6	3	1	2	-	23
	NARVA	-	-	-	5	1	3	12	27	11	17	6	2	85
	REVAL	-	-	-	-	-	-	-	2	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	1	3	-	1	-	1	6
	RIGA	1	-	2	8	3	4	-	6	6	19	5	9	63
	VIBORG	-	-	1	1	2	-	3	1	-	3	6	-	17
	FREDERIKSHAMN	-	-	-	1	-	-	-	1	1	1	-	-	4
	TOTAL	2	-	4	21	8	8	16	46	22	42	19	12	200
1783	ST. PETERSBURG	1	2	2	3	2	-	-	2	6	-	23	5	46
	NARVA	1	-	1	2	-	-	-	-	-	-	1	-	5
	REVAL	-	-	1	1	-	1	-	-	1	-	-	-	4
	ESTONIA	-	-	-	-	-	1	-	-	-	-	-	-	1
	RIGA	3	-	4	1	-	2	17	6	11	6	14	5	71
	VIBORG	-	-	1	1	-	1	10	3	2	3	3	-	24
	FREDERIKSHAMN	-	-	-	-	-	1	-	1	-	-	1	-	3
	TOTAL	5	2	9	8	2	6	27	12	20	11	42	10	154
1784	ST. PETERSBURG	1	-	8	3	2	2	3	5	4	11	8	-	47
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	-	-	-	-	1
	RIGA	-	2	16	7	2	3	8	18	10	16	9	4	95
	VIBORG	-	-	-	1	-	2	2	4	2	2	-	-	13
	FREDERIKSHAMN	-	-	-	-	1	-	-	3	2	-	-	1	7
	TOTAL	1	2	24	11	5	7	14	30	18	29	17	5	163

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1758	ST. PETERSBURG	2	1	5	5	3	-	1	5	6	3	3	3	37
	NARVA	-	-	-	-	-	-	-	13	2	2	1	7	25
	REVAL	-	-	-	-	-	-	-	1	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	7	7	11	2	1	-	21	26	12	7	3	17	114
	VIBORG	-	-	1	1	-	-	-	2	1	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	2	1	1	-	1	5
	TOTAL	9	8	17	8	4	-	22	49	22	13	7	28	187
1759	ST. PETERSBURG	6	1	1	-	-	1	5	3	8	14	-	2	41
	NARVA	-	-	-	-	2	-	26	2	3	9	10	-	52
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	2	-	4	2	1	-	9
	RIGA	5	2	1	2	5	5	35	5	14	27	12	3	116
	VIBORG	-	1	-	-	-	-	3	-	-	1	3	-	8
	FREDERIKSHAMN	-	-	-	-	-	-	4	-	2	1	1	-	8
	TOTAL	11	4	2	2	7	6	75	10	31	54	27	5	234
1760	ST. PETERSBURG	-	-	5	3	-	-	-	2	1	9	5	3	28
	NARVA	1	1	1	3	-	1	-	-	-	-	-	-	7
	REVAL	-	-	-	-	-	-	-	-	-	1	1	-	2
	ESTONIA	-	-	1	-	-	-	2	-	1	-	2	-	6
	RIGA	2	11	12	5	1	-	20	14	20	23	15	17	140
	VIBORG	-	-	-	-	-	-	1	1	6	2	-	-	10
	FREDERIKSHAMN	-	-	-	-	-	-	-	2	3	1	-	-	6
	TOTAL	3	12	19	11	1	1	23	19	33	36	23	20	207
1761	ST. PETERSBURG	3	1	1	3	-	-	1	1	1	1	3	-	15
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	1	3	1	-	2	-	7
	ESTONIA	-	1	1	-	-	2	1	-	2	2	1	1	11
	RIGA	6	5	2	6	3	19	17	28	37	30	34	4	191
	VIBORG	-	-	-	-	-	-	3	1	-	2	-	-	6
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	1	-	1	-	3
	TOTAL	9	7	4	9	3	21	23	34	42	35	41	5	233

SOURCES: GAA, PA 78/94-102

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TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1760	ST. PETERSBURG	4	-	1	1	-	-	3	1	3	8	14	2	37
	NARVA	-	-	1	-	-	-	3	14	1	2	2	2	25
	REVAL	1	-	1	1	-	-	-	1	1	3	1	1	10
	ESTONIA	2	-	-	-	-	1	3	1	1	3	-	-	11
	RIGA	3	1	3	-	-	1	15	27	22	23	33	16	136
	VIBORG	-	-	-	-	-	-	-	2	-	1	3	1	7
	FREDERIKSHAMN	-	-	1	1	-	-	2	-	-	2	-	-	6
	TOTAL	10	1	7	3	-	2	26	46	28	42	53	16	236
1761	ST. PETERSBURG	1	2	11	-	8	1	1	1	1	3	8	-	37
	NARVA	-	-	1	2	-	-	10	19	8	6	6	3	55
	REVAL	-	-	-	-	-	1	-	-	1	-	1	1	4
	ESTONIA	-	-	1	1	1	-	-	1	-	2	4	-	10
	RIGA	1	-	7	8	1	1	14	14	18	12	27	20	123
	VIBORG	-	-	1	-	-	-	1	1	1	2	3	-	9
	FREDERIKSHAMN	-	-	-	1	-	-	2	-	-	1	-	1	5
	TOTAL	2	2	21	12	10	3	28	36	29	26	49	25	243
1762	ST. PETERSBURG	2	2	1	4	3	-	1	4	3	1	1	1	23
	NARVA	-	1	2	4	-	1	32	9	2	8	2	4	65
	REVAL	-	-	-	-	-	-	-	1	1	1	-	1	4
	ESTONIA	-	-	1	1	-	1	1	1	-	1	-	3	9
	RIGA	18	3	5	11	1	8	13	22	6	11	12	24	134
	VIBORG	-	1	1	1	-	-	2	1	-	1	1	1	9
	FREDERIKSHAMN	-	-	-	1	-	-	-	2	-	-	2	-	5
	TOTAL	20	7	10	22	4	10	49	40	12	23	18	34	249
1763	ST. PETERSBURG	2	2	5	2	1	-	-	2	4	2	3	3	26
	NARVA	1	-	-	2	3	-	9	18	9	1	10	8	53
	REVAL	-	-	-	-	-	-	-	-	-	-	-	1	1
	ESTONIA	-	-	1	-	-	-	1	-	3	3	1	-	9
	RIGA	11	2	4	10	4	-	4	24	24	9	12	14	118
	VIBORG	-	1	1	-	-	-	1	2	1	2	3	1	12
	FREDERIKSHAMN	-	-	-	1	-	-	-	2	-	-	-	-	3
	TOTAL	14	5	11	15	8	-	15	48	41	17	29	27	228

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1786	ST. PETERSBURG	-	-	2	7	5	1	-	2	3	4	4	2	30
	NARVA	-	2	2	4	-	-	45	1	-	6	8	7	75
	REVAL	-	-	-	1	-	-	-	-	-	-	1	1	3
	ESTONIA	1	-	-	-	-	-	1	-	-	5	-	-	7
	RIGA	11	4	12	5	1	4	32	17	3	26	14	11	140
	VIBORG	-	3	1	2	1	-	2	2	1	-	2	1	15
	FREDERIKSHAMN	-	-	1	-	1	-	2	2	-	1	1	-	8
	TOTAL	12	9	18	19	8	5	82	24	7	42	30	22	278
1787	ST. PETERSBURG	2	-	2	-	4	4	5	3	8	11	4	-	43
	NARVA	1	-	2	1	1	1	18	20	3	6	1	1	47
	REVAL	1	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	1	-	-	-	-	1	2	3	1	2	-	10
	RIGA	6	3	4	5	2	-	7	17	25	6	2	7	84
	VIBORG	-	-	-	-	-	-	-	-	-	1	1	1	3
	FREDERIKSHAMN	-	-	-	2	-	-	-	3	-	-	-	-	5
	TOTAL	10	4	8	8	7	5	23	45	39	25	10	9	193
1788	ST. PETERSBURG	1	-	3	9	1	2	4	1	7	3	5	-	36
	NARVA	-	1	4	4	-	1	24	9	1	20	6	2	72
	REVAL	-	-	-	-	-	-	-	-	-	1	-	-	1
	ESTONIA	-	1	1	1	1	-	2	1	3	1	5	1	17
	RIGA	2	2	24	7	1	-	9	23	7	20	14	5	114
	VIBORG	-	1	-	-	-	-	-	1	2	1	-	2	7
	FREDERIKSHAMN	-	2	1	1	-	-	1	1	-	-	-	-	6
	TOTAL	3	7	33	22	3	3	40	36	20	36	30	10	253
1789	ST. PETERSBURG	1	1	2	7	1	-	2	4	8	12	3	4	45
	NARVA	-	-	2	2	1	15	13	2	11	5	4	-	56
	REVAL	-	-	-	-	-	2	-	1	-	-	-	-	3
	ESTONIA	3	-	-	-	-	1	5	5	4	2	4	-	24
	RIGA	6	8	9	6	-	18	22	9	23	29	18	6	154
	VIBORG	-	-	1	-	-	-	1	2	-	4	1	-	9
	FREDERIKSHAMN	-	-	1	1	-	1	2	-	1	2	-	1	9
	TOTAL	10	9	15	16	2	37	45	23	47	54	30	11	300

SOURCES: GAA. PA 78/94-102

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TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1778	ST. PETERSBURG	-	6	1	3	-	-	1	2	3	3	3	-	22
	NARVA	-	-	2	1	-	-	22	9	-	11	2	1	48
	REVAL	-	-	-	-	-	-	-	1	-	-	-	1	2
	ESTONIA	-	-	-	-	-	-	6	5	-	1	5	6	23
	RIGA	3	4	6	8	2	1	9	33	8	9	16	19	118
	VIBORG	-	2	-	1	-	-	-	-	-	-	-	2	5
	FREDERIKSHAMN	-	-	-	1	-	-	2	1	-	-	-	1	5
	TOTAL	3	12	9	14	2	1	38	51	11	24	26	30	221
1771	ST. PETERSBURG	-	-	4	2	2	1	3	1	6	5	2	1	27
	NARVA	-	-	-	3	-	1	17	1	3	-	-	-	25
	REVAL	-	-	-	-	-	-	4	-	1	-	-	-	5
	ESTONIA	3	-	-	-	-	-	10	6	4	-	-	-	23
	RIGA	6	-	3	10	-	7	24	30	12	-	-	-	92
	VIBORG	-	-	-	-	-	-	-	-	1	-	-	-	1
	FREDERIKSHAMN	-	-	-	1	-	-	2	-	-	-	-	-	3
	TOTAL	9	-	7	16	2	9	60	38	27	5	2	1	176
1772	ST. PETERSBURG	1	-	-	4	-	7	3	6	6	6	3	-	36
	NARVA	-	-	1	-	-	1	7	8	-	6	1	9	33
	REVAL	-	-	-	-	-	2	-	2	-	-	-	-	4
	ESTONIA	-	6	2	1	-	4	9	3	2	6	-	7	40
	RIGA	2	10	11	3	10	16	41	37	13	17	18	12	190
	VIBORG	1	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	1	-	-	-	1	1	-	-	2	-	5
	TOTAL	4	16	15	8	10	30	61	57	21	35	24	28	309
1773	ST. PETERSBURG	2	-	1	9	2	1	5	3	10	2	1	4	40
	NARVA	-	2	-	1	1	18	4	-	12	-	-	4	42
	REVAL	-	1	-	-	-	-	-	1	-	-	-	-	2
	ESTONIA	1	-	3	2	1	5	6	3	3	-	-	15	39
	RIGA	5	6	5	5	1	23	34	15	13	10	2	28	147
	VIBORG	-	-	1	-	-	-	2	-	1	-	-	3	5
	FREDERIKSHAMN	-	-	-	1	-	1	1	1	-	-	-	1	5
	TOTAL	8	9	10	18	5	48	52	23	39	12	3	55	280

SOURCES: GAA, PA 78/98-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1772	ST. PETERSBURG	1	6	7	5	-	1	3	2	2	9	1	2	37
	NARVA	-	-	3	2	-	8	17	4	-	9	2	-	45
	REVAL	-	-	1	-	1	-	-	1	2	-	2	1	8
	ESTONIA	1	1	-	2	-	2	15	3	8	3	1	5	41
	RIGA	1	2	10	14	6	17	20	27	28	23	12	11	171
	VISBORG	-	-	-	1	-	-	-	1	1	1	-	-	4
	FREDERIKSHAMN	-	-	1	1	-	1	1	2	1	1	-	1	9
	TOTAL	3	7	22	25	7	29	56	48	42	46	18	20	315
1773	ST. PETERSBURG	-	2	3	5	-	-	2	5	6	2	2	-	27
	NARVA	NO DATA AVAILABLE												
	REVAL	NO DATA AVAILABLE												
	ESTONIA	NO DATA AVAILABLE												
	RIGA	NO DATA AVAILABLE												
	VISBORG	NO DATA AVAILABLE												
	FREDERIKSHAMN	NO DATA AVAILABLE												
	TOTAL	-	2	3	5	-	-	2	5	6	2	2	-	27
1774	ST. PETERSBURG	1	1	-	-	2	-	-	7	-	2	1	2	16
	NARVA	1	-	1	-	-	6	17	2	14	4	7	-	52
	REVAL	1	-	-	-	-	-	2	1	-	-	-	-	4
	ESTONIA	3	-	1	2	1	7	16	7	1	1	5	7	49
	RIGA	5	3	6	10	7	3	9	16	22	5	12	6	104
	VISBORG	-	-	1	-	-	1	1	-	-	1	-	1	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	3	-	-	3
	TOTAL	11	4	9	12	10	17	35	33	37	16	25	16	233
1775	ST. PETERSBURG	2	-	6	1	1	-	5	8	12	2	4	1	42
	NARVA	-	-	-	1	-	-	24	2	1	11	2	41	
	REVAL	-	-	-	-	-	1	1	-	-	-	-	-	2
	ESTONIA	2	1	1	-	1	1	16	-	4	1	3	5	35
	RIGA	2	1	6	6	1	7	44	-	11	10	30	8	126
	VISBORG	-	-	-	-	-	-	2	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	6	2	13	8	3	9	92	8	28	14	39	14	248

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1778	ST. PETERSBURG	-	-	4	2	1	1	3	13	17	15	3	12	71
	NARVA	-	-	4	-	-	-	14	3	2	3	3	1	30
	REVAL	-	-	-	-	-	2	-	-	-	-	-	-	2
	ESTONIA	1	2	6	1	-	-	6	4	6	1	2	3	32
	RIGA	1	-	6	8	1	3	17	22	24	20	9	12	123
	VIBORG	-	-	-	-	-	-	-	-	2	3	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	2	-	-	-	-	-	2
	TOTAL	2	2	20	11	2	6	42	42	51	42	17	28	265
1779 12	ST. PETERSBURG	-	-	5	1	1	7	2	18	-	6	4	11	55
	NARVA	-	-	2	-	-	12	2	-	-	4	4	-	24
	REVAL	1	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	1	-	1	1	-	2	7	1	6	2	4	-	25
	RIGA	5	3	2	6	1	18	23	6	8	8	27	-	107
	VIBORG	-	-	-	-	-	-	2	2	-	1	2	-	7
	FREDERIKSHAMN	1	-	-	-	-	1	3	-	-	-	1	-	6
	TOTAL	8	3	10	8	2	40	39	27	14	21	42	11	225
1780	ST. PETERSBURG	-	3	7	1	3	1	3	7	13	5	3	7	53
	NARVA	1	-	-	4	-	-	7	8	2	1	5	-	28
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	2	1	1	-	1	4	3	2	7	-	21
	RIGA	-	3	6	3	1	1	19	29	14	6	40	-	118
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	3	1	-	-	2	-	6
	TOTAL	1	6	15	9	5	2	33	49	32	14	58	7	227
1781	ST. PETERSBURG	1	3	4	-	-	2	-	4	2	-	2	-	18
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	1	-	-	-	1
	ESTONIA	2	-	1	1	-	1	-	-	-	-	-	-	5
	RIGA	1	1	7	1	2	4	6	7	20	17	6	-	72
	VIBORG	-	-	1	1	-	1	-	-	-	1	-	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	2	-	-	1	-	3
	TOTAL	4	4	13	3	2	8	6	13	23	18	9	-	103

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

		NUMBER OF SHIPS												
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1782	ST. PETERSBURG	3	2	3	5	-	2	3	-	6	5	2	-	31
	NARVA	-	-	-	-	-	2	-	3	1	-	-	-	6
	REVAL	-	-	-	-	-	1	-	-	2	-	-	-	3
	ESTONIA	1	-	-	1	1	-	1	1	1	-	2	2	10
	RIGA	11	-	8	4	6	3	17	25	29	20	17	12	152
	VIBORG	-	1	-	-	-	-	-	3	3	1	5	3	16
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	15	3	11	11	7	8	23	33	42	28	27	17	225
1783	ST. PETERSBURG	6	1	1	1	1	-	-	-	4	3	2	4	23
	NARVA	1	-	-	1	-	1	11	9	3	1	4	4	35
	REVAL	-	-	-	-	-	-	-	-	-	1	-	2	3
	ESTONIA	3	1	1	1	-	1	1	6	3	3	2	4	26
	RIGA	10	2	6	7	5	2	11	24	30	22	15	30	164
	VIBORG	1	-	1	-	-	-	1	2	2	1	-	-	8
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	21	4	11	11	6	4	25	44	42	32	23	44	269
1784	ST. PETERSBURG	-	-	7	11	5	-	2	3	12	14	8	2	64
	NARVA	-	1	2	2	-	-	5	25	1	1	16	9	62
	REVAL	-	-	-	-	-	-	-	-	-	-	1	-	1
	ESTONIA	-	-	3	-	-	-	-	2	-	1	-	1	7
	RIGA	-	2	8	11	5	3	7	17	18	17	10	11	109
	VIBORG	-	-	-	-	1	1	-	1	-	1	1	1	6
	FREDERIKSHAMN	-	-	-	1	-	-	1	1	-	2	1	-	10
	TOTAL	-	3	20	25	11	4	17	49	31	36	37	24	263
1785	ST. PETERSBURG	-	2	1	2	-	1	1	2	2	1	-	-	12
	NARVA	-	-	-	3	2	-	32	8	1	10	10	6	72
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	1
	ESTONIA	-	1	-	1	-	-	1	2	5	-	2	-	12
	RIGA	2	4	-	2	3	5	20	21	22	14	12	10	115
	VIBORG	-	-	-	-	-	-	-	3	-	-	2	1	6
	FREDERIKSHAMN	-	-	-	-	1	-	6	6	-	-	1	-	13
	TOTAL	2	7	1	8	6	6	61	42	30	25	27	17	231

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1784	ST. PETERSBURG	-	-	-	3	2	-	2	4	9	4	1	1	22
	NARVA	-	1	-	4	-	-	22	19	4	7	13	6	77
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	1	2	-	1	-	-	2	1	-	7
	RIGA	-	1	4	9	8	1	2	17	13	6	10	22	93
	VISBORG	1	-	-	-	1	-	-	1	-	1	4	-	8
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	1	-	-	-	2
	TOTAL	1	2	4	17	13	1	28	41	27	20	29	31	209
1785	ST. PETERSBURG	-	-	2	1	1	-	2	2	1	3	3	4	19
	NARVA	-	1	4	1	-	-	33	8	2	15	19	3	86
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	1	-	-	2	1	2	1	1	2	11
	RIGA	2	4	12	7	2	1	12	16	19	5	11	11	102
	VISBORG	-	1	1	-	2	-	-	2	-	2	1	-	9
	FREDERIKSHAMN	-	-	-	-	-	-	2	1	-	-	1	-	4
	TOTAL	2	6	20	10	5	1	51	30	24	26	36	20	231
1786	ST. PETERSBURG	1	2	8	7	-	-	-	1	6	9	4	-	38
	NARVA	-	-	1	4	-	3	33	7	1	26	1	4	80
	REVAL	-	-	-	-	-	-	-	1	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	1	2	-	1	-	-	4
	RIGA	2	4	7	4	2	-	5	16	8	19	10	2	79
	VISBORG	-	-	-	-	-	-	1	-	2	-	1	1	5
	FREDERIKSHAMN	-	-	-	2	-	-	1	-	-	-	1	-	4
	TOTAL	3	6	16	17	2	3	41	27	17	55	17	7	211
1787	ST. PETERSBURG	-	1	7	3	2	-	2	-	12	8	10	6	51
	NARVA	-	-	1	1	-	-	32	4	6	21	9	6	80
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	1	-	1	-	-	1	1	3	3	1	1	13
	RIGA	-	7	7	8	1	1	5	24	9	8	11	12	93
	VISBORG	-	-	-	1	-	-	-	2	-	-	-	1	4
	FREDERIKSHAMN	-	1	-	-	-	-	-	-	-	-	-	-	1
	TOTAL	1	10	15	14	3	1	40	31	30	40	31	26	242

SOURCES: GASS PA 78/94-102

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TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

		NUMBER OF SHIPS												
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1720	ST. PETERSBURG	2	2	4	2	1	-	-	-	5	10	9	2	33
	NARVA	-	-	2	-	-	-	18	18	13	11	14	14	90
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	-	2	-	2	-	-	-	-	2	3	3	13
	RIGA	-	2	5	3	3	10	15	22	23	16	9	14	122
	VIBORG	-	-	1	-	-	-	-	-	-	-	1	2	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	3	4	14	5	6	10	33	40	41	39	32	35	262
1721	ST. PETERSBURG	3	8	2	1	-	1	1	6	2	3	5	5	37
	NARVA	-	-	-	-	1	1	20	32	1	8	23	13	99
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	1	-	-	1	3	3	2	2	1	13
	RIGA	-	-	-	2	2	4	5	16	16	4	11	6	66
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	1
	TOTAL	3	8	2	4	3	6	27	58	22	17	41	25	216
1722	ST. PETERSBURG	1	2	1	-	-	-	-	1	5	3	5	1	19
	NARVA	2	1	-	1	1	21	24	3	16	4	14	-	87
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	1
	ESTONIA	-	1	-	-	-	1	-	-	1	1	5	-	9
	RIGA	-	10	5	4	-	6	10	11	12	10	30	-	98
	VIBORG	-	1	1	-	-	-	2	-	-	2	1	-	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	3	15	7	5	1	28	37	15	34	20	55	1	221
1723	ST. PETERSBURG	-	-	-	-	-	1	2	2	4	3	8	6	26
	NARVA	-	-	2	-	-	-	-	4	6	1	1	2	16
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	-	1	-	1	-	1	-	-	1	-	-	5
	RIGA	3	3	5	5	1	4	7	19	13	16	15	37	128
	VIBORG	1	-	-	-	-	-	-	2	2	3	2	2	12
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	1	1
	TOTAL	5	3	8	5	2	5	10	27	25	24	26	48	188

SOURCES: GAA, PA 78/94-102

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TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1729	ST. PETERSBURG	3	-	2	2	1	-	1	2	5	6	-	1	23
	NARVA	2	-	-	-	1	7	27	3	10	21	5	-	76
	REVAL	-	-	-	-	-	-	-	-	-	-	1	-	1
	ESTONIA	-	-	-	-	1	-	1	1	1	1	-	-	5
	RIGA	1	6	6	3	-	12	18	27	13	6	10	10	112
	VIBORG	-	-	2	1	-	2	-	1	2	2	2	1	13
	FREDERIKSHAMN	-	-	-	1	-	-	1	-	1	2	-	-	5
	TOTAL	6	6	10	7	3	21	48	34	32	38	18	12	235
1730[13]	ST. PETERSBURG	1	-	1	-	-	-	-	1	-	-	-	1	4
	NARVA	-	-	-	-	-	-	-	1	-	-	-	-	1
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	3	1	3	3	8	7	12	6	3	46
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	1	-	1	3	1	3	3	10	7	12	6	4	51
1731[14]	ST. PETERSBURG	1	-	1	1	1	-	-	3	10	6	-	-	23
	NARVA	-	-	-	1	-	-	5	4	3	4	-	1	18
	REVAL	-	-	-	-	-	2	3	1	3	-	1	-	10
	ESTONIA	-	1	-	-	-	-	-	1	5	1	-	-	8
	RIGA	9	8	3	5	1	8	39	21	20	12	7	8	141
	VIBORG	-	-	-	-	-	-	-	1	-	2	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	1	3	-	4
	COURLAND	2	-	3	7	10	1	4	6	-	2	4	7	46
	TOTAL	12	9	7	14	12	11	51	37	41	28	15	16	252
1732[15]	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	1	-	1	1	-	-	10	6	3	1	5	2	30
	REVAL	1	-	-	-	-	-	1	-	-	-	-	-	2
	ESTONIA	1	-	1	-	-	-	1	1	-	-	1	-	5
	RIGA	4	5	9	5	1	1	4	11	7	23	17	11	98
	VIBORG	-	-	1	-	-	-	-	-	-	-	2	-	3
	FREDERIKSHAMN	-	-	-	-	-	1	2	-	-	-	-	-	3
	COURLAND	2	3	3	6	7	4	2	2	1	3	4	6	41
	TOTAL	9	8	15	12	8	6	20	20	11	27	29	17	182

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1798	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	5	-	-	1	1	1	-	-	-	9
	REVAL	-	-	-	1	-	-	-	-	-	-	1	-	2
	ESTONIA	1	-	-	-	-	-	-	1	1	-	-	-	3
	RIGA	8	3	6	3	5	5	11	14	7	1	4	1	68
	VIBORG	1	-	-	1	-	-	-	-	-	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	3	1	14	2	2	1	2	-	1	-	26
	TOTAL	10	3	9	12	19	7	14	17	11	2	6	1	111
1799	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	-	-	-	-	-	-	-	-	-	1
	RIGA	1	-	-	-	-	1	-	-	-	1	-	-	3
	VIBORG	-	-	-	1	-	-	1	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	1	-	-	1	-	-	1	-	-	-	-	-	3
	TOTAL	2	-	1	2	-	1	2	-	-	1	-	-	9
1800	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	1	3	2	-	-	1	7
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	3	-	-	-	3
	RIGA	-	1	-	1	1	-	8	7	11	3	2	1	35
	VIBORG	-	-	-	-	-	-	-	-	1	1	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	1	1	-	-	2
	COURLAND	-	-	-	-	1	2	2	1	3	-	-	-	10
	TOTAL	-	1	-	1	2	2	11	11	22	5	2	2	59
1801	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	1	-	-	-	-	-	-	1
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	1	-	-	1
	RIGA	1	2	-	-	1	-	3	11	4	3	5	-	30
	VIBORG	-	-	-	-	-	1	-	-	-	1	-	1	3
	FREDERIKSHAMN	-	1	-	-	-	1	-	-	-	-	-	-	2
	COURLAND	-	1	-	-	-	1	4	7	2	1	3	-	19
	TOTAL	1	4	-	-	1	4	8	18	6	6	8	1	57

SOURCES: GAA. PA 78/94-102

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TABLE 11.Q BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1882	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	1	2	-	1	6	8	12	3	11	-	44
	REVAL	-	-	-	-	-	-	1	1	1	-	1	-	4
	ESTONIA	-	-	-	-	-	-	2	-	2	2	1	-	7
	RIGA	2	5	7	2	4	26	28	11	19	26	24	-	154
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	1	-	-	-	-	-	-	-	-	-	1
	COURLAND	-	2	3	1	10	3	4	2	-	2	1	-	28
	TOTAL	2	7	12	5	10	30	41	22	34	33	38	-	238
1883	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	3	-	-	1	2	-	-	-	-	1	-	-	7
	REVAL	-	-	-	-	-	1	-	-	-	-	-	1	2
	ESTONIA	2	-	-	-	-	2	1	3	1	1	-	-	10
	RIGA	2	1	4	10	2	22	51	13	5	13	7	3	133
	VIBORG	-	1	-	-	-	-	-	-	-	1	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	1	-	-	1	1	10	8	1	8	-	1	4	35
	TOTAL	8	2	4	12	5	40	61	17	8	16	8	8	189
1884	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	1	-	-	-	-	-	1	3	-	1	-	1	7
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	3	-	-	3
	RIGA	1	-	-	4	-	-	12	10	-	10	-	15	52
	VIBORG	-	-	-	1	-	-	-	1	-	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	1	-	-	2
	COURLAND	1	-	-	13	-	-	2	3	-	2	-	1	22
	TOTAL	3	-	-	18	-	-	15	18	-	18	-	17	89
1885	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	2	2	1	-	1	3	2	4	4	1	20
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	3	2	3	-	2	1	11
	RIGA	-	1	10	2	3	-	15	49	14	17	12	5	128
	VIBORG	-	-	-	1	-	-	1	-	1	2	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	1	-	2
	COURLAND	-	-	3	2	2	3	8	4	-	1	2	-	25
	TOTAL	-	1	15	7	6	3	28	59	20	24	21	7	191

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1806	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	-	1	4	2	-	7
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	-	2	1	-	-	-	-	1	-	-	-	5
	RIGA	2	4	5	-	-	1	1	4	9	11	1	1	39
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	1	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	1	-	1	1	2	1	3	2	4	-	-	15
	TOTAL	3	5	7	2	1	3	2	7	13	19	3	2	67
1807	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	2	2	-	1	2	7
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	1	-	2	1	-	-	4	1	1	-	1	11
	VIBORG	-	-	-	-	1	-	-	-	1	-	-	1	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	1
	COURLAND	-	-	-	1	-	3	2	3	-	-	-	1	10
	TOTAL	-	1	-	3	2	3	2	10	4	1	1	5	32
1808[17]		NO DATA AVAILABLE												
1809		NO DATA AVAILABLE												
1810		NO DATA AVAILABLE												
1811		NO DATA AVAILABLE												
1812		NO DATA AVAILABLE												
1813		NO DATA AVAILABLE												
1814[6]	ST. PETERSBURG	-	-	-	-	-	-	1	1	6	9	5	5	29
	NARVA	-	-	-	-	-	-	-	-	-	-	1	4	5
	REVAL	-	-	-	-	-	-	2	1	-	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	1	-	-	-	-	1
	RIGA	-	-	-	-	-	-	-	13	21	6	5	2	47
	VIBORG	-	-	-	-	-	-	-	-	2	-	2	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	-	6	7	4	6	-	2	1	26
	TOTAL	-	-	-	-	-	6	10	20	29	15	15	12	115

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1815	ST. PETERSBURG	1	2	2	2	-	1	4	11	-	10	5	-	38
	NARVA	-	-	1	-	-	-	-	1	1	1	3	2	9
	REVAL	-	-	-	-	-	-	-	-	2	4	-	-	6
	ESTONIA	-	-	-	-	-	-	-	1	1	-	-	-	2
	RIGA	-	-	6	5	3	4	4	17	13	5	11	5	73
	VIBORG	-	-	-	-	-	1	1	-	1	-	2	2	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	4	2	1	4	2	3	2	-	20
	TOTAL	1	2	9	7	7	8	10	34	20	23	23	9	186
1816[18]	ST. PETERSBURG	1	-	1	-	1	-	2	3	5	10	-	7	30
	NARVA	-	-	-	1	1	-	3	3	4	5	4	1	23
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	-	-	-	1	1	-	1	1	-	5
	RIGA	1	1	4	5	2	1	12	12	14	29	30	11	122
	VIBORG	-	-	1	-	2	-	-	-	-	1	-	-	4
	FREDERIKSHAMN	-	-	-	1	-	-	-	-	-	-	2	-	3
	COURLAND	-	-	-	2	1	5	5	4	5	1	3	1	27
	TOTAL	2	1	7	9	7	6	23	23	29	50	40	20	216
1817	ST. PETERSBURG	2	2	1	1	-	-	6	19	72	44	13	18	178
	NARVA	-	-	-	1	1	-	3	-	1	1	2	-	9
	REVAL	-	-	1	-	-	2	1	-	1	-	-	-	5
	ESTONIA	-	1	-	-	-	3	1	1	2	1	-	-	9
	RIGA	5	5	1	3	4	53	108	41	53	31	16	12	332
	VIBORG	-	1	-	-	-	-	1	-	1	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	1	-	-	-	-	-	-	1
	COURLAND	-	2	-	4	17	2	6	3	4	1	1	-	40
	TOTAL	7	11	3	9	22	61	126	64	134	78	32	30	577
1818	ST. PETERSBURG	2	4	-	1	1	1	-	3	2	1	2	-	17
	NARVA	1	-	-	-	1	-	2	5	1	-	3	5	18
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	1	-	2	-	-	4
	RIGA	1	3	-	-	2	-	2	10	7	8	3	3	39
	VIBORG	-	-	-	-	-	-	-	-	1	1	1	1	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	5	2	1	2	2	2	-	-	14
	TOTAL	4	7	-	1	9	3	6	21	13	14	9	9	96

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1819	ST. PETERSBURG	1	-	1	1	-	-	-	1	2	5	3	2	16
	NARVA	2	-	-	-	-	3	7	9	6	3	-	-	30
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	1	-	-	-	-	-	3	1	1	-	-	6
	RIGA	-	1	1	-	1	3	4	16	6	6	7	6	51
	VIBORG	-	-	-	-	-	-	-	4	-	-	-	1	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	1	-	-	-	2	2	2	8	-	-	1	-	16
	TOTAL	4	2	2	1	3	8	14	32	15	15	11	9	123
1820	ST. PETERSBURG	3	-	2	1	-	-	-	-	7	8	2	4	27
	NARVA	2	2	-	3	-	-	1	3	-	4	2	1	18
	REVAL	-	-	-	-	-	-	-	-	-	-	-	1	1
	ESTONIA	-	-	-	-	-	-	-	-	1	-	-	1	2
	RIGA	-	3	3	8	2	2	9	7	11	9	4	5	63
	VIBORG	-	-	-	1	1	-	2	2	1	-	-	-	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	1	-	-	1
	COURLAND	-	-	-	-	-	4	2	1	-	1	-	1	10
	TOTAL	5	5	5	13	3	6	13	13	20	23	8	13	129
1821	ST. PETERSBURG	-	-	1	-	1	-	1	2	8	3	1	2	19
	NARVA	-	-	1	1	-	-	2	2	2	2	1	-	11
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	2	1	-	1	-	-	4
	RIGA	-	2	2	1	-	6	16	9	10	18	4	1	69
	VIBORG	-	-	-	1	-	-	1	1	1	-	-	-	4
	FREDERIKSHAMN	-	-	-	1	-	-	1	-	-	-	-	-	2
	COURLAND	-	1	1	8	-	3	1	1	1	3	-	-	19
	TOTAL	-	3	5	12	1	9	24	16	22	27	6	3	128
1822	ST. PETERSBURG	-	-	3	-	-	-	-	-	2	1	2	1	9
	NARVA	-	2	-	-	1	-	5	-	2	2	1	1	14
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	1	-	1	-	3
	RIGA	2	5	2	2	2	-	9	-	1	1	5	-	29
	VIBORG	-	-	-	-	1	-	1	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	1
	COURLAND	-	1	-	-	2	-	-	-	-	1	-	-	4
	TOTAL	2	8	5	2	6	-	17	-	6	5	9	2	62

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE 11.1 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
19														
1823	ST. PETERSBURG	-	-	1	-	-	-	-	-	-	-	-	-	1
	NARVA	-	-	-	1	-	-	3	4	4	4	2	2	20
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	1	-	1	-	3
	RIGA	-	-	-	4	1	-	12	15	11	5	10	1	59
	VIBORG	-	-	-	-	-	-	-	1	-	1	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	1	-	-	-	2
	COURLAND	-	-	-	-	2	-	8	3	-	-	-	-	13
	TOTAL	-	-	1	5	3	-	24	24	17	10	13	3	100
1824	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	2	2	7	11	3	-	1	26
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	3	-	-	-	4
	RIGA	1	1	-	1	2	13	3	4	10	5	-	1	41
	VIBORG	-	-	-	-	-	-	-	1	4	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	1	-	-	-	2
	COURLAND	-	-	1	-	2	4	-	-	1	1	-	-	9
	TOTAL	1	1	1	1	4	19	7	12	30	9	-	2	87
20														
1825	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	2	4	8	2	-	-	-	16
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	2	-	-	-	-	2
	RIGA	-	-	2	-	-	3	3	10	1	-	-	-	19
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	1
	COURLAND	-	-	-	-	4	4	2	3	-	-	-	-	13
	TOTAL	-	-	2	-	4	9	9	25	3	-	-	-	54

SOURCES: GAA. PA 78/94-102

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1703[1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	---	---	---	---	---	---	---	---	---	---	---	---	---
	% OF YEAR TOTAL	---	---	---	---	---	---	---	---	---	---	---	---	---
1704[1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	---	---	---	---	---	---	---	---	---	---	---	---	---
	% OF YEAR TOTAL	---	---	---	---	---	---	---	---	---	---	---	---	---
1707[1]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	-	-	-
	VIBORG	---	---	---	---	---	---	---	---	---	---	---	---	---
	% OF YEAR TOTAL	---	---	---	---	---	---	---	---	---	---	---	---	---
1708	NO DATA AVAILABLE													
1709[2]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	-	8	41	50
	VIBORG	---	---	---	---	8	---	---	---	---	---	16	25	50
	% OF YEAR TOTAL	---	---	---	---	8	---	---	---	---	---	25	66	100
1710[3]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	7	-	-	-	-	-	-	7
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	15	15	7	7	-	11	7	-	7	-	-	-	73
	VIBORG	---	---	3	3	---	3	3	---	3	---	---	---	19
	% OF YEAR TOTAL	15	15	11	11	---	23	11	---	11	---	---	---	100

SOURCES: GAA. PA 78/94-102

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TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1711[4]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	16	16	66	-	-	-	-	-	-	-	-	100
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	16	16	66	-	-	-	-	-	-	-	-	100
1712[5]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	22	-	11	-	-	-	-	33
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	22	-	11	-	-	33	-	66
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	-	-	-	-	44	-	22	-	-	33	-	100
1713[4]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	3	3	-	-	-	-	-	-	-	-	6
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	9	41	29	12	-	-	-	-	-	-	-	93
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	9	45	32	12	-	-	-	-	-	-	-	100
1719[6]	ST. PETERSBURG	-	-	-	-	-	-	-	2	2	2	-	-	8
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	2	5	2	-	2	2	2	-	20
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	2	8	8	14	8	-	14	14	71
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	-	-	-	5	14	11	17	14	5	17	14	100
1715[7]	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	-
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	3	3
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	-	-	18	9	63	90
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	6	6
	% OF YEAR TOTAL	-	-	-	-	-	-	-	-	-	18	9	72	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1716	ST. PETERSBURG	-	1	1	1	1	-	-	-	-	-	-	-	8
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	7	6	3	2	-	-	-	-	-	-	21
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	12	19	11	17	7	-	-	-	-	-	-	69
	VISBYSG	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	15	28	19	22	11	-	-	-	-	-	-	100
1717	ST. PETERSBURG	1	2	-	-	-	-	-	-	-	-	-	1	6
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	3	-	-	-	-	-	-	1	-	-	-	7
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	6	33	3	8	3	1	-	2	7	2	3	7	81
	VISBYSG	-	-	-	2	-	-	-	-	-	-	-	-	3
	% OF YEAR TOTAL	7	40	4	11	4	1	1	2	10	2	3	10	100
1718	ST. PETERSBURG	-	-	-	-	1	2	1	-	-	-	-	4	8
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	1	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	1	1
	RIGA	2	-	12	2	4	5	1	-	-	-	12	37	77
	VISBYSG	-	-	-	-	-	-	-	-	-	-	1	11	12
	% OF YEAR TOTAL	2	-	12	2	6	7	2	-	-	-	13	34	100
1719	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	5	4	-	14
	NARVA	-	-	-	-	-	-	-	-	-	-	6	-	8
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	1	-	-	1
	RIGA	4	5	2	-	3	-	-	5	4	13	17	3	63
	VISBYSG	-	-	-	-	-	-	-	1	-	3	1	1	10
	% OF YEAR TOTAL	7	5	2	-	3	-	-	8	6	24	31	6	100
1720	ST. PETERSBURG	-	3	-	1	-	-	-	-	1	-	-	-	11
	NARVA	-	-	1	-	-	-	-	4	2	2	1	-	14
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	1	-	-	-	-	1	1	-	-	1	5
	RIGA	1	4	-	-	-	1	6	6	10	8	3	3	48
	VISBYSG	-	-	1	1	-	-	-	2	3	4	-	3	18
	% OF YEAR TOTAL	2	8	4	4	1	2	7	15	19	17	7	8	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1721	ST. PETERSBURG	-	-	-	-	-	-	1	1	1	-	1	-	8
	NARVA	-	-	-	-	-	-	-	9	9	1	1	4	27
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	2	-	1	1	2	-	5	10	11	4	3	4	50
	VIBORG	-	-	-	-	-	-	1	1	3	1	1	-	11
	% OF YEAR TOTAL	3	-	2	1	4	-	8	23	28	8	7	10	100
1722	ST. PETERSBURG	1	1	-	-	-	-	-	-	-	3	1	-	9
	NARVA	1	1	-	1	-	-	-	9	6	3	1	-	27
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	6	2	2	1	-	-	2	6	10	6	6	2	48
	VIBORG	-	-	-	-	-	-	-	2	5	1	-	1	12
	% OF YEAR TOTAL	10	4	2	3	-	1	4	18	23	19	10	5	100
1723	ST. PETERSBURG	-	1	2	1	-	-	-	-	2	2	1	-	13
	NARVA	-	-	-	-	-	-	3	5	2	1	1	3	19
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	1	-	-	-	-	-	-	-	-	3
	RIGA	3	1	1	1	1	3	7	10	10	7	-	4	54
	VIBORG	-	-	-	1	-	-	-	-	1	1	1	1	7
	% OF YEAR TOTAL	4	3	5	5	3	3	12	18	17	12	5	10	100
1724	ST. PETERSBURG	2	-	3	-	-	-	-	2	2	3	-	1	18
	NARVA	-	-	-	-	-	-	9	7	4	2	6	2	32
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	2	2	2	1	-	2	4	3	11	6	2	3	42
	VIBORG	-	-	-	-	-	-	-	-	1	-	1	1	5
	% OF YEAR TOTAL	4	3	7	1	-	2	14	12	19	13	10	9	100
1725	ST. PETERSBURG	-	-	-	-	-	-	1	1	2	2	1	1	12
	NARVA	-	-	-	-	-	-	6	14	4	7	1	-	36
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	1	-	1	3	2	13	10	6	1	2	44
	VIBORG	-	-	-	-	-	-	-	1	1	1	-	-	5
	% OF YEAR TOTAL	1	1	2	1	2	5	11	32	18	17	4	4	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												% OF
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	RUSSIA TOTAL
1720	ST. PETERSBURG	-	-	1	-	-	-	1	2	1	2	2	3	10
	NARVA	-	-	-	-	-	-	10	4	3	1	4	2	29
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	3	-	2	-	1	2	3	7	9	5	1	6	44
	VIBORG	-	-	-	-	-	-	-	1	1	1	1	-	6
	% OF YEAR TOTAL	5	1	4	2	2	3	16	16	15	10	10	13	100
1721	ST. PETERSBURG	1	-	-	1	-	-	-	3	1	-	-	-	10
	NARVA	-	-	1	2	-	-	19	2	1	2	1	5	38
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	3	4	1	-	-	-	5	5	10	6	1	2	42
	VIBORG	-	-	-	-	-	-	2	1	-	-	-	2	5
	% OF YEAR TOTAL	5	4	3	5	1	-	27	13	14	9	3	10	100
1728	ST. PETERSBURG	1	1	1	-	1	-	2	-	1	2	1	1	14
	NARVA	-	-	-	-	-	-	17	-	2	14	3	-	39
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	1	2	2	-	-	1	13	-	3	10	2	1	39
	VIBORG	-	-	-	-	-	-	-	-	-	3	-	-	4
	% OF YEAR TOTAL	3	4	3	1	1	2	35	-	8	30	6	4	100
1729	ST. PETERSBURG	-	-	1	-	-	-	-	-	1	-	-	-	6
	NARVA	-	-	-	-	-	-	3	15	3	9	3	1	39
	REVAL	-	-	-	-	-	-	-	-	2	-	-	-	4
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	1	1	-	-	-	3	7	13	7	3	1	41
	VIBORG	-	-	-	-	-	-	-	1	-	2	-	-	6
	% OF YEAR TOTAL	-	3	4	1	-	-	8	25	22	21	8	4	100
1736	ST. PETERSBURG	-	-	-	-	-	-	1	-	-	1	-	-	7
	NARVA	-	-	-	-	-	2	17	2	2	4	7	-	38
	REVAL	-	-	-	-	-	1	-	1	-	-	-	-	4
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	1	1	-	-	-	1	7	7	6	6	5	2	40
	VIBORG	-	-	-	-	-	-	-	1	-	-	1	-	6
	% OF YEAR TOTAL	1	1	2	1	-	5	27	13	11	19	15	4	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE 11.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1721	ST. PETERSBURG	-	-	-	-	-	-	-	-	2	1	-	1	8
	NARVA	-	-	-	-	-	-	11	11	5	5	5	2	42
	REVAL	-	-	-	-	-	-	-	1	2	-	-	-	6
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	1	-	1	-	-	-	4	11	6	2	1	5	36
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	1	6
	% OF YEAR TOTAL	1	1	2	-	-	-	19	23	20	10	8	10	100
1722	ST. PETERSBURG	-	-	1	1	-	-	1	-	-	1	-	-	7
	NARVA	-	-	-	1	1	6	20	5	6	1	10	4	59
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	1	2	1	-	1	-	3	5	2	1	-	21
	VIBORG	-	-	-	-	-	-	1	1	1	-	1	-	9
	% OF YEAR TOTAL	-	2	4	4	1	8	23	10	15	5	15	6	100
1723	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	1	-	5
	NARVA	-	-	-	-	-	4	22	4	4	8	10	3	59
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	1	-	-	-	2	1	3	3	2	4	1	24
	VIBORG	-	-	-	-	-	-	-	1	2	1	-	-	8
	% OF YEAR TOTAL	1	2	2	2	-	7	25	10	11	12	17	6	100
1724	ST. PETERSBURG	-	1	-	1	-	-	-	1	1	1	1	1	9
	NARVA	-	-	-	2	-	7	14	2	7	6	6	-	49
	REVAL	-	-	-	-	-	-	1	1	-	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	2	1	1	-	-	5	5	5	1	3	1	30
	VIBORG	-	-	-	-	-	-	2	-	1	1	-	-	8
	% OF YEAR TOTAL	1	5	2	4	-	8	23	11	18	11	11	3	100
1725	ST. PETERSBURG	-	-	-	-	-	-	1	-	-	-	1	1	8
	NARVA	1	-	-	1	-	16	5	4	-	1	10	1	42
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	1	1	1	-	-	3	5	4	8	6	5	2	38
	VIBORG	-	-	-	-	-	-	3	1	-	1	2	-	9
	% OF YEAR TOTAL	2	2	1	1	-	21	19	11	10	9	19	6	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1736	ST. PETERSBURG	-	-	-	-	1	-	1	2	-	1	1	2	11
	NARVA	-	-	-	-	-	-	8	4	2	3	8	1	29
	REVAL	-	-	-	-	-	-	-	1	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	1	-	-	2	-	2	5	9	8	3	4	1	40
	VIBORG	-	-	-	-	-	-	-	3	2	1	6	1	13
	% OF YEAR TOTAL	1	-	1	2	2	3	16	19	13	10	20	6	100
1737	ST. PETERSBURG	-	-	-	2	-	-	-	1	1	4	2	1	16
	NARVA	-	-	-	-	-	1	13	5	1	10	3	-	37
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	-	-	4	-	2	1	5	4	5	3	1	30
	VIBORG	-	-	-	1	-	-	-	2	-	2	1	1	11
	% OF YEAR TOTAL	-	1	1	8	2	5	15	14	9	22	11	5	100
1738	ST. PETERSBURG	-	1	-	-	-	-	5	3	3	1	1	1	19
	NARVA	-	-	-	-	-	1	13	1	2	8	7	2	38
	REVAL	-	-	-	-	-	1	1	-	-	-	-	-	4
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	3
	RIGA	-	-	2	1	-	1	3	5	5	5	2	1	29
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	3
	% OF YEAR TOTAL	-	2	3	2	-	5	23	13	12	16	12	6	100
1739	ST. PETERSBURG	-	-	-	1	-	-	-	-	-	2	2	-	9
	NARVA	-	-	-	-	-	-	6	11	3	2	12	-	36
	REVAL	-	-	-	-	-	1	1	2	-	1	-	-	8
	ESTONIA	-	-	-	-	-	-	-	1	-	-	1	-	4
	RIGA	-	1	2	1	-	3	2	6	9	2	3	2	36
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	4
	% OF YEAR TOTAL	-	2	3	3	1	5	11	24	14	9	20	9	100
1740	ST. PETERSBURG	-	-	-	-	-	-	1	-	3	2	-	1	10
	NARVA	-	-	-	-	-	-	-	8	3	1	4	3	23
	REVAL	-	-	-	1	-	-	-	3	3	1	-	-	12
	ESTONIA	-	-	-	-	-	-	2	1	1	-	-	-	7
	RIGA	2	-	-	1	-	1	3	8	14	4	4	4	44
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	2	-	-	3	-	2	7	22	25	10	11	11	100

SOURCES: GAA, PA 78/94-102

CONTINUED..

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1791	ST. PETERSBURG	-	-	-	-	-	-	1	4	6	2	4	1	23
	NARVA	-	-	-	-	-	-	9	4	2	-	3	1	22
	REVAL	-	-	-	-	-	1	2	-	-	-	-	-	5
	ESTONIA	-	-	-	-	-	-	2	-	1	-	-	-	6
	RIGA	-	1	1	-	-	3	9	5	5	4	3	1	39
	VIBORG	-	-	-	-	-	-	-	2	-	-	-	-	3
	% OF YEAR TOTAL	-	1	3	2	1	6	25	17	16	8	11	5	100
1792	ST. PETERSBURG	-	-	-	-	-	-	-	2	-	2	3	1	13
	NARVA	-	-	-	-	-	-	1	3	5	13	5	2	32
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	3	-	-	-	-	5
	RIGA	-	2	2	1	1	-	2	16	5	5	4	-	44
	VIBORG	-	-	-	-	-	-	-	-	-	1	-	-	3
	% OF YEAR TOTAL	-	2	4	2	1	-	5	25	12	22	15	6	100
1793	ST. PETERSBURG	-	2	-	-	1	-	-	-	-	-	1	1	11
	NARVA	-	-	1	1	-	1	21	3	1	7	10	3	53
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	1	1	-	3
	RIGA	2	2	1	-	-	-	1	3	4	2	2	2	25
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	5
	% OF YEAR TOTAL	3	6	4	2	3	2	29	9	7	11	16	7	100
1794[8]	ST. PETERSBURG	-	-	-	-	-	-	-	2	2	2	2	2	17
	NARVA	-	-	-	1	-	-	7	11	2	-	2	-	28
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	1	-	-	-	-	4
	RIGA	-	-	1	1	-	1	4	11	6	4	4	-	40
	VIBORG	-	-	-	-	-	-	-	2	1	-	-	-	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	1	-	1	4	2	3	14	30	13	9	11	5	100
1795	ST. PETERSBURG	-	-	1	-	1	-	1	-	1	2	-	1	11
	NARVA	-	-	-	2	-	-	19	1	3	3	2	10	43
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	3	1	-	-	-	-	7
	RIGA	-	-	1	2	-	-	-	6	9	2	-	3	29
	VIBORG	-	-	-	-	-	-	-	2	-	-	1	-	6
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	1	1	3	6	2	1	25	11	15	10	3	15	100

SOURCES: GAA. PA 78/94-102

CONTINUED

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1796	ST. PETERSBURG	2	-	-	-	-	-	-	-	1	2	1	2	12
	NARVA	2	-	1	-	-	-	-	5	10	8	3	1	35
	REVAL	-	-	-	-	-	-	2	-	-	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	-	1	-	2	4
	RIGA	-	-	1	-	-	2	2	9	6	2	6	5	37
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	1	8
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	5	-	5	2	1	3	4	18	17	14	12	13	100
1797	ST. PETERSBURG	1	2	1	1	-	-	-	4	2	4	1	-	22
	NARVA	-	-	-	-	-	-	11	3	2	1	3	2	26
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	1	-	-	-	1	1	-	-	-	-	-	7
	RIGA	-	-	1	1	-	1	4	5	7	6	4	-	34
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	1	-	1	-	4
	% OF YEAR TOTAL	1	3	3	3	1	3	19	16	13	12	12	9	100
1798	ST. PETERSBURG	-	-	-	-	2	-	-	-	1	2	-	2	12
	NARVA	-	-	-	2	-	-	4	6	7	1	2	2	27
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	5	-	1	2	2	12
	RIGA	2	-	-	4	2	1	-	3	9	2	3	7	36
	VIBORG	-	-	-	-	1	-	-	1	1	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	2
	% OF YEAR TOTAL	2	1	-	7	6	2	7	18	20	9	9	15	100
1799	ST. PETERSBURG	-	-	-	-	-	-	-	1	2	2	-	-	12
	NARVA	-	-	-	-	-	-	15	2	3	9	1	2	34
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	2	2	-	2	11
	RIGA	-	-	1	1	-	-	2	4	11	4	1	5	32
	VIBORG	-	-	-	-	-	-	-	1	1	-	-	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	2
	% OF YEAR TOTAL	-	-	2	2	1	2	20	12	20	19	3	11	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1750	ST. PETERSBURG	-	-	-	-	-	-	-	1	-	-	1	1	7
	NARVA	-	-	-	-	-	-	14	6	1	17	3	4	49
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	1	1	-	5
	RIGA	1	-	1	-	2	1	2	4	2	3	1	4	26
	VIBORG	-	-	-	-	-	-	1	2	-	-	-	-	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	1	-	-	2
	% OF YEAR TOTAL	1	1	2	1	2	3	20	15	6	26	7	10	100
1751	ST. PETERSBURG	-	1	-	1	-	-	-	-	-	1	6	2	16
	NARVA	-	-	-	-	-	-	14	11	3	3	16	1	52
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	2	-	-	-	1	1	7
	RIGA	-	1	-	-	-	1	1	2	4	-	3	-	18
	VIBORG	-	-	-	-	-	-	-	-	-	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	-	4	-	2	1	2	19	16	10	7	28	5	100
1752	ST. PETERSBURG	1	-	1	-	-	-	-	1	4	3	3	-	16
	NARVA	-	-	-	-	-	6	7	3	8	3	6	-	37
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	1	-	1	-	-	2	-	6
	RIGA	2	1	2	-	-	1	4	10	3	-	1	1	31
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	4	3	4	1	-	10	13	18	18	8	14	2	100
1753[9]	ST. PETERSBURG[10]	-	-	2	-	-	1	1	6	1	1	1	-	18
	NARVA	-	-	-	-	-	8	11	-	1	-	10	2	37
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	-	5	-	1	1	3	4	3	1	7	1	33
	VIBORG	-	-	-	-	-	-	1	-	-	-	-	-	6
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	-	8	3	2	12	20	14	7	3	20	4	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1789	ST. PETERSBURG	-	-	1	-	1	-	1	1	2	1	-	-	12
	NARVA	-	-	1	2	-	-	9	7	3	2	6	2	37
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	3
	RIGA	1	1	2	1	-	1	3	10	6	1	3	8	40
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	1	-	-	-	1
	% OF YEAR TOTAL	3	3	5	5	2	1	19	19	18	8	12	9	100
1795	ST. PETERSBURG	-	-	-	2	-	-	-	2	1	-	-	-	11
	NARVA	-	-	-	2	-	1	5	13	5	8	2	-	42
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	1	-	-	-	-	2
	RIGA	-	-	-	3	1	1	-	2	2	9	2	4	31
	VIBORG	-	-	-	-	-	-	1	-	-	1	2	-	8
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	-	-	1	10	3	3	7	22	10	21	9	5	100
1799	ST. PETERSBURG	-	1	1	1	1	-	-	1	3	-	14	3	29
	NARVA	-	-	-	1	-	-	-	-	-	-	-	-	3
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	1	-	2	-	-	1	10	3	7	5	8	3	45
	VIBORG	-	-	-	-	-	-	6	1	1	1	1	-	15
	FREDERIKSHAMN	-	-	-	-	-	-	-	2	-	-	-	-	3
	% OF YEAR TOTAL	3	1	5	5	1	3	17	9	12	7	26	6	100
1797	ST. PETERSBURG	-	-	4	1	1	1	1	3	2	6	4	-	28
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	1	9	4	1	1	4	11	6	9	5	2	56
	VIBORG	-	-	-	-	-	1	1	2	1	1	-	-	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	1	-	-	-	4
	% OF YEAR TOTAL	-	1	14	6	3	4	8	18	11	17	10	3	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1788	ST. PETERSBURG	1	-	2	2	1	-	-	2	3	1	1	1	19
	NARVA	-	-	-	-	-	-	-	6	1	1	-	3	13
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	3	3	5	1	-	-	11	13	6	3	1	9	60
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	2
	% OF YEAR TOTAL	4	4	9	4	2	-	11	28	11	6	3	13	100
1789	ST. PETERSBURG	2	-	-	-	-	-	2	1	3	5	-	-	17
	NARVA	-	-	-	-	-	-	11	-	1	3	4	-	22
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	1	-	-	-	3
	RIGA	2	-	-	-	2	2	14	2	5	11	5	1	49
	VIBORG	-	-	-	-	-	-	1	-	-	-	1	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	3
	% OF YEAR TOTAL	4	1	-	-	2	2	32	9	13	23	11	2	100
1790	ST. PETERSBURG	-	-	2	1	-	-	-	-	-	4	2	1	13
	NARVA	-	-	-	1	-	-	-	-	-	-	-	-	3
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	-	5	5	2	-	-	9	6	13	11	7	8	71
	VIBORG	-	-	-	-	-	-	-	-	2	-	-	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	1	-	-	-	2
	% OF YEAR TOTAL	1	5	9	5	-	-	11	9	18	17	11	9	100
1791	ST. PETERSBURG	1	-	-	1	-	-	-	-	-	-	1	-	6
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	1	-	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	4
	RIGA	2	2	-	2	1	8	7	12	15	12	14	1	81
	VIBORG	-	-	-	-	-	-	1	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	3	3	1	3	1	9	9	14	18	15	17	2	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1782	ST. PETERSBURG	1	-	-	-	-	-	1	-	1	3	5	-	15
	NARVA	-	-	-	-	-	-	1	5	-	-	-	-	10
	REVAL	-	-	-	-	-	-	-	-	-	1	-	-	4
	ESTONIA	-	-	-	-	-	-	1	-	-	1	-	-	4
	RIGA	1	-	1	-	-	-	6	11	9	9	14	4	58
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	1	-	2	1	-	-	11	19	11	17	22	6	100
1783	ST. PETERSBURG	-	-	4	-	1	-	-	-	-	1	3	-	15
	NARVA	-	-	-	-	-	-	4	7	3	2	2	1	22
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	1	-	4
	RIGA	-	-	2	3	-	-	5	5	7	4	11	8	50
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	-	-	5	4	1	1	11	14	11	10	20	10	100
1784	ST. PETERSBURG	-	-	-	1	1	-	-	1	1	-	-	-	9
	NARVA	-	-	-	1	-	-	12	3	-	3	-	1	26
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	1	3
	RIGA	7	1	2	4	-	3	5	8	2	4	4	9	53
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	8	2	4	8	1	4	19	18	4	9	7	13	100
1785	ST. PETERSBURG	-	-	2	-	-	-	-	-	1	-	1	1	11
	NARVA	-	-	-	-	1	-	4	4	4	-	4	3	23
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	1	1	-	-	4
	RIGA	4	-	1	4	1	-	1	10	10	4	5	6	53
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	4	2	4	8	3	-	8	18	18	7	13	12	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1788	ST. PETERSBURG	-	-	-	2	1	-	-	-	1	1	1	-	10
	NARVA	-	-	-	1	-	-	16	-	-	2	2	2	26
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	1	-	-	2
	RIGA	3	1	4	1	-	1	11	6	1	9	5	3	50
	VIBORG	-	1	-	-	-	-	-	-	-	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	4	3	6	6	2	1	29	8	2	15	10	7	100
1787	ST. PETERSBURG	1	-	1	-	2	2	2	1	4	5	2	-	22
	NARVA	-	-	1	-	-	-	5	10	1	3	-	-	24
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	1	1	-	1	-	5
	RIGA	3	1	2	2	1	-	3	8	12	3	1	3	43
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	1	-	-	-	1	-	-	-	-	2
	% OF YEAR TOTAL	5	2	4	4	3	2	11	23	20	12	5	9	100
1788	ST. PETERSBURG	-	-	1	3	-	-	1	-	2	1	1	-	14
	NARVA	-	-	1	1	-	-	9	3	-	7	2	-	28
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	1	-	1	-	6
	RIGA	-	-	9	2	-	-	3	9	2	7	5	1	45
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	1	2	13	8	1	1	15	19	7	18	11	3	100
1789	ST. PETERSBURG	-	-	-	2	-	-	-	1	2	4	1	1	15
	NARVA	-	-	-	-	-	5	4	-	3	1	1	-	18
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	1	-	-	-	-	-	1	1	1	-	1	-	8
	RIGA	2	2	3	2	-	6	7	3	7	9	6	2	51
	VIBORG	-	-	-	-	-	-	-	-	-	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	3
	% OF YEAR TOTAL	3	3	5	5	-	12	19	7	18	18	10	3	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1770	ST. PETERSBURG	-	2	-	1	-	-	-	-	1	1	1	-	9
	NARVA	-	-	-	-	-	-	9	4	-	4	-	-	21
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	2	-	-	2	2	9
	RIGA	1	1	2	3	-	-	4	14	3	4	7	8	53
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	1	5	4	6	-	-	17	23	4	10	11	13	100
1771	ST. PETERSBURG	-	-	2	1	1	-	1	-	3	2	1	-	15
	NARVA	-	-	-	1	-	-	9	-	1	-	-	-	14
	REVAL	-	-	-	-	-	-	2	-	-	-	-	-	2
	ESTONIA	1	-	-	-	-	-	5	3	2	-	-	-	13
	RIGA	3	-	1	5	-	3	13	17	6	-	-	-	52
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	1
	% OF YEAR TOTAL	5	-	3	9	1	5	34	21	15	2	1	-	100
1772	ST. PETERSBURG	-	-	-	1	-	2	-	1	1	1	-	-	11
	NARVA	-	-	-	-	-	-	2	2	-	1	-	2	10
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	1	-	-	-	1	2	-	-	1	-	2	12
	RIGA	-	3	3	-	3	5	13	11	4	5	5	3	61
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	1	5	4	2	3	9	19	18	6	11	7	9	100
1773	ST. PETERSBURG	-	-	-	3	-	-	1	1	3	-	-	1	14
	NARVA	-	-	-	-	-	6	1	-	4	-	-	1	15
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	-	-	1	2	1	1	-	-	5	13
	RIGA	1	2	1	1	-	8	12	5	4	3	-	10	52
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	1	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	2	3	3	6	1	17	17	8	13	4	1	19	100

SOURCES: GAA, PA 78/94-102

CONTINUED

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1775	ST. PETERSBURG	-	1	2	1	-	-	-	-	-	2	-	-	11
	NARVA	-	-	-	-	-	2	5	1	-	2	-	-	14
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	4	-	2	-	-	1	13
	RIGA	-	-	3	4	1	5	6	8	8	7	3	3	54
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	-	2	6	7	2	9	17	12	13	14	9	6	100
1775[11]	ST. PETERSBURG	-	7	11	18	-	-	7	18	22	7	7	-	100
	NARVA	NO DATA AVAILABLE												
	REVAL	NO DATA AVAILABLE												
	ESTONIA	NO DATA AVAILABLE												
	RIGA	NO DATA AVAILABLE												
	VIBORG	NO DATA AVAILABLE												
	FREDERIKSHAMN	NO DATA AVAILABLE												
	% OF YEAR TOTAL	-	7	11	18	-	-	7	18	22	7	7	-	100
1776	ST. PETERSBURG	-	-	-	-	-	-	-	3	-	-	-	-	6
	NARVA	-	-	-	-	-	2	7	-	6	1	3	-	22
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	1	-	-	-	-	3	4	3	-	-	2	3	19
	RIGA	2	1	2	4	3	1	3	6	9	2	5	2	45
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	1	-	-	1
	% OF YEAR TOTAL	4	1	3	5	4	1	17	19	19	6	10	6	100
1777	ST. PETERSBURG	-	-	2	-	-	-	2	3	4	-	1	-	16
	NARVA	-	-	-	-	-	-	9	-	-	-	4	-	16
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	6	-	1	-	1	2	14
	RIGA	-	-	2	2	-	2	17	-	4	4	12	3	50
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	2	-	5	3	1	3	37	3	11	5	19	6	100

SOURCES: GAA. PA 78/94-102

CONTINUED.

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1778	ST. PETERSBURG	-	-	1	-	-	-	1	4	6	5	1	4	26
	NARVA	-	-	1	-	-	-	5	1	-	1	1	-	11
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	2	-	-	-	2	1	2	-	-	1	12
	RIGA	-	-	2	3	-	1	6	8	9	7	3	4	46
	VIBORG	-	-	-	-	-	-	-	-	-	1	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	-	7	4	-	2	15	15	19	15	6	10	100
1779[12]	ST. PETERSBURG	-	-	2	-	-	3	-	8	-	2	1	4	24
	NARVA	-	-	-	-	-	5	-	-	-	1	1	-	10
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	3	-	2	-	1	-	11
	RIGA	2	1	-	2	-	8	10	2	3	3	12	-	47
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	2
	% OF YEAR TOTAL	3	1	4	3	-	17	17	12	6	9	18	4	100
1786	ST. PETERSBURG	-	1	3	-	1	-	1	3	5	2	1	3	23
	NARVA	-	-	-	1	-	-	3	3	-	-	2	-	12
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	1	2	1	-	-	6	1	1	-	3	-	9
	VIBORG	-	-	-	-	-	-	-	12	6	2	17	-	51
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	2	6	3	2	-	1	-	-	-	-	-	2
		-	2	6	3	2	-	12	21	14	6	25	3	100
1791	ST. PETERSBURG	-	2	3	-	-	1	-	3	1	-	1	-	17
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	-	-	-	-	-	-	-	-	-	-	-	4
	RIGA	-	-	6	-	1	3	5	6	19	16	5	-	69
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	2
	% OF YEAR TOTAL	3	3	12	2	1	7	5	12	22	17	8	-	100

SOURCES: GAA, PA 78/94-102

CONTINUED. .

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

PERCENTAGE OF NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1782	ST. PETERSBURG	1	-	1	2	-	-	1	-	2	2	-	-	13
	NARVA	-	-	-	-	-	-	-	1	-	-	-	-	2
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	4	-	3	1	2	1	7	11	12	8	7	5	67
	VIBORG	-	-	-	-	-	-	-	1	1	-	2	1	7
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	3
	% OF YEAR TOTAL	6	1	4	4	3	3	10	14	18	12	12	7	100
1783	ST. PETERSBURG	2	-	-	-	-	-	-	-	1	1	-	1	8
	NARVA	-	-	-	-	-	-	4	3	1	-	1	1	13
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	1	-	-	-	-	-	-	2	1	1	-	1	9
	RIGA	3	-	2	2	1	-	4	8	11	8	5	11	61
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	2
	% OF YEAR TOTAL	7	1	4	4	2	1	9	16	16	11	8	16	100
1784	ST. PETERSBURG	-	-	2	4	1	-	-	1	4	5	3	-	24
	NARVA	-	-	-	-	-	-	1	9	-	-	6	3	23
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	1	-	-	-	-	-	-	-	-	-	2
	RIGA	-	-	3	4	1	1	2	6	6	6	3	4	42
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	1	-	3
	% OF YEAR TOTAL	-	1	7	9	4	1	4	18	11	13	15	9	100
1785	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	-	-	-	5
	NARVA	-	-	-	1	-	-	14	3	-	4	4	2	31
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	2	-	-	-	5
	RIGA	-	1	-	-	1	2	8	9	9	4	5	4	49
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	2	1	-	-	-	-	5
	% OF YEAR TOTAL	-	3	-	3	2	2	26	17	13	9	11	7	100

SOURCES: GAA. PA 78/94-102

CONTINUED. .

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

		PERCENTAGE OF NUMBER OF SHIPS												
YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1780	ST. PETERSBURG	-	-	-	1	-	-	-	1	2	1	-	-	10
	NARVA	-	-	-	1	-	-	10	8	1	3	6	3	36
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	3
	RIGA	-	-	1	4	3	-	-	8	6	2	4	10	44
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	3
	ESERSBIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	-	1	8	6	-	13	19	11	9	13	14	100
1787	ST. PETERSBURG	-	-	-	-	-	-	-	-	-	1	1	1	8
	NARVA	-	-	1	-	-	-	14	3	-	6	8	1	37
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	8
	RIGA	-	1	5	3	-	-	5	6	8	2	4	4	44
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	ESERSBIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	-	2	8	4	2	-	22	12	10	11	15	8	100
1788	ST. PETERSBURG	-	-	3	3	-	-	-	-	2	4	1	-	18
	NARVA	-	-	-	1	-	1	15	3	-	12	-	1	37
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	1	3	1	-	-	2	7	3	9	4	-	37
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	ESERSBIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	% OF YEAR TOTAL	1	2	7	8	-	1	19	12	8	20	8	3	100
1789	ST. PETERSBURG	-	-	2	1	-	-	-	-	4	3	4	2	21
	NARVA	-	-	-	-	-	-	13	1	2	8	3	2	33
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	1	1	-	-	5
	RIGA	-	2	2	3	-	-	2	9	3	3	4	4	38
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESERSBIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	-	4	6	5	1	-	16	12	12	16	12	10	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

PERCENTAGE OF NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1790	ST. PETERSBURG	-	-	1	-	-	-	-	-	1	3	1	-	12
	NARVA	-	-	-	-	-	-	6	6	4	4	5	5	34
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	1	1	4
	RIGA	-	-	1	1	1	3	5	8	8	6	3	5	46
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	1	1	5	1	2	3	12	15	15	14	12	13	100
1791[13]	ST. PETERSBURG	1	3	-	-	-	-	-	2	-	1	2	2	17
	NARVA	-	-	-	-	-	-	9	14	-	3	10	6	45
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	1	1	-	-	-	6
	RIGA	-	-	-	-	-	1	2	7	7	1	5	2	30
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	1	3	-	1	1	2	12	28	10	7	18	11	100
1792	ST. PETERSBURG	-	-	-	-	-	-	-	-	2	1	2	-	8
	NARVA	-	-	-	-	-	9	10	1	7	1	6	-	39
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	2	-	4
	RIGA	-	4	2	1	-	2	4	4	5	4	13	-	44
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	1	6	3	2	-	12	16	8	15	9	28	-	100
1793	ST. PETERSBURG	-	-	-	-	-	-	1	1	2	1	4	3	13
	NARVA	-	-	1	-	-	-	-	2	3	-	-	1	8
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	1	1	2	2	-	2	3	10	6	8	7	19	68
	VIBORG	-	-	-	-	-	-	-	1	1	1	1	1	6
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	2	1	4	2	1	2	5	14	13	12	13	25	100

SOURCES: GAA. PA 78/94-102

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TABLE II.1.4 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1789	ST. PETERSBURG	1	-	-	-	-	-	-	-	2	2	-	-	9
	NARVA	-	-	-	-	-	2	11	1	4	8	2	-	32
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	-	2	2	1	-	5	7	11	5	2	4	4	47
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	2
	% OF YEAR TOTAL	2	2	4	2	1	8	20	14	13	16	7	5	100
1795[13]	ST. PETERSBURG	1	-	1	-	-	-	-	1	-	-	-	1	7
	NARVA	-	-	-	-	-	-	-	1	-	-	-	-	1
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	5	1	5	5	15	13	23	11	8	90
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	% OF YEAR TOTAL	1	-	1	5	1	5	5	19	13	23	11	7	100
1796[14]	ST. PETERSBURG	-	-	-	-	-	-	-	1	3	2	-	-	8
	NARVA	-	-	-	-	-	-	1	1	1	1	-	-	6
	REVAL	-	-	-	-	-	-	*1	-	1	-	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	1	-	-	-	3
	RIGA	3	3	1	1	-	3	15	8	7	4	2	3	54
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	1	-	1
	COURLAND	-	-	1	2	6	-	1	2	-	-	1	2	20
	% OF YEAR TOTAL	4	3	2	5	6	4	19	14	15	10	5	6	100
1797[15]	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	5	3	1	-	2	1	16
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	2	2	4	2	-	-	2	6	3	12	9	6	53
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	1
	COURLAND	1	1	1	3	3	2	1	1	-	1	2	2	22
	% OF YEAR TOTAL	4	4	6	6	4	3	10	10	6	14	15	9	100

SOURCES: GAA, PA 78/94-102

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TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1788	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	5	-	-	-	-	-	-	-	-	8
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	7	2	5	2	4	4	9	12	6	-	3	-	61
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	2	-	12	1	1	-	1	-	-	-	23
	% OF YEAR TOTAL	9	2	8	10	17	6	12	15	9	1	5	-	100
1789	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	-
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	11	-	-	-	-	-	-	-	-	-	11
	RIGA	11	-	-	-	-	11	-	-	-	11	-	-	33
	VIBORG	-	-	-	11	-	-	11	-	-	-	-	-	22
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	11	-	-	11	-	-	11	-	-	-	-	-	33
	% OF YEAR TOTAL	22	-	11	22	-	11	22	-	-	11	-	-	100
1790	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	1	4	3	-	-	1	11
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	4	-	-	-	4
	RIGA	-	1	-	1	1	-	12	11	17	4	3	1	55
	VIBORG	-	-	-	-	-	-	-	-	1	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	1	1	-	-	3
	COURLAND	-	-	-	-	1	7	3	1	7	-	-	-	22
	% OF YEAR TOTAL	-	1	-	1	3	7	17	17	36	7	3	3	100
1791	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	1	-	-	-	-	-	-	1
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	1	-	-	1
	RIGA	1	3	-	-	1	-	5	19	7	5	8	-	52
	VIBORG	-	-	-	-	-	1	-	-	-	1	-	1	5
	FREDERIKSHAMN	-	1	-	-	-	1	-	-	-	-	-	-	3
	COURLAND	-	1	-	-	-	1	7	12	3	1	5	-	33
	% OF YEAR TOTAL	1	7	-	-	1	7	19	31	10	10	19	1	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1892	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	2	3	4	1	4	-	18
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	-	2	2	-	1	10	11	4	7	10	9	-	63
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	1	-	5	1	1	-	-	-	-	-	13
	% OF YEAR TOTAL	-	2	4	2	7	12	16	9	15	13	15	-	100
1893[16]	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	1	-	-	-	1	-	-	-	-	-	-	-	3
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	1
	ESTONIA	1	-	-	-	-	1	-	1	-	-	-	-	5
	RIGA	1	-	2	5	1	11	26	6	2	6	3	1	70
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	-	8	4	-	1	-	-	2	18
	% OF YEAR TOTAL	4	1	2	6	2	21	32	8	4	8	4	4	100
1894	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	1	-	-	-	-	-	1	3	-	1	-	1	7
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	3	-	-	3
	RIGA	1	-	-	4	-	-	13	11	-	11	-	16	56
	VIBORG	-	-	-	1	-	-	-	1	-	1	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	1	-	-	2
	COURLAND	1	-	-	14	-	-	2	3	-	2	-	1	24
	% OF YEAR TOTAL	3	-	-	20	-	-	16	20	-	20	-	19	100
1895	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	1	1	-	-	-	1	1	2	2	-	10
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	1	1	-	1	-	5
	RIGA	-	-	5	1	1	-	7	25	7	8	6	2	65
	VIBORG	-	-	-	-	-	-	-	-	-	1	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	COURLAND	-	-	2	1	1	4	3	2	-	-	1	-	14
	% OF YEAR TOTAL	-	-	8	3	3	4	13	30	10	12	10	3	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1896	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	-	1	5	2	-	10
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	1	-	2	1	-	-	-	-	1	-	-	-	7
	RIGA	2	5	7	-	-	1	1	5	13	16	1	1	58
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	1	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	1	-	1	1	2	1	4	2	5	-	-	22
	% OF YEAR TOTAL	4	7	10	2	1	4	2	10	19	28	4	2	100
1897	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	-	-	6	6	-	3	6	21
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	3	-	6	3	-	-	12	3	3	-	3	34
	VIBORG	-	-	-	-	3	-	-	-	3	-	-	3	9
	FREDERIKSHAMN	-	-	-	-	-	-	-	3	-	-	-	-	3
	COURLAND	-	3	-	3	3	9	6	9	-	-	-	3	31
	% OF YEAR TOTAL	-	3	-	9	6	9	6	31	12	3	3	15	100
1898[17]		NO DATA AVAILABLE												
1899		NO DATA AVAILABLE												
1810		NO DATA AVAILABLE												
1811		NO DATA AVAILABLE												
1812		NO DATA AVAILABLE												
1813		NO DATA AVAILABLE												
1814[6]	ST. PETERSBURG	-	-	-	-	-	-	-	-	7	7	4	4	25
	NARVA	-	-	-	-	-	-	-	-	-	-	-	3	4
	REVAL	-	-	-	-	-	-	1	-	-	-	-	-	2
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	-
	RIGA	-	-	-	-	-	-	-	11	18	5	4	1	41
	VIBORG	-	-	-	-	-	-	-	-	1	-	1	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	-	5	8	3	4	-	1	-	21
	% OF YEAR TOTAL	-	-	-	-	-	5	8	17	31	13	13	10	100

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1915	ST. PETERSBURG	-	1	1	1	-	-	2	7	-	6	3	-	24
	NARVA	-	-	-	-	-	-	-	-	-	-	1	1	6
	REVAL	-	-	-	-	-	-	-	-	1	2	-	-	3
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	-	3	3	1	2	2	10	8	3	7	3	47
	VIBORG	-	-	-	-	-	-	-	-	-	-	1	1	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	2	1	-	3	1	1	1	-	12
	% OF YEAR TOTAL	-	1	5	4	4	5	6	23	12	14	14	5	100
1916[18]	ST. PETERSBURG	-	-	-	-	-	-	-	1	2	4	-	3	13
	NARVA	-	-	-	-	-	-	1	1	1	3	1	-	11
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	2
	RIGA	-	-	1	2	-	-	5	5	6	13	13	5	56
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	COURLAND	-	-	-	-	2	1	1	2	-	1	-	-	12
	% OF YEAR TOTAL	-	-	3	4	3	2	10	10	13	23	18	9	100
1917	ST. PETERSBURG	-	-	-	-	-	-	1	3	12	7	2	3	30
	NARVA	-	-	-	-	-	-	-	-	-	-	-	-	1
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	-	-	-	-	9	18	7	9	5	2	2	57
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	-
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	2	-	1	-	-	-	-	-	6
	% OF YEAR TOTAL	1	1	-	1	3	10	21	11	23	13	5	5	100
1918	ST. PETERSBURG	2	4	-	1	1	1	-	3	2	1	2	-	17
	NARVA	1	-	-	-	1	-	2	5	1	-	3	5	18
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	1	-	2	-	-	4
	RIGA	1	3	-	-	2	-	2	10	7	8	3	3	40
	VIBORG	-	-	-	-	-	-	-	-	1	1	1	1	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	3	2	1	2	2	2	-	-	14
	% OF YEAR TOTAL	4	7	-	1	9	3	6	21	13	14	9	9	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	% OF RUSSIA TOTAL
1819	ST. PETERSBURG	-	-	-	-	-	-	-	-	1	4	2	1	13
	NARVA	1	-	-	-	-	2	5	7	4	2	-	-	24
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	2	-	-	-	-	4
	RIGA	-	-	-	-	-	2	3	13	4	4	5	4	41
	VIBORG	-	-	-	-	-	-	-	3	-	-	-	-	4
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	1	1	2	4	-	-	-	-	12
	% OF YEAR TOTAL	3	1	1	-	2	6	11	31	12	12	8	7	100
1820	ST. PETERSBURG	2	-	1	-	-	-	-	-	5	6	1	3	20
	NARVA	1	1	-	2	-	-	-	2	-	3	1	-	13
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	-	-	-	-	-	1
	RIGA	-	2	2	6	1	1	6	5	8	6	3	3	46
	VIBORG	-	-	-	-	-	-	1	1	-	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	-
	COURLAND	-	-	-	-	-	1	2	1	-	-	-	-	7
	% OF YEAR TOTAL	3	3	3	10	2	9	11	10	15	17	5	10	100
1821	ST. PETERSBURG	-	-	-	-	-	-	-	1	6	2	-	1	14
	NARVA	-	-	-	-	-	-	1	1	1	1	-	-	8
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	-	-	-	-	3
	RIGA	-	1	1	-	-	4	12	7	7	14	3	-	53
	VIBORG	-	-	-	-	-	-	-	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	-	-	-	-	-	-	1
	COURLAND	-	-	-	6	-	2	-	-	-	2	-	-	14
	% OF YEAR TOTAL	-	2	3	9	-	7	18	12	17	21	4	2	100
1822	ST. PETERSBURG	-	-	4	-	-	-	-	-	3	1	3	1	14
	NARVA	-	3	-	-	1	-	8	-	3	3	1	1	22
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	1	-	1	-	4
	RIGA	3	8	3	3	3	-	14	-	1	1	8	-	46
	VIBORG	-	-	-	-	1	-	1	-	-	-	-	-	3
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	-	-	-	-	1
	COURLAND	-	1	-	-	1	-	-	-	-	1	-	-	6
	% OF YEAR TOTAL	3	12	8	3	9	-	27	-	9	8	14	3	100

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.1.A BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM DISTRIBUTED ACCORDING TO PORTS OF DEPARTURE AND REGISTERED MONTH OF ARRIVAL IN PERCENTAGES OF BOTH

YEAR	PORTS OF DEPARTURE	PERCENTAGE OF NUMBER OF SHIPS												% OF RUSSIA TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1823[19]	ST. PETERSBURG	-	-	1	-	-	-	-	-	-	-	-	-	1
	NARVA	-	-	-	1	-	-	3	4	4	4	2	2	20
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	1	-	1	-	3
	RIGA	-	-	-	4	1	-	12	15	11	5	10	1	59
	VIBORG	-	-	-	-	-	-	-	1	-	1	-	-	2
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	1	-	-	-	2
	COURLAND	-	-	-	-	2	-	8	3	-	-	-	-	13
	% OF YEAR TOTAL	-	-	1	5	3	-	24	24	17	10	13	3	100
1824	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	2	2	8	12	3	-	1	29
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	1	-	3	-	-	-	4
	RIGA	1	1	-	1	2	14	3	4	11	5	-	1	47
	VIBORG	-	-	-	-	-	-	-	1	4	-	-	-	5
	FREDERIKSHAMN	-	-	-	-	-	-	1	-	1	-	-	-	2
	COURLAND	-	-	1	-	2	4	-	-	1	1	-	-	10
	% OF YEAR TOTAL	1	1	1	1	4	21	8	13	34	10	-	2	100
1825[20]	ST. PETERSBURG	NO DATA AVAILABLE												
	NARVA	-	-	-	-	-	3	7	14	3	-	-	-	29
	REVAL	-	-	-	-	-	-	-	-	-	-	-	-	-
	ESTONIA	-	-	-	-	-	-	-	3	-	-	-	-	3
	RIGA	-	-	3	-	-	5	5	18	1	-	-	-	35
	VIBORG	-	-	-	-	-	-	-	1	-	-	-	-	1
	FREDERIKSHAMN	-	-	-	-	-	-	-	1	-	-	-	-	1
	COURLAND	-	-	-	-	11	7	3	5	-	-	-	-	27
	% OF YEAR TOTAL	-	-	3	-	11	19	19	46	5	-	-	-	100

SOURCES: GAA, PA 78/94-102

TABLE II.2 BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	3	25	154	5	1	8	112	3	2	17	486	15	2	17	626	19	4	33	1634	57	-	-	-	-	-	-	-	-
1710[3]	4	15	202	3	4	15	620	10	13	50	3428	54	3	12	1052	17	1	4	460	7	1	4	554	9	-	-	-	-
1711[4]	5	83	284	56	-	-	-	-	1	17	220	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	6	67	306	42	3	33	420	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	5	16	318	5	7	23	1146	17	14	45	3488	51	4	13	1404	21	1	3	462	7	-	-	-	-	-	-	-	-
1714[6]	19	54	1356	26	7	20	868	17	4	11	1120	22	4	11	1362	26	1	3	492	9	-	-	-	-	-	-	-	-
1715[7]	13	39	884	19	13	39	1906	40	5	15	1264	27	2	6	690	15	-	-	-	-	-	-	-	-	-	-	-	-
1716	27	25	2148	9	32	29	4900	22	28	26	7076	31	14	13	4878	22	7	6	3108	14	1	1	520	2	-	-	-	-
1717	22	17	1564	6	37	29	5598	20	51	39	12842	47	14	11	4654	17	6	5	2798	10	-	-	-	-	-	-	-	-
1718	9	9	626	3	27	28	3972	17	34	35	9020	39	24	25	8492	37	2	2	864	4	-	-	-	-	-	-	-	-
1719	22	21	1694	7	26	25	3958	17	34	32	8758	37	15	14	5232	22	9	8	3956	17	-	-	-	-	-	-	-	-
1720	35	21	2372	6	32	20	5160	13	44	27	11252	28	23	14	8306	21	29	18	12862	32	-	-	-	-	-	-	-	-
1721	32	19	2198	5	33	20	4906	12	47	28	11678	28	28	17	10110	24	29	17	12966	31	-	-	-	-	-	-	-	-
1722	22	12	1690	4	51	27	7762	16	53	28	13234	28	34	18	12334	26	27	14	11868	25	1	1	560	1	-	-	-	-
1723	24	15	1818	5	45	29	7034	19	42	27	10340	28	23	15	8162	22	21	14	9254	25	-	-	-	-	-	-	-	-
1724	48	21	3530	7	71	31	10806	21	39	17	9948	19	46	20	16390	32	24	11	10484	20	-	-	-	-	-	-	-	-
1725	55	16	4206	6	106	32	16216	21	81	24	20594	27	66	20	23178	31	26	8	11346	15	-	-	-	-	-	-	-	-
1726	40	12	3120	4	116	35	17374	24	82	25	20690	28	73	22	25650	35	16	5	6996	9	-	-	-	-	-	-	-	-
1727	21	8	1946	3	85	33	13270	23	79	31	19720	34	67	26	22234	38	4	2	1724	3	-	-	-	-	-	-	-	-
1728	29	10	2428	4	99	33	15324	23	104	35	26334	40	62	21	20064	31	-	-	-	-	2	1	1072	2	-	-	-	-
1729	13	6	1120	2	59	26	9476	16	88	38	22264	39	62	27	20548	36	8	3	3586	6	1	0	546	1	-	-	-	-
1730	21	6	1640	3	104	29	16410	20	155	43	38854	47	74	21	24024	29	2	1	868	1	1	0	520	1	-	-	-	-
1731	21	6	1742	2	111	29	17504	20	159	42	39386	45	86	23	28264	32	1	0	406	0	1	0	508	1	-	-	-	-
1732	22	6	1838	2	70	20	11096	13	154	44	38528	45	105	30	34602	40	1	0	402	0	-	-	-	-	-	-	-	-
1733	21	6	1612	2	66	20	10628	13	141	42	36050	43	103	31	34154	41	3	1	1272	2	-	-	-	-	-	-	-	-
1734	14	4	1054	1	109	28	16650	18	129	34	32228	34	130	34	43080	46	2	1	950	1	1	0	586	1	-	-	-	-
1735	8	3	678	1	75	25	12078	16	93	31	23310	30	119	40	36134	51	4	1	1752	2	-	-	-	-	-	-	-	-
1736	18	6	1518	2	74	25	12300	17	108	37	27228	37	89	30	29742	41	3	1	1334	2	1	0	540	1	-	-	-	-
1737	15	5	1118	1	82	25	13264	16	116	36	29042	36	109	34	36300	45	3	1	1296	2	-	-	-	-	-	-	-	-
1738	19	4	1620	2	105	24	17179	16	167	39	42074	39	134	31	44694	41	5	1	2166	2	-	-	-	-	-	-	-	-
1739	13	4	994	1	94	27	15216	17	116	33	29312	33	113	32	37820	42	11	3	4838	5	2	1	1200	1	-	-	-	-
1740	42	10	3274	3	140	33	22058	21	93	22	23276	22	123	29	41436	40	19	4	8714	8	9	2	4922	5	1	0	708	1
1741	47	11	3686	4	146	35	22366	23	91	22	22768	24	128	30	43388	45	9	2	3944	4	1	0	552	1	-	-	-	-
1742	48	14	3718	5	80	23	12354	16	146	41	35614	46	77	22	25522	33	1	0	416	1	-	-	-	-	-	-	-	-
1743	30	8	2384	3	77	21	12152	13	120	33	30000	33	132	36	44328	49	3	1	1294	1	-	-	-	-	-	-	-	-
1744[8]	26	9	2126	3	114	38	17094	25	81	27	20160	30	78	26	26436	39	3	1	1246	2	-	-	-	-	-	-	-	-
1745	19	7	1492	2	68	24	10424	15	82	29	21054	30	109	39	37182	53	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 74/94-102

CONTINUED...

TABLE II.2 BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	20	9	1666	3	57	23	9172	14	67	27	16904	27	93	38	31530	50	6	2	2706	4	-	-	-	-	2	1	1312	2
1747	32	13	2548	4	78	31	12258	21	61	24	15074	26	78	31	26202	45	5	2	2116	4	1	0	516	1	-	-	-	-
1748	25	10	2016	4	71	30	10884	20	73	31	18160	33	67	28	22682	41	1	0	408	1	2	1	1058	2	-	-	-	-
1749	26	10	2208	3	74	27	10848	17	82	30	20684	32	89	33	30230	47	1	0	408	1	-	-	-	-	-	-	-	-
1750	26	10	2258	3	62	23	9168	14	92	34	23414	36	86	32	29342	45	2	1	896	1	-	-	-	-	-	-	-	-
1751	16	7	1320	2	53	23	7874	13	59	26	15436	26	98	43	33478	56	1	0	408	1	3	1	1582	3	-	-	-	-
1752[9+10]	26	10	2208	4	76	29	11342	18	62	24	15564	25	94	36	32302	52	2	1	836	1	-	-	-	-	-	-	-	-
1753	20	8	1424	2	80	31	12362	20	65	27	16980	27	87	34	29910	48	3	1	1206	2	-	-	-	-	-	-	-	-
1754	24	9	1952	3	89	32	13560	21	68	25	16416	25	90	33	31100	48	4	1	1654	3	-	-	-	-	-	-	-	-
1755	29	14	2324	5	44	22	6824	14	47	23	11180	23	74	37	25826	52	8	4	3332	7	-	-	-	-	-	-	-	-
1756	20	13	1726	5	53	34	8082	23	48	31	11746	34	33	21	11656	34	3	2	1310	4	-	-	-	-	-	-	-	-
1757	10	6	820	2	57	35	8784	23	49	30	11850	31	42	26	14768	38	4	2	1684	4	-	-	-	-	1	1	800	2
1758	10	5	858	2	73	39	11138	25	43	23	10394	23	54	29	19070	43	7	4	2852	6	-	-	-	-	-	-	-	-
1759	5	2	452	1	69	29	11042	18	62	26	15500	25	89	38	31644	51	9	4	3704	6	-	-	-	-	-	-	-	-
1760	5	2	446	1	66	32	10868	20	57	28	13646	25	61	29	21860	40	18	9	7666	14	-	-	-	-	-	-	-	-
1761	9	4	730	1	80	34	13444	23	60	26	14474	24	69	30	24312	41	13	6	5480	9	2	1	1068	2	-	-	-	-
1762	2	1	116	0	70	30	12042	19	64	27	15514	24	69	29	24466	38	25	11	10600	16	3	1	1616	2	1	0	618	1
1763	8	3	686	1	81	33	13540	22	78	32	19116	31	57	23	19962	33	19	8	7932	13	-	-	-	-	-	-	-	-
1764	5	2	448	1	67	27	10912	17	83	33	19920	30	73	29	25634	39	21	8	8746	13	-	-	-	-	-	-	-	-
1765	1	0	80	0	58	23	8776	14	72	32	17370	28	75	34	26188	42	21	9	8776	14	1	0	532	1	-	-	-	-
1766	8	3	712	1	74	27	11674	16	85	31	20954	28	87	31	30572	41	24	9	9958	13	-	-	-	-	-	-	-	-
1767	-	-	-	-	58	30	9586	18	58	30	13930	27	54	28	18958	36	22	11	9266	18	1	1	550	1	-	-	-	-
1768	2	1	184	0	82	32	13282	20	70	28	17234	25	72	28	25552	38	26	10	10786	16	1	0	598	1	-	-	-	-
1769	7	2	612	1	91	30	15008	19	89	30	21806	27	77	26	27718	34	32	11	13458	17	2	1	1090	1	1	0	800	1
1770	1	0	80	0	50	23	8524	13	65	29	15756	25	70	32	25112	39	34	15	14220	22	1	0	560	1	-	-	-	-
1771	2	1	162	0	67	38	11214	25	53	30	12362	28	37	21	13222	30	16	9	6698	15	-	-	-	-	1	1	670	2
1772	8	3	638	1	122	39	19800	26	85	28	20308	26	60	19	21290	28	30	10	12550	16	4	1	2196	3	-	-	-	-
1773	8	3	700	1	111	40	17470	24	60	21	14636	20	57	20	20488	28	40	14	16886	23	3	1	1612	2	1	0	620	1
1774	7	2	578	1	106	34	17450	20	83	26	19514	23	61	19	21898	26	51	16	21718	25	5	2	2860	3	2	1	1298	2
1775[11]	1	4	90	2	17	63	3028	58	9	33	2068	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	5	3	530	1	79	34	12778	20	50	22	12302	19	34	15	12236	19	57	25	24358	38	2	1	1186	2	1	0	692	1
1777	2	1	156	0	82	33	13544	19	61	25	15096	21	40	16	14236	20	59	24	25376	36	2	1	1066	2	2	1	1348	2
1778	6	2	502	1	95	36	15266	21	60	23	14276	20	39	15	13466	19	60	23	25990	36	1	0	538	1	4	2	2740	4
1779[12]	5	2	416	1	75	33	11766	19	64	28	15046	24	19	8	6636	11	57	25	24782	40	2	1	1024	2	3	1	2264	4
1780	1	0	66	0	57	25	9468	14	78	34	18370	27	22	10	7758	11	57	25	25252	37	9	4	4884	7	3	1	2000	3
1781	16	16	1254	6	44	43	6666	33	31	30	7314	36	7	7	2408	12	2	2	878	4	1	1	508	2	2	2	1452	7
1782	18	8	1456	3	120	53	17780	39	55	24	12688	28	10	4	3548	8	21	9	9284	20	1	0	562	1	-	-	-	-
1783	10	4	808	1	102	38	15930	23	78	29	18778	28	23	9	7962	12	52	19	23004	34	3	1	1538	2	-	-	-	-
1784	5	2	320	0	76	29	12568	17	85	33	20678	29	28	11	9708	13	63	24	27788	38	1	0	530	1	1	0	706	1
1785	2	1	192	0	69	30	11256	17	64	28	15720	24	25	11	8860	13	66	29	29134	44	1	0	516	1	-	-	-	-
1786	7	3	592	1	49	23	7700	12	56	27	13462	21	26	12	9020	14	70	33	31416	50	1	0	508	1	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 79/94-102

CONTINUED...

TABLE II.C BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	3	1	220	0	90	39	13864	21	46	20	11128	17	18	8	6252	10	73	32	32536	50	1	0	504	1	-	-	-	-
1788	5	2	446	1	54	26	8516	14	64	30	16006	26	16	8	5430	9	72	34	32144	51	-	-	-	-	-	-	-	-
1789	10	4	344	1	51	21	8254	11	78	32	19248	27	23	10	8216	11	77	32	34184	47	3	1	1528	2	-	-	-	-
1790	11	4	896	1	72	27	11604	16	72	27	17284	23	30	11	10702	14	77	29	34286	46	-	-	-	-	-	-	-	-
1791[13]	10	5	756	1	45	21	7276	11	54	25	13288	20	28	13	5934	15	79	37	35004	53	-	-	-	-	-	-	-	-
1792	7	3	558	1	54	24	9714	13	58	26	13966	21	22	10	7802	12	79	36	35330	53	1	0	506	1	-	-	-	-
1793	25	13	1960	5	87	46	12952	35	48	26	11464	31	12	6	4128	11	16	9	6918	18	-	-	-	-	-	-	-	-
1794	17	7	1410	2	101	43	15194	25	36	15	8736	14	8	3	2734	5	73	31	32398	54	-	-	-	-	-	-	-	-
1795[13]	6	12	496	5	33	65	4836	58	10	20	2262	27	1	2	392	5	1	2	410	5	-	-	-	-	-	-	-	-
1796[14]	32	12	2762	6	152	59	22300	47	49	19	11452	24	10	4	3422	7	15	6	6540	14	1	0	532	1	-	-	-	-
1797[15]	6	3	440	1	102	56	15638	39	37	20	9040	23	17	9	6006	15	20	11	8926	22	-	-	-	-	-	-	-	-
1798	14	13	1054	5	64	58	9974	49	22	20	5020	24	4	4	1344	7	7	6	3106	15	-	-	-	-	-	-	-	-
1799	1	11	100	7	6	67	816	60	2	22	444	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	3	5	292	2	35	56	5378	39	17	27	3788	27	-	-	-	-	3	5	1284	9	1	2	508	4	4	6	2666	19
1801	6	11	544	5	29	51	4196	38	17	30	3932	36	2	4	650	6	1	2	416	4	-	-	-	-	2	4	1292	12
1802	9	4	900	1	109	45	16958	25	61	25	14736	22	14	6	4836	7	8	3	3544	5	6	2	3308	5	35	14	23534	35
1803[16]	10	5	856	2	112	59	17320	44	49	26	11712	30	7	4	2370	6	-	-	-	-	4	2	2092	5	7	4	5280	13
1804	7	8	560	3	59	66	9344	58	18	20	4058	25	4	4	1364	8	-	-	-	-	-	-	-	-	1	1	802	5
1805	19	10	1630	4	122	63	19406	53	40	21	9482	26	8	4	2658	7	4	2	1826	5	1	1	586	2	1	1	802	2
1806	3	4	268	2	36	54	5104	39	21	31	5066	39	4	6	1260	10	1	1	416	3	2	3	1044	8	-	-	-	-
1807	7	22	560	12	19	59	2478	53	5	16	1214	26	1	3	392	8	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	14	12	1110	5	55	48	8012	38	34	30	7944	38	10	9	3494	17	1	1	406	2	-	-	-	-	-	-	-	-
1915	22	14	1792	6	75	46	11444	39	45	29	10206	35	5	3	1808	6	3	2	1286	4	2	1	1094	4	3	2	1916	6
1816[18]	26	12	1922	4	109	50	16526	38	52	24	12512	28	13	6	4290	10	4	2	1742	4	5	2	2778	6	7	3	4384	10
1817	50	10	4682	4	284	49	44294	38	173	30	41316	36	34	6	11324	10	13	2	5666	5	2	0	1066	1	11	2	7972	7
1818	9	9	708	3	49	51	7449	32	22	23	5272	23	4	4	1292	6	1	1	408	2	2	2	1158	5	9	9	6634	29
1819	16	13	1272	5	70	57	10570	42	24	20	5452	22	2	2	722	3	3	2	1412	6	1	1	510	2	7	6	5012	20
1820	11	9	922	3	79	61	12184	44	23	18	5412	19	4	3	1462	5	4	3	1760	6	-	-	-	-	8	6	6160	22
1821	14	11	1188	4	71	55	11186	42	32	25	7458	28	3	2	1030	4	1	1	486	2	1	1	520	2	6	5	4832	18
1822	8	13	848	5	34	55	4904	35	11	18	2468	18	3	5	992	7	-	-	-	-	-	-	-	-	6	10	5000	36
1823[19]	12	12	894	4	45	45	6976	32	30	30	7020	32	6	6	2028	9	1	1	496	2	2	2	1072	5	4	4	3392	16
1824	8	9	580	3	53	61	8676	52	18	21	4058	24	6	7	2004	12	-	-	-	-	1	1	542	3	1	1	858	5
1825[20]	10	19	760	8	32	59	5032	56	8	15	1710	19	3	6	1086	12	1	2	440	5	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

TABLE II.2.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				C 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	3	43	934	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	1	11	70	4	6	67	992	62	2	22	540	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	3	38	204	21	4	50	540	54	1	13	250	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	1	13	90	5	1	13	140	8	5	63	1280	69	1	13	340	18	-	-	-	-	-	-	-	-	-	-	-	-
1719	7	47	552	30	7	47	1010	56	1	7	252	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1720	8	42	566	16	4	21	668	19	3	16	720	21	3	16	1120	32	1	5	420	12	-	-	-	-	-	-	-	-
1721	10	71	714	45	2	14	262	18	2	14	500	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	9	50	630	29	5	28	576	24	3	17	730	30	1	6	400	17	-	-	-	-	-	-	-	-	-	-	-	-
1723	8	38	596	19	6	29	792	25	6	29	1410	45	1	5	340	11	-	-	-	-	-	-	-	-	-	-	-	-
1724	23	55	1712	32	11	26	1496	28	7	17	1780	33	1	2	340	6	-	-	-	-	-	-	-	-	-	-	-	-
1725	25	60	1996	42	12	29	1568	33	5	12	1198	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	18	31	1468	17	31	53	4338	52	9	15	2284	27	1	2	308	4	-	-	-	-	-	-	-	-	-	-	-	-
1727	9	31	722	19	14	54	2082	55	3	12	684	18	1	4	302	8	-	-	-	-	-	-	-	-	-	-	-	-
1728	11	26	910	15	28	65	4060	68	4	9	964	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1729	2	14	170	7	10	71	1648	72	2	14	460	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1730	7	26	600	15	14	52	1934	49	6	22	1376	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1731	6	19	504	9	17	53	2508	47	7	22	1636	31	2	6	682	13	-	-	-	-	-	-	-	-	-	-	-	-
1732	7	27	602	14	10	38	1558	35	7	27	1562	35	2	8	716	16	-	-	-	-	-	-	-	-	-	-	-	-
1733	10	53	802	30	6	32	1004	37	2	11	460	17	-	-	-	-	1	5	420	16	-	-	-	-	-	-	-	-
1734	5	14	396	8	23	64	2980	57	7	19	1558	30	1	3	324	6	-	-	-	-	-	-	-	-	-	-	-	-
1735	6	25	514	14	12	50	1846	50	6	25	1298	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736	11	31	940	18	16	46	2190	42	8	23	2136	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1737	6	12	504	5	19	37	2802	26	23	44	5998	56	4	8	1404	13	-	-	-	-	-	-	-	-	-	-	-	-
1738	9	11	784	4	28	33	4162	23	32	38	8110	45	15	18	5010	28	-	-	-	-	-	-	-	-	-	-	-	-
1739	2	6	194	3	15	47	2246	36	13	41	3110	50	2	6	648	10	-	-	-	-	-	-	-	-	-	-	-	-
1740	9	20	764	9	17	39	2348	29	12	27	3108	38	6	14	1976	24	-	-	-	-	-	-	-	-	-	-	-	-
1741	9	9	650	3	28	29	4274	18	25	26	6388	26	29	30	5806	40	6	6	2628	11	1	1	552	2	-	-	-	-
1742	6	13	488	5	17	36	2356	25	18	38	4614	48	5	11	1672	18	1	2	416	4	-	-	-	-	-	-	-	-
1743	10	25	894	13	18	45	2540	36	7	17	1754	25	3	7	980	14	2	5	886	13	-	-	-	-	-	-	-	-
1744	7	13	554	7	36	68	5036	61	8	15	1984	24	2	4	704	9	-	-	-	-	-	-	-	-	-	-	-	-
1745	9	29	648	16	20	65	2816	71	2	6	482	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 78/94-102

CONTINUED ..

TABLE II.2.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	6	19	520	9	10	32	1436	24	11	35	2706	45	4	13	1376	23	-	-	-	-	-	-	-	-	-	-	-	-
1747	15	26	1260	15	32	56	4674	54	8	14	1836	21	-	-	-	-	2	4	856	10	-	-	-	-	-	-	-	-
1748	9	30	756	17	15	50	1900	42	4	13	928	21	1	3	370	8	-	-	-	-	1	3	544	12	-	-	-	-
1749	1	9	256	5	25	76	3152	67	5	15	1294	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1750	6	30	556	18	10	50	1492	49	4	20	1010	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1751	12	32	968	15	16	43	2244	38	6	16	1492	25	2	5	682	12	-	-	-	-	1	3	512	9	-	-	-	-
1752	7	16	636	10	29	67	4122	63	7	16	1816	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753	8	17	562	8	34	72	4890	73	5	11	1226	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1754	6	17	436	11	27	77	3750	80	2	6	424	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	9	39	716	25	12	52	1670	59	2	9	432	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	16	35	1436	24	25	54	3440	57	5	11	1172	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	4	9	306	4	32	68	4844	57	8	17	1842	22	2	4	710	8	-	-	-	-	-	-	-	-	1	2	800	9
1758	1	1	58	1	28	76	4116	65	7	19	1884	30	1	3	304	5	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	29	71	4824	63	12	29	2884	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	1	4	100	2	15	54	2498	43	8	29	1826	31	4	14	1430	24	-	-	-	-	-	-	-	-	-	-	-	-
1761	1	7	72	2	6	40	960	29	6	40	1570	47	2	13	724	22	-	-	-	-	-	-	-	-	-	-	-	-
1762	2	5	116	2	23	62	3930	51	6	16	1594	21	5	14	1616	21	1	3	420	5	-	-	-	-	-	-	-	-
1763	2	5	144	2	15	41	2528	30	15	41	3890	46	4	11	1398	17	1	3	462	5	-	-	-	-	-	-	-	-
1764	-	-	-	-	17	74	2748	66	6	26	1440	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	-	-	-	-	13	50	2398	38	6	23	1490	24	7	27	2382	38	-	-	-	-	-	-	-	-	-	-	-	-
1766	1	3	100	1	13	43	2178	33	11	37	2724	41	5	17	1666	25	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	17	40	2848	30	21	49	5110	54	5	12	1588	17	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	10	28	1886	21	19	53	4766	53	7	19	2380	26	-	-	-	-	-	-	-	-	-	-	-	-
1769	3	7	276	3	16	36	2744	26	21	47	5108	49	2	4	640	6	1	2	444	4	1	2	510	5	1	2	800	8
1770	-	-	-	-	10	45	1686	33	8	36	1974	39	4	18	1374	27	-	-	-	-	-	-	-	-	-	-	-	-
1771	2	7	162	3	11	41	1894	33	11	41	2714	47	3	11	998	17	-	-	-	-	-	-	-	-	-	-	-	-
1772	1	3	98	1	16	44	2592	36	18	50	4272	59	1	3	312	4	-	-	-	-	-	-	-	-	-	-	-	-
1773	3	7	262	3	24	60	3840	51	12	30	3022	40	1	2	392	5	-	-	-	-	-	-	-	-	-	-	-	-
1774	2	5	190	2	15	41	2486	31	15	41	3610	45	4	11	1346	17	1	3	440	5	-	-	-	-	-	-	-	-
1775	1	4	90	2	17	63	3028	58	9	33	2068	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	12	75	1784	65	4	25	976	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	1	2	40	1	32	76	5100	69	9	19	1944	26	1	2	320	4	-	-	-	-	-	-	-	-	-	-	-	-
1778	4	8	390	3	45	63	7558	54	16	23	3708	27	5	7	1748	13	1	1	500	4	-	-	-	-	-	-	-	-
1779	2	4	164	2	38	69	5940	55	10	18	2618	23	-	-	-	-	4	7	1756	16	1	2	520	5	-	-	-	-
1780	1	2	56	1	27	51	4230	37	20	38	4956	44	3	6	984	9	-	-	-	-	2	4	1052	9	-	-	-	-
1781	2	11	164	5	8	44	1264	35	7	39	1828	51	1	6	320	9	-	-	-	-	-	-	-	-	-	-	-	-
1782	3	10	268	5	17	55	2264	43	8	26	1852	34	3	10	1016	19	-	-	-	-	-	-	-	-	-	-	-	-
1783	1	4	72	1	8	35	1438	27	10	43	2320	43	3	13	1016	19	1	4	500	9	-	-	-	-	-	-	-	-
1784	1	2	20	0	23	36	3996	27	31	48	7604	52	8	13	2720	18	1	2	420	3	-	-	-	-	-	-	-	-
1785	-	-	-	-	4	33	656	24	8	67	2026	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	1	5	100	2	12	55	1870	47	9	41	2038	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 7823A-102

CONTINUED...

TABLE II.2.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	1	5	58	2	11	58	1694	48	7	37	1746	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	2	5	178	2	16	42	2580	34	18	47	4186	55	2	5	620	8	-	-	-	-	-	-	-	-	-	-	-	-
1789	6	12	462	5	21	41	3250	32	20	39	4920	48	3	6	1078	11	1	2	438	4	-	-	-	-	-	-	-	-
1790	2	6	198	3	10	30	1590	22	18	55	4342	61	3	9	980	14	-	-	-	-	-	-	-	-	-	-	-	-
1791	2	5	190	2	11	30	1926	22	18	49	4802	52	6	16	2084	24	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	5	26	880	19	10	53	2400	52	4	21	1336	29	-	-	-	-	-	-	-	-	-	-	-	-
1793	2	8	164	3	12	46	1880	38	11	42	2582	52	1	4	324	7	-	-	-	-	-	-	-	-	-	-	-	-
1794	3	13	252	6	10	43	1556	34	9	39	2252	50	-	-	-	-	1	4	426	9	-	-	-	-	-	-	-	-
1795	1	25	90	7	1	25	168	24	2	50	484	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	3	13	236	6	14	61	2064	52	4	17	954	24	2	9	688	17	-	-	-	-	-	-	-	-	-	-	-	-
1797[15]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803[16]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814	5	17	366	7	15	52	2174	42	6	21	1478	29	2	7	696	14	1	3	406	8	-	-	-	-	-	-	-	-
1815	7	18	562	8	16	42	2414	36	13	34	2964	44	1	3	398	6	1	3	408	6	-	-	-	-	-	-	-	-
1816	4	13	320	7	19	63	2780	57	7	23	1772	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	24	13	2046	6	88	49	13026	38	44	25	10386	31	13	7	4342	13	8	4	3482	10	-	-	-	-	1	1	704	2
1818	1	6	82	3	10	59	1570	49	5	29	1230	39	1	6	312	10	-	-	-	-	-	-	-	-	-	-	-	-
1819	2	13	136	5	10	63	1570	60	4	25	924	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	3	11	254	6	21	78	3044	76	3	11	732	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	7	37	596	24	9	47	1236	50	3	16	654	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	1	11	88	7	8	89	1114	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	1	**	42	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

TABLE II.2.B BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]	NO DATA AVAILABLE																											
1709[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	1	11	60	2	-	-	-	-	3	33	798	27	2	22	792	27	3	33	1286	44	-	-	-	-	-	-	-	-
1720	2	9	120	1	1	4	120	1	2	9	472	6	7	30	2542	31	11	48	4888	60	-	-	-	-	-	-	-	-
1721	2	4	156	1	1	2	104	1	8	17	2004	12	14	30	5122	30	22	47	9832	57	-	-	-	-	-	-	-	-
1722	1	2	60	0	3	6	476	3	12	23	2968	16	19	37	6926	38	16	31	7066	39	1	2	560	3	-	-	-	-
1723	-	-	-	-	1	3	200	2	5	17	1178	11	11	37	3988	36	13	43	5766	52	-	-	-	-	-	-	-	-
1724	3	4	228	1	3	4	482	2	10	14	2694	10	37	50	13266	81	21	28	9106	38	-	-	-	-	-	-	-	-
1725	-	-	-	-	5	4	906	2	37	30	9826	24	58	48	20400	50	22	18	9656	23	-	-	-	-	-	-	-	-
1726	-	-	-	-	7	7	1288	4	17	16	4598	14	58	60	20464	62	15	15	6872	20	-	-	-	-	-	-	-	-
1727	1	1	100	0	3	3	448	2	37	38	9642	33	55	56	18332	62	2	2	836	3	-	-	-	-	-	-	-	-
1728	2	2	180	1	11	9	1754	5	51	43	13338	41	54	46	17472	53	-	-	-	-	-	-	-	-	-	-	-	-
1729	1	1	80	0	3	3	512	2	40	43	10648	40	48	52	15580	58	-	-	-	-	-	-	-	-	-	-	-	-
1730	2	1	148	0	8	4	842	2	73	53	19084	49	58	42	16672	48	-	-	-	-	-	-	-	-	-	-	-	-
1731	-	-	-	-	4	2	706	2	88	55	22576	50	69	42	22222	49	-	-	-	-	-	-	-	-	-	-	-	-
1732	1	0	68	0	9	4	1560	3	103	49	26528	44	96	46	31894	53	-	-	-	-	-	-	-	-	-	-	-	-
1733	-	-	-	-	5	3	862	1	94	47	24598	42	98	49	32440	56	1	1	440	1	-	-	-	-	-	-	-	-
1734	1	1	86	0	4	2	598	1	68	35	17828	31	119	62	39488	68	-	-	-	-	-	-	-	-	-	-	-	-
1735	-	-	-	-	-	-	-	-	35	28	9328	24	90	71	29804	75	1	1	436	1	-	-	-	-	-	-	-	-
1736	-	-	-	-	1	1	196	1	24	28	6402	24	60	71	20010	75	-	-	-	-	-	-	-	-	-	-	-	-
1737	1	1	54	0	4	3	764	2	34	28	9006	24	81	67	26926	72	1	1	436	1	-	-	-	-	-	-	-	-
1738	-	-	-	-	5	3	814	2	55	34	14810	29	103	63	34262	68	1	1	436	1	-	-	-	-	-	-	-	-
1739	1	1	90	0	1	1	148	0	43	34	11758	30	82	64	27206	69	1	1	444	1	-	-	-	-	-	-	-	-
1740	1	1	78	0	2	2	316	1	19	19	5396	17	75	75	25046	77	1	1	432	1	2	2	1132	3	-	-	-	-
1741	-	-	-	-	4	4	590	2	18	19	4748	15	72	74	24268	78	3	3	1316	4	-	-	-	-	-	-	-	-
1742	5	4	412	1	6	5	834	3	43	38	11218	35	60	53	19788	61	-	-	-	-	-	-	-	-	-	-	-	-
1743	10	5	778	1	5	3	838	1	60	31	16046	28	119	61	39938	69	1	1	408	1	-	-	-	-	-	-	-	-
1744	3	3	256	1	1	1	122	0	18	21	5060	19	64	74	21686	80	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	-	3	2	562	1	33	27	9210	24	85	70	28930	75	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 74/94-102

CONTINUED...

TABLE II.2.B BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	-	-	-	-	-	-	-	-	16	19	4456	16	68	79	22968	81	2	2	858	3	-	-	-	-	-	-	-	-
1747	-	-	-	-	-	-	-	-	13	19	3776	17	55	81	18568	83	-	-	-	-	-	-	-	-	-	-	-	-
1748	-	-	-	-	4	6	634	3	18	28	4918	24	42	65	14286	70	-	-	-	-	1	2	514	3	-	-	-	-
1749	-	-	-	-	2	2	324	1	86	27	7322	24	67	71	22864	75	-	-	-	-	-	-	-	-	-	-	-	-
1750	5	4	454	1	6	5	762	2	43	33	11690	29	77	58	26336	66	1	1	408	1	-	-	-	-	-	-	-	-
1751	-	-	-	-	5	4	734	2	32	27	8932	23	82	68	28062	78	1	1	408	1	-	-	-	-	-	-	-	-
1752	-	-	-	-	1	1	196	1	16	16	4454	14	80	82	27552	84	1	1	418	1	-	-	-	-	-	-	-	-
1753	-	-	-	-	1	1	134	0	15	16	4254	13	77	80	26586	83	3	3	1206	4	-	-	-	-	-	-	-	-
1754	-	-	-	-	3	3	456	1	13	13	3490	10	85	83	29418	87	1	1	424	1	-	-	-	-	-	-	-	-
1755	2	2	190	1	-	-	-	-	10	12	2668	9	65	76	22688	79	8	9	3332	12	-	-	-	-	-	-	-	-
1756	-	-	-	-	1	20	182	12	1	20	256	16	3	60	1132	72	-	-	-	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	4	16	636	8	2	8	510	6	17	68	6272	76	2	8	820	10	-	-	-	-	-	-	-	-
1759	1	2	76	0	1	2	174	1	9	17	2256	13	39	75	14094	81	2	4	850	5	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	2	29	546	22	3	43	1032	42	2	29	882	36	-	-	-	-	-	-	-	-
1761	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	-	-	-	-	-	-	-	-	19	76	6652	73	6	24	2494	27	-	-	-	-	-	-	-	-
1763	-	-	-	-	1	2	188	1	7	13	1790	9	33	60	11674	60	14	25	5848	30	-	-	-	-	-	-	-	-
1764	1	2	100	0	1	2	152	1	2	3	568	2	47	72	16762	72	14	22	5836	25	-	-	-	-	-	-	-	-
1765	-	-	-	-	2	4	284	2	5	9	1186	6	33	62	11730	63	12	23	5004	27	1	2	532	3	-	-	-	-
1766	1	1	72	0	2	3	338	1	4	5	1008	4	52	69	18784	70	16	21	6648	25	-	-	-	-	-	-	-	-
1767	-	-	-	-	1	2	148	1	-	-	-	-	31	66	11218	64	15	32	6228	35	-	-	-	-	-	-	-	-
1768	-	-	-	-	1	1	154	1	2	3	470	2	45	63	16380	61	24	33	9976	37	-	-	-	-	-	-	-	-
1769	-	-	-	-	-	-	-	-	1	2	266	1	33	60	12334	58	21	38	8800	41	-	-	-	-	-	-	-	-
1770	-	-	-	-	-	-	-	-	-	-	-	-	23	48	8630	45	25	52	10388	55	-	-	-	-	-	-	-	-
1771	-	-	-	-	1	4	150	2	-	-	-	-	11	44	4060	42	13	52	5434	56	-	-	-	-	-	-	-	-
1772	-	-	-	-	-	-	-	-	-	-	-	-	13	39	4874	37	20	61	8418	63	-	-	-	-	-	-	-	-
1773	-	-	-	-	1	2	198	1	-	-	-	-	18	43	6652	40	23	55	9600	58	-	-	-	-	-	-	-	-
1774	-	-	-	-	-	-	-	-	1	2	232	1	20	44	7458	42	24	53	10058	57	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	-	-	-	-	1	2	196	1	-	-	-	-	12	23	4686	22	39	75	16700	77	-	-	-	-	-	-	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-	6	15	2280	13	34	83	14592	84	1	2	554	3	-	-	-	-
1778	-	-	-	-	-	-	-	-	-	-	-	-	3	10	1144	9	27	90	11650	91	-	-	-	-	-	-	-	-
1779	-	-	-	-	-	-	-	-	1	4	296	3	-	-	-	-	23	96	10088	97	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	-	-	-	2	7	748	6	24	86	10576	85	1	4	514	4	1	4	656	5
1781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	-	-	-	-	-	-	-	1	17	352	14	5	83	2170	86	-	-	-	-	-	-	-	-
1783	-	-	-	-	-	-	-	-	1	3	290	2	3	9	1096	7	31	89	13510	91	-	-	-	-	-	-	-	-
1784	1	2	48	0	1	2	176	1	2	3	536	2	6	10	2116	8	52	84	22912	89	-	-	-	-	-	-	-	-
1785	-	-	-	-	2	3	326	1	5	7	1404	5	9	13	3270	11	56	78	24702	83	-	-	-	-	-	-	-	-
1786	2	3	138	0	4	5	634	2	4	5	1056	3	6	8	2170	7	60	78	26850	86	1	1	508	2	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 79/94-102

CONTINUED...

TABLE II.2.8 BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 1 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	-	-	-	-	4	5	534	1	3	3	816	2	8	9	2888	8	70	81	31228	87	1	1	504	1	-	-	-	-
1788	2	2	140	1	1	1	142	0	4	5	1124	3	5	6	1812	5	68	85	30346	90	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	2	2	540	2	10	13	3542	10	67	84	29794	87	1	1	504	1	-	-	-	-
1790	-	-	-	-	-	-	-	-	8	9	2032	5	10	11	3562	9	72	80	32128	85	-	-	-	-	-	-	-	-
1791[13]	4	4	254	1	1	1	162	0	11	11	2808	7	9	9	3342	8	74	75	32876	83	-	-	-	-	-	-	-	-
1792	-	-	-	-	1	1	138	0	3	3	712	2	10	11	3622	10	73	84	32558	88	-	-	-	-	-	-	-	-
1793	-	-	-	-	4	25	539	10	-	-	-	-	3	19	1102	20	9	56	3900	70	-	-	-	-	-	-	-	-
1794	1	1	88	0	3	4	382	1	1	1	276	1	3	4	1102	3	68	89	30178	94	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	**	410	**	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	3	17	742	10	-	-	-	-	15	83	6540	90	-	-	-	-	-	-	-	-
1797	1	3	66	1	2	7	290	3	2	7	478	4	6	20	2194	19	19	63	8484	74	-	-	-	-	-	-	-	-
1798	1	11	56	2	-	-	-	-	1	11	220	7	-	-	-	-	7	78	3106	92	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	29	882	22	1	14	508	13	4	57	2666	64
1802	-	-	-	-	-	-	-	-	1	2	260	1	1	2	384	1	2	5	998	4	6	14	3308	12	34	77	22912	82
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	43	1590	37	4	57	2708	63
1804	-	-	-	-	6	86	962	75	-	-	-	-	1	14	322	25	-	-	-	-	-	-	-	-	-	-	-	-
1805	3	15	230	5	11	55	1696	38	1	5	264	6	2	10	678	15	2	10	964	22	1	5	586	13	-	-	-	-
1806	-	-	-	-	-	-	-	-	4	57	1072	44	1	14	304	13	-	-	-	-	2	29	1044	43	-	-	-	-
1807[17]	1	14	44	7	5	71	783	67	1	14	292	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	-	-	-	-	3	60	498	47	1	20	218	21	1	20	336	32	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	3	33	438	12	1	11	230	6	-	-	-	-	-	-	-	-	2	22	1094	30	3	33	1916	52
1816	1	4	44	0	9	36	1469	16	1	4	210	2	2	8	710	8	2	8	892	10	5	20	2778	30	5	20	3118	34
1817	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	**	6550	**
1818	-	-	-	-	5	28	859	10	1	6	204	2	2	11	664	8	1	6	408	5	-	-	-	-	9	50	6634	76
1819	4	13	310	3	16	53	2450	27	-	-	-	-	1	3	350	4	2	7	968	11	1	3	510	6	6	20	4368	49
1820	-	-	-	-	8	44	1495	18	-	-	-	-	1	6	390	5	1	6	454	5	-	-	-	-	8	44	6160	72
1821	-	-	-	-	1	9	124	2	3	27	650	11	-	-	-	-	1	9	486	8	-	-	-	-	6	55	4832	79
1822	3	21	228	4	3	21	468	8	1	7	210	3	1	7	324	5	-	-	-	-	-	-	-	-	6	43	5000	80
1823	1	5	94	1	3	15	468	6	7	35	1660	21	3	15	1046	14	-	-	-	-	2	10	1072	14	4	20	3392	44
1824	-	-	-	-	18	69	2762	48	4	15	844	15	2	8	728	13	-	-	-	-	1	4	542	9	1	4	858	15
1825[20]	2	13	174	6	12	75	1866	68	-	-	-	-	2	13	714	26	-	-	-	-	-	-	-	-	-	-	-	-

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II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

TABLE II.2.C BREAKDOWN OF SHIPPING FROM RIGA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	3	50	154	15	-	-	-	-	1	17	276	26	2	33	626	59	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	2	11	190	2	3	16	480	10	12	63	3168	68	1	5	330	7	-	-	-	-	1	5	554	12	-	-	-	-
1711[4]	5	83	284	56	-	-	-	-	1	17	220	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	4	67	198	40	2	33	300	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	4	14	254	4	6	21	1038	16	14	48	3488	52	4	14	1404	21	1	3	462	7	-	-	-	-	-	-	-	-
1714[6]	12	48	878	22	6	24	758	19	3	12	840	21	3	12	1018	26	1	4	492	12	-	-	-	-	-	-	-	-
1715[7]	11	37	796	18	13	43	1906	43	4	13	992	23	2	7	660	16	-	-	-	-	-	-	-	-	-	-	-	-
1716	22	29	1712	12	23	30	3460	25	23	30	5764	42	7	9	2470	18	1	1	440	3	-	-	-	-	-	-	-	-
1717	17	16	1266	5	31	29	4662	22	47	44	11812	54	8	8	2630	12	3	3	1334	6	-	-	-	-	-	-	-	-
1718	8	11	596	3	26	35	3832	24	25	34	6724	41	15	20	5164	32	-	-	-	-	-	-	-	-	-	-	-	-
1719	11	16	820	5	17	25	2588	18	29	43	7468	52	10	15	3372	24	-	-	-	-	-	-	-	-	-	-	-	-
1720	15	19	1098	6	25	32	4128	26	33	42	8512	54	6	8	2004	13	-	-	-	-	-	-	-	-	-	-	-	-
1721	17	20	1156	7	29	34	4284	27	36	42	8954	56	3	3	1008	6	1	1	456	3	-	-	-	-	-	-	-	-
1722	10	11	792	4	39	43	6050	34	38	42	9536	53	3	3	1060	6	1	1	460	3	-	-	-	-	-	-	-	-
1723	12	14	918	6	37	44	5842	37	30	36	7452	47	5	6	1616	10	-	-	-	-	-	-	-	-	-	-	-	-
1724	17	18	1252	8	54	56	8228	52	22	23	5474	34	3	3	1020	6	-	-	-	-	-	-	-	-	-	-	-	-
1725	24	16	1808	7	86	58	13386	53	35	23	8538	34	4	3	1378	5	-	-	-	-	-	-	-	-	-	-	-	-
1726	19	12	1436	6	75	52	11178	44	48	33	11708	46	4	3	1300	5	-	-	-	-	-	-	-	-	-	-	-	-
1727	8	7	738	4	67	61	10544	53	31	28	7340	37	3	3	964	5	1	1	440	2	-	-	-	-	-	-	-	-
1728	14	12	1174	5	58	50	9166	42	38	33	9238	42	5	4	1644	8	-	-	-	-	1	1	520	2	-	-	-	-
1729	7	7	696	3	43	44	6838	32	30	31	7240	34	10	10	3610	17	6	6	2638	12	1	1	546	3	-	-	-	-
1730	9	6	632	2	72	49	11704	41	57	39	13520	47	7	5	2304	8	1	1	460	2	-	-	-	-	-	-	-	-
1731	11	8	934	4	78	56	12562	49	44	32	10034	39	6	4	1988	8	-	-	-	-	-	-	-	-	-	-	-	-
1732	9	11	714	5	38	51	6152	45	26	35	5860	43	2	3	642	5	1	1	402	3	-	-	-	-	-	-	-	-
1733	6	7	464	3	45	54	7398	47	29	35	6892	43	2	2	700	4	1	1	412	3	-	-	-	-	-	-	-	-
1734	5	4	390	2	67	58	10856	49	40	34	9340	42	3	3	960	4	1	1	450	2	-	-	-	-	-	-	-	-
1735	2	2	164	1	58	50	9430	36	35	30	8070	33	17	15	5724	23	3	3	1316	5	-	-	-	-	-	-	-	-
1736	5	4	434	2	50	42	8900	34	48	40	11166	42	12	10	4158	16	3	3	1334	5	1	1	540	2	-	-	-	-
1737	5	5	310	1	45	45	7650	37	35	35	8088	39	12	12	4034	19	2	2	860	4	-	-	-	-	-	-	-	-
1738	5	4	424	2	52	41	9072	33	60	47	14186	52	6	5	2056	7	4	3	1730	6	-	-	-	-	-	-	-	-
1739	6	5	394	1	51	43	8770	30	45	36	10786	37	18	14	6336	22	5	4	2276	8	1	1	600	2	-	-	-	-
1740	17	9	1214	3	94	49	15010	38	47	24	10966	28	26	14	9886	25	8	4	3548	9	-	-	-	-	-	-	-	-
1741	20	12	1642	6	96	58	14812	51	39	24	9228	32	10	6	3436	12	-	-	-	-	-	-	-	-	-	-	-	-
1742	35	22	2674	10	52	33	8404	31	66	42	15062	55	3	2	1062	4	-	-	-	-	-	-	-	-	-	-	-	-
1743	6	7	448	3	47	51	7756	46	37	40	8174	48	2	2	652	4	-	-	-	-	-	-	-	-	-	-	-	-
1744	11	9	906	4	70	57	10740	49	35	28	7856	36	6	5	2096	10	1	1	426	2	-	-	-	-	-	-	-	-
1745	6	7	538	3	41	51	6426	40	24	30	5476	34	10	12	3554	22	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.2.C BREAKDOWN OF SHIPPING FROM RIGA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	8	9	710	4	43	46	7088	37	29	31	6828	35	11	12	3824	20	2	2	910	5	-	-	-	-	-	-	-	-
1747	11	13	456	5	45	51	7386	46	28	32	6356	40	3	3	1020	6	1	1	412	3	-	-	-	-	-	-	-	-
1748	12	14	936	6	42	48	7040	44	32	36	7324	46	2	2	668	4	-	-	-	-	-	-	-	-	-	-	-	-
1749	18	20	1516	10	37	42	5886	37	31	35	7210	46	2	2	688	4	1	1	408	3	-	-	-	-	-	-	-	-
1750	7	10	592	5	35	50	5380	42	25	36	5798	45	3	4	1010	8	-	-	-	-	-	-	-	-	-	-	-	-
1751	3	7	260	3	25	60	3886	49	10	24	2246	28	3	7	1068	13	-	-	-	-	1	2	550	7	-	-	-	-
1752	17	21	1440	10	34	42	5380	38	27	33	6286	44	2	2	704	5	1	1	418	3	-	-	-	-	-	-	-	-
1753	10	12	722	4	35	41	5812	36	38	44	8800	54	3	3	964	6	-	-	-	-	-	-	-	-	-	-	-	-
1754	12	11	982	5	47	43	7576	36	47	43	10988	52	2	2	654	3	2	2	820	4	-	-	-	-	-	-	-	-
1755	6	10	460	4	24	38	3960	32	29	46	6638	53	4	6	1390	11	-	-	-	-	-	-	-	-	-	-	-	-
1756	4	6	290	2	20	28	3382	20	27	38	6442	38	19	27	6616	39	1	1	402	2	-	-	-	-	-	-	-	-
1757	4	4	348	1	22	23	3522	14	33	35	8004	32	32	34	11242	45	4	4	1684	7	-	-	-	-	-	-	-	-
1758	8	7	702	3	39	34	6108	23	31	27	7228	27	31	27	10716	40	5	4	2032	8	-	-	-	-	-	-	-	-
1759	2	2	190	1	35	30	5554	18	27	23	6834	22	45	39	15752	51	7	6	2854	9	-	-	-	-	-	-	-	-
1760	1	1	88	0	47	32	7762	20	44	30	10544	27	42	28	15046	38	14	9	5952	15	-	-	-	-	-	-	-	-
1761	4	2	356	1	60	31	10322	20	50	26	11856	23	63	33	22130	44	12	6	5038	10	2	1	1068	2	-	-	-	-
1762	-	-	-	-	36	26	6238	16	51	37	12242	32	34	25	12256	32	13	9	5478	14	3	2	1616	4	1	1	618	2
1763	6	5	542	2	49	40	8348	30	47	38	11268	41	17	14	5516	21	4	3	1622	6	-	-	-	-	-	-	-	-
1764	3	2	248	1	35	26	5838	18	63	47	15086	46	26	19	8872	27	7	5	2910	9	-	-	-	-	-	-	-	-
1765	-	-	-	-	26	22	4262	14	50	42	12088	38	34	29	11790	37	8	7	3346	11	-	-	-	-	-	-	-	-
1766	4	3	354	1	41	29	6638	19	58	41	14246	42	29	21	9772	28	8	6	3310	10	-	-	-	-	-	-	-	-
1767	-	-	-	-	27	32	4368	20	31	37	7412	34	18	21	6152	29	7	8	3038	14	1	1	550	3	-	-	-	-
1768	2	2	194	1	48	42	7508	30	43	38	10504	41	19	17	6416	25	2	2	810	3	-	-	-	-	-	-	-	-
1769	-	-	-	-	45	29	7196	18	58	38	14192	35	41	27	14384	36	10	6	4214	11	-	-	-	-	-	-	-	-
1770	1	1	80	0	23	19	3938	12	47	40	11312	35	38	32	13318	41	9	8	3832	12	-	-	-	-	-	-	-	-
1771	-	-	-	-	40	43	6614	31	30	33	6910	32	20	22	7112	33	2	2	826	4	-	-	-	-	-	-	-	-
1772	5	3	402	1	79	42	12770	28	53	28	12674	28	41	22	14344	32	10	5	4132	9	2	1	1046	2	-	-	-	-
1773	4	3	354	1	54	37	8534	23	41	28	9914	27	31	21	10922	29	14	10	5920	16	2	1	1052	3	1	1	620	2
1774	3	2	222	0	55	32	9058	20	53	31	12476	27	34	20	12060	26	21	12	8976	20	4	2	2300	5	1	1	616	1
1775	NO DATA AVAILABLE																											
1776	5	5	468	2	35	34	5608	21	26	25	6488	24	21	20	7158	26	16	15	6784	25	1	1	600	2	-	-	-	-
1777	1	1	76	0	32	25	5402	15	43	34	10702	30	28	22	9862	28	21	17	8938	25	1	1	512	1	-	-	-	-
1778	-	-	-	-	36	29	5388	15	29	24	6984	20	27	22	9218	26	29	24	12500	35	-	-	-	-	2	2	1372	4
1779	2	2	172	1	28	26	4374	15	36	34	8218	28	17	16	5962	21	23	21	9966	34	1	1	504	2	-	-	-	-
1780	-	-	-	-	22	19	3846	11	44	37	10146	28	17	14	6026	16	28	24	12452	34	5	4	2760	8	2	2	1344	4
1781	13	18	990	7	31	43	4610	33	19	26	4334	31	5	7	1782	13	2	3	878	6	1	1	508	4	1	1	802	6
1782	11	7	844	3	83	55	12558	41	40	26	9302	31	5	3	1820	6	12	8	5360	18	1	1	562	2	-	-	-	-
1783	7	4	556	1	75	45	11516	30	53	32	12810	34	11	7	3902	10	17	10	7662	20	3	2	1538	4	-	-	-	-
1784	3	3	252	1	42	39	6846	26	42	39	10178	39	13	12	4468	17	8	7	3600	14	1	1	530	2	-	-	-	-
1785	1	1	100	0	53	47	8684	34	39	35	9318	36	11	10	3844	15	7	6	3124	12	1	1	516	2	-	-	-	-
1786	3	3	272	1	26	28	4166	17	35	38	8398	35	19	20	6512	27	10	11	4566	19	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (## = 100%)

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.2.C BREAKDOWN OF SHIPPING FROM RIGA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	1	1	100	0	56	55	8826	42	33	32	7872	38	10	10	3364	16	2	2	830	4	-	-	-	-	-	-	-	-
1788	-	-	-	-	30	38	4758	25	36	46	9124	49	9	11	2998	16	4	5	1798	10	-	-	-	-	-	-	-	-
1789	3	3	286	1	23	25	3834	17	53	57	13076	57	7	8	2508	11	6	6	2688	12	1	1	502	2	-	-	-	-
1790	2	2	172	1	56	46	9062	33	43	35	10242	37	16	13	5828	21	5	4	2158	8	-	-	-	-	-	-	-	-
1791[13]	1	2	98	1	24	36	3854	24	24	36	5760	36	12	18	4178	26	5	8	2128	13	-	-	-	-	-	-	-	-
1792	3	3	228	1	40	41	6466	29	41	42	9874	45	8	8	2844	13	6	6	2772	12	-	-	-	-	-	-	-	-
1793	22	17	1716	7	62	48	9176	39	31	24	7498	32	6	5	1954	8	7	5	3018	13	-	-	-	-	-	-	-	-
1794	12	11	980	5	78	70	11760	63	18	16	4390	23	2	2	638	3	2	2	938	5	-	-	-	-	-	-	-	-
1795[13]	5	11	396	5	32	70	4668	65	8	17	1778	25	1	2	392	5	-	-	-	-	-	-	-	-	-	-	-	-
1796	11	8	1004	4	89	63	13386	54	33	23	7666	31	7	5	2390	10	-	-	-	-	1	1	532	2	-	-	-	-
1797	1	1	66	0	60	61	9408	49	29	30	7082	37	8	8	2718	14	-	-	-	-	-	-	-	-	-	-	-	-
1798	9	13	702	5	40	59	6406	55	16	24	3580	31	3	4	1034	9	-	-	-	-	-	-	-	-	-	-	-	-
1799	1	33	150	22	1	33	148	32	1	33	208	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	2	6	200	3	19	54	2998	46	13	37	2948	45	-	-	-	-	1	3	402	6	-	-	-	-	-	-	-	-
1801	2	7	196	4	17	57	2562	48	11	37	2538	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	5	3	428	1	80	52	12742	39	51	33	12268	38	12	8	4124	13	5	3	2118	7	-	-	-	-	1	1	622	2
1803	5	4	444	2	82	62	12954	48	36	27	8596	32	6	5	1994	7	-	-	-	-	1	1	502	2	3	2	2572	10
1804	3	6	252	3	33	63	5376	54	13	25	2968	30	2	4	642	6	-	-	-	-	-	-	-	-	1	2	802	8
1805	10	8	880	4	80	63	12716	54	32	25	7494	32	4	3	1320	6	1	1	420	2	-	-	-	-	1	1	802	3
1806	2	5	188	3	23	59	3384	48	12	31	2752	39	1	3	306	4	1	3	416	6	-	-	-	-	-	-	-	-
1807[17]	2	18	158	11	7	64	830	57	2	18	456	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	6	13	496	5	16	34	2302	25	19	40	4308	47	6	13	2110	23	-	-	-	-	-	-	-	-	-	-	-	-
1815	8	11	624	5	38	52	5734	45	25	34	5686	45	2	3	688	5	-	-	-	-	-	-	-	-	-	-	-	-
1816	15	12	1242	5	57	47	8650	37	38	31	9086	39	9	7	2916	12	2	2	850	4	-	-	-	-	-	-	-	-
1817	24	7	1674	3	159	48	25730	38	121	36	29012	43	21	6	6982	10	4	1	1764	3	2	1	1066	2	1	1	650	3
1818	1	3	72	1	22	56	3400	46	15	38	3594	49	1	3	316	4	-	-	-	-	-	-	-	-	1	0	718	1
1819	3	6	258	3	30	59	4600	51	18	35	4086	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	4	6	336	3	40	63	6224	55	17	27	3998	35	2	3	726	6	-	-	-	-	-	-	-	-	-	-	-	-
1821	5	7	438	3	42	61	7130	55	21	30	4990	39	1	1	344	3	-	-	-	-	-	-	-	-	-	-	-	-
1822	2	7	166	3	18	62	2652	55	9	31	2008	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	5	8	390	4	36	61	5660	55	17	29	3936	38	1	2	302	3	-	-	-	-	-	-	-	-	-	-	-	-
1824	6	15	436	6	26	63	4380	65	9	22	1914	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	1	5	98	2	12	63	1916	55	5	26	1058	30	-	-	-	-	1	5	440	13	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 79/94-102

TABLE II.2.D BREAKDOWN OF SHIPPING FROM VIBORG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	1	17	112	5	1	17	210	10	-	-	-	-	4	67	1834	65	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	1	20	140	6	1	20	260	16	2	40	722	46	1	20	460	29	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	1	50	40	13	-	-	-	-	1	50	272	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	1	20	172	9	1	20	240	13	-	-	-	-	3	60	1464	78	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	3	25	806	19	7	58	2568	61	2	17	864	20	-	-	-	-	-	-	-	-
1719	2	10	162	5	1	9	200	6	1	9	240	7	3	27	1068	31	4	36	1830	52	-	-	-	-	-	-	-	-
1720	3	13	210	2	1	3	124	1	4	13	1008	9	6	20	2240	21	16	53	7098	66	-	-	-	-	-	-	-	-
1721	1	5	52	1	1	5	168	2	1	5	220	3	11	55	3980	56	6	30	2678	38	-	-	-	-	-	-	-	-
1722	2	8	158	2	1	4	200	2	-	-	-	-	11	46	3918	45	10	42	4342	50	-	-	-	-	-	-	-	-
1723	-	-	-	-	1	9	200	5	1	9	300	7	4	36	1456	35	5	45	2182	53	-	-	-	-	-	-	-	-
1724	1	8	52	1	3	25	600	16	-	-	-	-	5	42	1764	47	3	25	1348	36	-	-	-	-	-	-	-	-
1725	2	12	116	2	3	18	356	8	4	24	1032	22	4	24	1400	30	4	24	1790	38	-	-	-	-	-	-	-	-
1726	-	-	-	-	3	14	600	9	8	36	2100	31	10	45	3578	53	1	5	424	6	-	-	-	-	-	-	-	-
1727	3	14	216	4	1	5	200	4	8	38	2054	37	8	38	2636	47	1	5	448	8	-	-	-	-	-	-	-	-
1728	-	-	-	-	1	8	174	5	9	69	2324	67	3	23	968	28	-	-	-	-	-	-	-	-	-	-	-	-
1729	1	7	94	2	-	-	-	-	10	71	2456	70	3	21	988	28	-	-	-	-	-	-	-	-	-	-	-	-
1730	-	-	-	-	4	13	576	10	12	55	3160	54	6	27	2090	36	-	-	-	-	-	-	-	-	-	-	-	-
1731	-	-	-	-	3	17	356	8	12	67	3240	71	3	17	980	21	-	-	-	-	-	-	-	-	-	-	-	-
1732	2	7	166	3	8	28	1202	19	16	55	4048	63	3	10	976	15	-	-	-	-	-	-	-	-	-	-	-	-
1733	4	13	276	4	8	27	1094	18	15	50	3812	62	3	10	1014	16	-	-	-	-	-	-	-	-	-	-	-	-
1734	3	12	212	4	5	19	804	14	13	50	3292	56	5	19	1560	27	-	-	-	-	-	-	-	-	-	-	-	-
1735	-	-	-	-	1	3	156	2	17	59	4616	55	11	38	3606	43	-	-	-	-	-	-	-	-	-	-	-	-
1736	-	-	-	-	1	2	142	1	26	55	7040	55	17	39	5574	44	-	-	-	-	-	-	-	-	-	-	-	-
1737	1	3	94	1	4	11	720	7	21	57	5210	54	11	30	3616	38	-	-	-	-	-	-	-	-	-	-	-	-
1738	1	4	96	2	2	9	336	6	15	65	3718	65	5	22	1560	28	-	-	-	-	-	-	-	-	-	-	-	-
1739	-	-	-	-	1	6	124	3	12	71	2922	68	4	24	1258	29	-	-	-	-	-	-	-	-	-	-	-	-
1740	-	-	-	-	-	-	-	-	4	50	1010	45	4	50	1248	55	-	-	-	-	-	-	-	-	-	-	-	-
1741	-	-	-	-	1	8	112	3	4	31	1014	27	8	62	2634	70	-	-	-	-	-	-	-	-	-	-	-	-
1742	-	-	-	-	2	15	324	10	8	62	2034	62	3	23	912	28	-	-	-	-	-	-	-	-	-	-	-	-
1743	4	19	282	6	3	14	422	9	10	48	2650	56	4	19	1356	29	-	-	-	-	-	-	-	-	-	-	-	-
1744	5	22	410	8	3	13	410	8	12	52	3062	63	2	9	604	12	1	4	412	8	-	-	-	-	-	-	-	-
1745	1	6	96	2	1	6	116	3	12	71	3018	71	3	18	1040	24	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 79/94-102

CONTINUED...

TABLE II.2.D BREAKDOWN OF SHIPPING FROM VIBORG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	2	15	146	4	-	-	-	-	5	38	1360	38	5	38	1654	46	1	8	452	13	-	-	-	-	-	-	-	-
1747	-	-	-	-	-	-	-	-	3	30	768	23	6	60	2014	61	-	-	-	-	1	10	516	16	-	-	-	-
1748	1	7	92	3	3	21	418	14	10	71	2500	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1749	-	-	-	-	1	8	138	4	10	77	2384	76	2	15	618	20	-	-	-	-	-	-	-	-	-	-	-	-
1750	2	11	176	4	6	32	838	20	8	42	2070	49	2	11	674	16	1	5	488	11	-	-	-	-	-	-	-	-
1751	-	-	-	-	2	29	380	22	4	57	1000	57	1	14	378	22	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	-	3	30	466	21	7	70	1758	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753	-	-	-	-	3	19	412	11	10	63	2456	64	3	19	966	25	-	-	-	-	-	-	-	-	-	-	-	-
1754	-	-	-	-	1	9	164	5	6	55	1514	49	3	27	1028	33	1	9	410	13	-	-	-	-	-	-	-	-
1755	5	29	454	12	2	12	336	9	5	29	1190	32	5	29	1748	47	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	1	4	154	2	13	54	3382	47	9	38	3176	45	1	4	408	6	-	-	-	-	-	-	-	-
1757	-	-	-	-	1	9	194	5	8	62	2004	55	4	31	1464	40	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	2	40	516	32	3	60	1074	68	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	-	-	5	63	1286	55	3	38	1058	45	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	1	10	240	7	8	80	2886	81	1	10	418	12	-	-	-	-	-	-	-	-
1761	-	-	-	-	2	33	278	19	2	33	464	31	2	33	750	50	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	1	14	108	10	3	43	726	36	3	43	1072	54	-	-	-	-	-	-	-	-	-	-	-	-
1763	-	-	-	-	5	56	752	43	3	33	672	38	1	11	332	19	-	-	-	-	-	-	-	-	-	-	-	-
1764	-	-	-	-	3	33	440	24	6	67	1400	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	-	-	-	-	4	33	660	23	6	50	1486	51	1	8	316	11	1	8	426	15	-	-	-	-	-	-	-	-
1766	-	-	-	-	6	40	754	25	9	60	2258	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	1	33	146	25	2	67	442	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	3	43	462	31	4	57	1050	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	1	11	88	5	4	44	656	35	3	33	778	41	1	11	380	19	-	-	-	-	-	-	-	-	-	-	-	-
1770	-	-	-	-	2	40	354	29	2	40	544	44	1	20	340	27	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	-	-	-	-	-	1	**	264	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	-	1	**	146	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	-	1	20	150	14	3	60	636	58	1	20	316	29	-	-	-	-	-	-	-	-	-	-	-	-
1774	-	-	-	-	3	75	526	63	-	-	-	-	1	25	314	37	-	-	-	-	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	-	-	-	-	3	60	442	48	2	40	480	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	-	-	-	-	2	**	350	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	2	40	226	18	1	20	206	16	1	20	392	31	1	20	448	35	-	-	-	-	-	-	-	-
1779	-	-	-	-	1	14	186	7	1	14	228	9	1	14	332	13	4	57	1736	70	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	**	452	**	-	-	-	-	-	-	-	-
1781	-	-	-	-	1	25	162	20	2	50	460	48	1	25	306	32	-	-	-	-	-	-	-	-	-	-	-	-
1782	3	19	252	10	11	69	1462	57	-	-	-	-	-	-	-	-	2	13	848	33	-	-	-	-	-	-	-	-
1783	1	13	98	5	3	38	446	28	2	25	450	28	2	25	618	39	-	-	-	-	-	-	-	-	-	-	-	-
1784	-	-	-	-	3	50	442	38	3	50	720	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	1	17	92	7	-	-	-	-	4	67	976	70	1	17	324	23	-	-	-	-	-	-	-	-	-	-	-	-
1786	1	13	82	5	1	13	114	7	6	75	1486	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (99 = 100%)

SOURCE: GAA, PA 79/94-102

CONTINUED...

TABLE II.2.5 BREAKDOWN OF SHIPPING FROM VIBORG TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	-	-	-	-	6	67	880	56	3	33	694	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	3	60	528	53	2	40	476	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	2	50	458	36	1	25	380	30	1	25	446	35	-	-	-	-	-	-	-	-
1790	2	50	126	26	2	50	362	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	1	14	64	6	4	57	592	52	2	29	478	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	1	8	80	3	4	33	608	23	5	42	1166	45	2	17	748	29	-	-	-	-	-	-	-	-	-	-	-	-
1794	1	8	60	2	7	54	1088	45	4	31	902	37	1	8	360	15	-	-	-	-	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	2	67	314	54	1	33	268	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	-	3	**	538	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	2	67	268	50	1	33	268	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	2	**	254	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	1	50	160	43	1	50	208	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	2	67	248	37	-	-	-	-	-	-	-	-	1	33	416	63	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	1	50	100	21	-	-	-	-	-	-	-	-	1	50	376	79	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	2	67	214	35	-	-	-	-	1	33	400	65	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	4	80	646	66	-	-	-	-	1	20	340	34	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	1	**	336	**	-	-	-	-	-	-	-	-	-	-	-	-
1807	1	33	44	11	1	33	124	32	1	33	218	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	-	-	-	-	1	25	158	15	2	50	518	50	1	25	352	34	-	-	-	-	-	-	-	-	-	-	-	-
1815	1	14	64	4	4	57	650	41	-	-	-	-	-	-	-	-	2	29	878	55	-	-	-	-	-	-	-	-
1816	-	-	-	-	4	**	732	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	-	2	67	346	57	1	33	264	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	3	75	450	44	-	-	-	-	-	-	-	-	-	-	-	-	1	25	578	56	-	-	-	-
1819	-	-	-	-	4	80	472	52	-	-	-	-	-	-	-	-	1	20	444	48	-	-	-	-	-	-	-	-
1820	-	-	-	-	3	43	382	21	1	14	232	13	1	14	346	19	2	29	896	48	-	-	-	-	-	-	-	-
1821	-	-	-	-	2	50	362	37	1	25	254	26	1	25	350	36	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	1	50	250	42	1	50	340	58	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	1	50	224	31	-	-	-	-	1	50	496	69	-	-	-	-	-	-	-	-
1824	-	-	-	-	2	40	338	26	1	20	274	21	2	40	672	52	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	1	**	372	**	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

TABLE II.2.E BREAKDOWN OF SHIPPING FROM REVAL TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	2	**	132	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	2	67	108	47	1	33	120	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	1	50	64	37	1	50	108	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	4	57	244	25	1	14	110	11	1	14	280	29	1	14	344	35	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	1	**	48	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	3	13	296	4	3	13	448	6	3	13	772	11	7	30	2408	34	6	26	2668	38	1	4	520	7	-	-	-	-
1717	1	10	44	2	1	10	194	7	2	20	540	19	6	60	2024	72	-	-	-	-	1	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	1	**	210	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	1	50	100	38	1	50	160	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1720	3	**	170	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1721	2	**	108	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	3	**	460	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	4	**	304	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1724	3	**	186	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1725	3	**	248	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	4	**	216	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	1	**	70	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	1	20	80	6	1	20	140	11	2	40	470	38	-	-	-	-	-	-	-	-	1	20	552	44	-	-	-	-
1729	2	18	180	6	3	27	478	17	3	27	764	28	1	9	400	14	2	18	948	34	-	-	-	-	-	-	-	-
1730	1	6	90	2	8	50	1234	34	3	19	764	21	2	13	626	17	1	6	408	11	1	6	520	14	-	-	-	-
1731	3	13	228	4	7	30	1036	19	6	26	1402	26	5	22	1768	33	1	4	406	8	1	4	508	9	-	-	-	-
1732	1	11	56	3	4	44	494	28	2	22	530	30	2	22	674	38	-	-	-	-	-	-	-	-	-	-	-	-
1733	1	50	70	39	1	50	108	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1734	-	-	-	-	8	67	1156	39	-	-	-	-	2	17	728	25	1	8	500	17	1	8	586	20	-	-	-	-
1735	-	-	-	-	2	**	286	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736	2	33	144	17	3	50	416	50	1	17	280	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1737	2	18	166	11	8	73	1056	71	1	9	268	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1738	2	11	164	5	12	67	2066	58	1	6	268	8	3	17	1044	29	-	-	-	-	-	-	-	-	-	-	-	-
1739	2	7	160	2	18	50	2764	80	2	7	456	7	2	7	744	11	5	17	2118	31	1	3	600	9	-	-	-	-
1740	2	4	156	1	15	29	2552	15	6	17	2216	13	6	15	2760	16	10	19	4734	28	7	13	3790	22	1	2	708	4
1741	2	9	164	3	14	61	2214	45	1	4	292	6	6	26	2202	45	-	-	-	-	-	-	-	-	-	-	-	-
1742	1	25	88	17	2	50	234	44	1	25	206	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1743	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	1	50	172	41	1	50	244	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	-	2	**	380	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 79/94-152

CONTINUED...

TABLE II.2.E BREAKDOWN OF SHIPPING FROM REVAL TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	1	13	90	3	4	50	648	26	-	-	-	-	-	-	-	-	1	13	486	19	-	-	-	-	2	25	1312	52
1747	2	67	124	29	-	-	-	-	1	33	298	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1748	1	20	68	12	4	80	504	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1749	-	-	-	-	2	**	226	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1750	2	40	176	24	2	40	320	44	1	20	234	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1751	1	33	92	13	1	33	108	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1752	2	50	132	39	2	50	206	61	-	-	-	-	-	-	-	-	-	-	-	-	1	33	520	72	-	-	-	-
1753	1	14	60	5	5	71	788	72	1	14	244	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1754	1	33	90	22	2	67	286	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	2	**	190	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	2	50	276	28	1	25	212	21	-	-	-	-	1	25	500	51	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	1	**	114	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	1	50	78	29	1	50	188	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1761	3	43	240	25	3	43	426	45	1	14	290	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	3	30	418	15	3	30	718	26	2	20	682	25	2	20	906	33	-	-	-	-	-	-	-	-
1763	-	-	-	-	4	**	640	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1764	-	-	-	-	3	75	496	69	1	25	220	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	-	-	-	-	1	**	152	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	-	-	-	-	3	**	434	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	-	-	-	-	1	**	300	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	1	**	120	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	1	33	60	14	2	67	384	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1770	-	-	-	-	2	**	332	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	-	3	60	452	52	2	40	420	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	-	4	**	544	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	-	2	**	330	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1774	1	13	76	6	5	63	782	60	2	25	444	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	1	25	62	11	3	75	488	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	-	-	-	-	2	**	308	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	1	50	70	24	-	-	-	-	1	50	220	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1779	-	-	-	-	-	-	-	-	1	**	246	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	1	**	130	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	2	67	256	57	1	33	226	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1783	-	-	-	-	1	33	124	15	1	33	284	34	-	-	-	-	1	33	434	52	-	-	-	-	-	-	-	-
1784	-	-	-	-	-	-	-	-	1	**	246	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	-	-	-	-	1	**	188	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.2.E BREAKDOWN OF SHIPPING FROM REVAL TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	1	**	154	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	1	**	80	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	1	4	176	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	2	20	196	14	7	70	924	66	1	10	248	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	1	50	96	44	1	50	122	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	1	50	60	19	-	-	-	-	1	50	256	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	**	614	**
1802	-	-	-	-	2	50	268	35	2	50	492	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	1	50	166	42	1	50	228	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	1	33	92	26	2	67	266	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	2	33	178	19	2	33	298	32	2	33	444	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	-	4	90	592	75	1	20	202	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	1	4	170	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
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SOURCE: GAA, PA 79/94-102

TABLE II.2.F BREAKDOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	1	**	70	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	1	**	50	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	1	**	400	**	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	**	840	**	-	-	-	-	-	-	-	-
1720	4	44	298	16	1	11	120	7	2	22	540	30	1	11	400	22	1	11	456	25	-	-	-	-	-	-	-	-
1721	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	-	-	-	-	-	-	-	-	-	-	-	2	40	792	38	3	60	1306	62	-	-	-	-	-	-	-	-
1724	1	**	100	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1725	1	**	78	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	1	**	84	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1729	-	-	-	-	-	-	-	-	3	99	696	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1730	2	25	170	11	1	13	120	8	4	50	980	60	1	13	332	21	-	-	-	-	-	-	-	-	-	-	-	-
1731	1	14	76	5	2	29	306	20	2	29	498	33	2	29	624	41	-	-	-	-	-	-	-	-	-	-	-	-
1732	3	75	232	64	1	25	130	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1733	-	-	-	-	1	50	162	36	1	50	288	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1734	-	-	-	-	2	67	256	55	1	33	210	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1735	-	-	-	-	2	**	360	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736	-	-	-	-	3	75	456	69	1	25	204	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1737	-	-	-	-	2	40	272	26	2	40	472	44	1	20	320	30	-	-	-	-	-	-	-	-	-	-	-	-
1738	2	14	152	6	6	43	708	28	4	29	982	38	2	14	722	28	-	-	-	-	-	-	-	-	-	-	-	-
1739	2	13	166	5	8	50	1164	36	1	6	280	9	5	31	1628	50	-	-	-	-	-	-	-	-	-	-	-	-
1740	13	42	1068	22	12	39	1832	38	2	6	582	12	4	13	1300	27	-	-	-	-	-	-	-	-	-	-	-	-
1741	16	62	1230	33	3	12	364	10	4	15	1098	30	3	12	992	27	-	-	-	-	-	-	-	-	-	-	-	-
1742	1	6	56	3	1	6	195	4	10	56	2480	52	6	33	2056	43	-	-	-	-	-	-	-	-	-	-	-	-
1743	-	-	-	-	4	29	596	18	6	43	1376	41	4	29	1402	42	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	3	21	574	14	6	43	1722	43	4	29	1346	33	1	7	408	10	-	-	-	-	-	-	-	-
1745	1	5	52	1	1	5	124	2	8	38	2084	35	11	52	3688	62	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.2.F BREAKDOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	3	30	210	9	-	-	-	-	3	30	822	34	4	40	1372	57	-	-	-	-	-	-	-	-	-	-	-	-
1747	3	17	236	5	-	-	-	-	2	11	460	9	12	67	3982	78	1	6	408	8	-	-	-	-	-	-	-	-
1748	1	3	98	1	1	3	124	1	7	23	1946	21	21	70	7006	76	-	-	-	-	-	-	-	-	-	-	-	-
1749	4	13	342	4	5	16	866	10	6	19	1550	18	17	53	5748	68	-	-	-	-	-	-	-	-	-	-	-	-
1750	2	13	186	5	1	7	112	3	8	53	1918	54	4	27	1322	37	-	-	-	-	-	-	-	-	-	-	-	-
1751	-	-	-	-	3	17	392	8	5	28	1290	26	10	56	3288	66	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	-	3	17	374	7	3	17	786	15	12	67	4046	78	-	-	-	-	-	-	-	-	-	-	-	-
1753	1	20	50	5	-	-	-	-	-	-	-	-	4	80	1364	95	-	-	-	-	-	-	-	-	-	-	-	-
1754	4	44	298	28	5	56	776	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	2	33	146	19	4	67	626	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	1	**	182	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	1	**	74	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	2	22	166	11	3	33	350	21	3	33	748	46	1	11	348	21	-	-	-	-	-	-	-	-	-	-	-	-
1760	1	17	96	8	3	50	420	35	1	17	256	22	-	-	-	-	1	17	414	35	-	-	-	-	-	-	-	-
1761	1	9	62	3	8	73	1288	63	1	9	294	14	-	-	-	-	1	9	412	20	-	-	-	-	-	-	-	-
1762	-	-	-	-	6	55	1088	37	-	-	-	-	4	36	1418	48	1	9	440	15	-	-	-	-	-	-	-	-
1763	-	-	-	-	4	40	578	26	4	40	962	44	2	20	642	29	-	-	-	-	-	-	-	-	-	-	-	-
1764	1	11	100	7	6	67	936	63	2	22	450	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	1	11	90	5	6	67	990	66	2	22	440	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	1	14	88	9	6	86	844	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	8	80	1418	77	2	20	434	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	15	88	2512	75	1	6	220	7	-	-	-	-	-	-	-	-	1	6	598	18	-	-	-	-
1769	2	8	188	4	20	83	3448	77	1	4	280	6	-	-	-	-	-	-	-	-	1	4	580	13	-	-	-	-
1770	-	-	-	-	11	52	1874	37	5	24	1196	24	4	19	1480	29	-	-	-	-	1	5	560	11	-	-	-	-
1771	-	-	-	-	11	48	1934	34	7	30	1512	27	3	13	1082	19	1	4	438	8	-	-	-	-	1	4	670	12
1772	2	5	138	2	20	50	3472	38	12	30	2930	32	4	10	1384	15	-	-	-	-	2	5	1180	13	-	-	-	-
1773	1	3	84	1	26	67	3948	47	4	10	1064	13	4	10	1462	17	3	8	1386	16	1	3	560	7	-	-	-	-
1774	-	-	-	-	23	56	3820	39	10	24	2320	23	2	5	690	7	4	10	1812	18	1	2	560	6	1	2	682	7
1775	NO DATA AVAILABLE																											
1776	-	-	-	-	23	51	3958	37	17	38	4120	39	1	2	360	4	2	4	874	8	1	2	586	6	1	2	692	7
1777	-	-	-	-	14	40	2384	24	10	29	2450	25	5	14	1774	18	4	11	1846	19	-	-	-	-	2	6	1348	14
1778	1	3	42	1	12	38	2094	26	13	41	3158	39	3	9	964	12	-	-	-	-	1	3	538	7	2	6	1368	17
1779	-	-	-	-	6	24	968	13	14	56	3314	46	1	4	312	4	1	4	420	6	-	-	-	-	3	12	2284	31
1780	-	-	-	-	7	33	1210	24	12	57	2834	56	-	-	-	-	1	5	448	9	1	5	588	11	-	-	-	-
1781	-	-	-	-	1	20	134	9	3	60	692	47	-	-	-	-	-	-	-	-	-	-	-	-	1	20	650	44
1782	1	10	92	4	3	30	520	22	4	40	860	36	-	-	-	-	2	20	906	38	-	-	-	-	-	-	-	-
1783	1	4	82	1	11	42	1730	30	10	38	2334	41	2	8	642	11	2	8	898	16	-	-	-	-	-	-	-	-
1784	-	-	-	-	1	14	200	8	3	43	708	29	1	14	374	15	1	14	452	19	-	-	-	-	1	14	706	29
1785	-	-	-	-	3	25	456	13	3	25	782	21	3	25	1092	30	3	25	1308	36	-	-	-	-	-	-	-	-
1786	-	-	-	-	5	71	760	56	1	14	270	20	1	14	338	25	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.2.F BREAKDOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	1	9	62	3	9	82	1302	71	-	-	-	-	-	-	-	-	1	9	478	26	-	-	-	-	-	-	-	-
1788	1	25	88	12	1	25	108	15	2	50	548	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	1	8	96	3	7	54	1170	37	1	8	284	8	1	8	344	11	2	15	818	26	1	8	822	16	-	-	-	-
1790	5	38	400	20	4	31	590	30	3	23	668	34	1	8	332	17	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	3	23	214	11	8	62	1188	61	1	8	218	11	1	8	330	17	-	-	-	-	-	-	-	-	-	-	-	-
1792	2	22	196	11	4	44	638	35	2	22	502	27	-	-	-	-	-	-	-	-	1	11	506	27	-	-	-	-
1793	-	-	-	-	4	80	590	73	1	20	218	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	-	-	-	-	1	20	254	18	2	40	634	36	2	40	856	49	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	2	25	148	11	4	50	686	49	1	13	212	15	1	13	344	25	-	-	-	-	-	-	-	-	-	-	-	-
1797	1	20	74	6	2	40	324	27	-	-	-	-	1	20	362	30	1	20	442	37	-	-	-	-	-	-	-	-
1798	1	33	80	20	2	67	314	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	1	**	124	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	1	17	92	22	2	67	298	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	1	**	322	**	-	-	-	-	-	-	-	-	-	-	-	-
1802	1	14	98	6	2	29	312	20	3	43	746	47	-	-	-	-	1	14	428	27	-	-	-	-	-	-	-	-
1803	2	20	148	10	5	50	674	44	3	30	698	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	1	33	168	26	2	67	466	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	6	55	1072	44	4	36	950	39	-	-	-	-	1	9	442	18	-	-	-	-	-	-	-	-
1806	-	-	-	-	3	60	426	43	1	20	260	26	1	20	314	31	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	-	-	-	-	1	**	182	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	1	50	186	37	-	-	-	-	1	50	322	63	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	-	1	20	196	14	2	40	530	38	2	40	664	48	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	-	6	67	846	47	2	22	534	30	-	-	-	-	1	11	420	23	-	-	-	-	-	-	-	-
1818	1	25	78	8	2	50	280	30	-	-	-	-	-	-	-	-	-	-	-	-	1	25	580	62	-	-	-	-
1819	-	-	-	-	3	50	540	30	1	17	226	13	1	17	372	21	-	-	-	-	-	-	-	-	1	17	644	36
1820	-	-	-	-	1	50	158	42	1	50	218	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	-	-	-	-	2	50	244	29	1	25	260	31	1	25	336	40	-	-	-	-	-	-	-	-	-	-	-	-
1822	1	33	66	21	2	67	248	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	1	33	120	18	2	67	532	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	1	25	76	12	2	50	376	57	1	25	204	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	1	50	54	26	1	50	160	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 78/94-102

TABLE II.2.6 PENETRATION OF SHIPPING FROM FREDERIKSHAVN TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1764[8]	-	-	-	-	-	-	-	-	1	66	232	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	2	40	148	15	-	-	-	-	3	60	784	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	-	-	-	-	-	-	-	-	3	75	732	69	1	25	336	31	-	-	-	-	-	-	-	-	-	-	-	-
1767	1	9	72	2	1	9	198	7	6	55	1580	56	2	18	648	22	1	9	440	15	-	-	-	-	-	-	-	-
1768	1	14	56	4	2	29	264	16	2	29	544	33	1	14	352	22	1	14	408	25	-	-	-	-	-	-	-	-
1769	1	13	96	6	2	25	256	16	4	50	924	58	1	13	312	20	-	-	-	-	-	-	-	-	-	-	-	-
1770	2	29	156	10	2	29	264	25	3	43	696	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	-	1	33	120	21	2	67	476	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	-	4	67	588	56	2	33	464	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	-	2	40	326	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1774	1	20	96	15	4	80	552	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1775	3	50	258	35	2	33	230	31	1	17	252	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	3	59	466	31	1	17	282	19	2	33	732	49	-	-	-	-	-	-	-	-	-	-	-	-
1777	1	14	92	6	2	29	224	13	-	-	-	-	4	57	1352	81	-	-	-	-	-	-	-	-	-	-	-	-
1778	1	20	98	9	1	20	164	13	1	20	256	21	2	40	704	58	-	-	-	-	-	-	-	-	-	-	-	-
1779	-	-	-	-	1	13	140	7	6	75	1492	74	1	13	352	19	-	-	-	-	-	-	-	-	-	-	-	-
1780	1	17	84	5	-	-	-	-	1	17	236	13	4	67	1466	82	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	1	33	170	19	-	-	-	-	2	67	708	81	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	1	17	170	9	1	17	234	12	2	33	730	37	2	33	862	43	-	-	-	-	-	-	-	-
1783	-	-	-	-	3	60	586	49	2	40	534	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1784	-	-	-	-	2	40	302	29	3	60	756	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	-	-	-	-	-	-	-	-	3	60	680	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	1	13	98	6	3	38	488	30	3	38	718	43	1	13	350	21	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	4	80	628	73	1	20	232	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	4	67	638	52	1	17	224	18	1	17	376	30	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	4	44	580	33	5	56	1182	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	2	40	340	32	3	60	730	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	1	33	170	24	2	67	542	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	2	40	276	25	2	40	432	40	1	20	376	35	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	3	60	470	39	-	-	-	-	2	40	744	61	-	-	-	-	-	-	-	-	-	-	-	-
1794	1	11	90	5	5	56	809	46	2	22	432	25	-	-	-	-	1	11	432	25	-	-	-	-	-	-	-	-
1795	NO DATA AVAILABLE																											
1796	-	-	-	-	2	67	302	56	1	33	238	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	80	892	80	-	-	-	-	-	-	-	-
1799	1	17	90	6	2	33	298	21	1	17	226	16	-	-	-	-	2	33	816	57	-	-	-	-	-	-	-	-
1780	-	-	-	-	1	17	182	9	2	33	432	22	-	-	-	-	3	50	1324	68	-	-	-	-	-	-	-	-
1781	1	33	150	23	2	67	336	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	4	57	580	42	2	29	448	32	1	14	358	26	-	-	-	-	-	-	-	-	-	-	-	-
1783	-	-	-	-	4	57	676	41	1	14	290	18	2	29	688	42	-	-	-	-	-	-	-	-	-	-	-	-
1784	-	-	-	-	6	60	980	45	3	30	686	34	-	-	-	-	1	10	404	20	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL CARGO TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: CAA. PA 75/04-102

CONTINUED...

TABLE II.2.6 BREAKDOWN OF SHIPPING FROM FREDERIKSHAVN TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1785	-	-	-	-	6	50	946	38	5	42	1214	49	1	8	330	13	-	-	-	-	-	-	-	-	-	-	-	-
1786	-	-	-	-	1	50	156	40	1	50	234	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	4	**	628	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	2	50	246	31	2	50	568	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	-	-	-	1	**	364	**	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	1	**	146	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	1	**	160	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	2	40	230	26	3	60	662	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	2	50	238	34	2	50	454	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	-	3	**	428	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	4	-	-	2	**	382	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	1	50	186	36	-	-	-	-	1	50	328	64	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	1	**	186	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	1	50	82	37	1	50	142	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	1	50	72	22	-	-	-	-	1	50	256	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	1	**	362	**	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	1	33	0	0	-	-	-	-	1	33	274	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	-	1	**	132	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	33	416	69
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	-	-	-	-	-	-	-	-	1	50	212	29	-	-	-	-	1	**	410	**	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	1	**	328	**	-	-	-	-	1	50	520	71	-	-	-	-
1823	-	-	-	-	-	-	-	-	1	50	258	43	1	50	328	57	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	1	50	276	48	1	50	302	52	-	-	-	-	-	-	-	-	-	-	-	-
1825	-	-	-	-	-	-	-	-	1	**	216	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 75/94-102

TABLE II-2-A TRENDS IN SHIPPING FROM COMMUNIST TO NONCOMMUNIST BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1956	14	27	1170	17	34	65	4686	69	4	8	988	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1957	2	5	138	2	38	74	4528	66	6	15	1480	22	2	5	732	11	-	-	-	-	-	-	-	-	-	-	-	-
1958	2	8	156	4	20	77	2906	72	3	12	694	17	1	4	316	7	-	-	-	-	-	-	-	-	-	-	-	-
1959	-	-	-	-	2	67	290	55	1	33	236	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1960	-	-	-	-	11	79	1620	72	3	21	632	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1961	4	21	348	12	9	47	1280	41	6	32	1396	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1962	5	9	276	5	24	75	3946	65	4	13	978	19	1	3	328	7	-	-	-	-	-	-	-	-	-	-	-	-
1963	2	6	174	3	24	69	3526	60	9	26	2190	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1964	3	14	226	7	16	73	2482	74	3	14	684	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1965	5	17	448	10	21	72	3276	72	2	7	518	11	1	3	320	7	-	-	-	-	-	-	-	-	-	-	-	-
1966	1	7	90	3	10	67	1294	55	4	27	982	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1967	3	30	274	22	6	60	744	55	1	10	248	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1968			NO DATA AVAILABLE																									
1969			NO DATA AVAILABLE																									
1970			NO DATA AVAILABLE																									
1971			NO DATA AVAILABLE																									
1972			NO DATA AVAILABLE																									
1973			NO DATA AVAILABLE																									
1974	2	8	166	4	17	68	2432	60	6	24	1432	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1975	4	20	354	11	11	55	1724	51	4	20	882	26	1	5	480	12	-	-	-	-	-	-	-	-	-	-	-	-
1976	5	19	316	8	19	70	2830	75	2	11	648	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1977	12	36	982	17	24	68	3652	66	4	10	918	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1978	6	43	476	29	7	50	896	56	1	7	244	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1979	7	47	568	33	7	47	938	54	1	7	216	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1980	4	40	532	26	5	50	710	56	1	10	232	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1981	2	11	154	6	15	79	2060	78	2	11	438	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1982	1	25	190	20	3	75	402	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1983	7	35	368	28	5	38	726	39	2	15	418	22	1	8	352	19	-	-	-	-	-	-	-	-	-	-	-	-
1984	1	11	68	4	5	56	820	47	2	22	546	31	1	11	302	17	-	-	-	-	-	-	-	-	-	-	-	-
1985	6	40	438	23	7	47	1060	55	2	13	436	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL CARGO TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAO, PA 79/94-102

TABLE II.3 BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709	3	25	156	5	1	8	160	6	4	33	424	32	2	17	796	28	2	17	840	29	-	-	-	-	-	-	-	-
1710	4	15	172	3	4	15	532	9	13	50	3468	57	3	12	1014	17	2	8	946	14	-	-	-	-	-	-	-	-
1711	4	67	188	36	1	17	120	23	1	17	228	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	7	78	356	49	1	11	114	16	1	11	260	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	8	26	524	9	7	23	1114	19	13	42	3272	55	3	10	1050	18	-	-	-	-	-	-	-	-	-	-	-	-
1714	24	69	1448	38	4	11	626	16	6	17	1412	37	1	3	348	9	-	-	-	-	-	-	-	-	-	-	-	-
1715	20	61	1352	35	7	21	950	25	5	15	1202	31	1	3	370	10	-	-	-	-	-	-	-	-	-	-	-	-
1716	35	32	2230	12	38	26	4414	24	34	31	8630	46	9	8	2928	16	1	1	448	2	-	-	-	-	-	-	-	-
1717	30	23	2060	8	41	32	6126	25	45	35	11414	47	13	10	4422	18	1	1	450	2	-	-	-	-	-	-	-	-
1718	16	17	1156	5	28	29	4334	22	39	41	9856	50	12	13	4142	21	1	1	420	2	-	-	-	-	-	-	-	-
1719	30	28	2126	10	18	17	2542	12	38	36	9486	44	15	14	5256	25	5	5	2112	10	-	-	-	-	-	-	-	-
1720	45	28	2958	8	27	17	4218	12	40	25	10212	28	39	24	14248	39	11	7	4676	13	-	-	-	-	-	-	-	-
1721	44	25	2786	7	32	19	4988	13	39	23	9644	26	42	25	15196	40	12	7	5068	14	-	-	-	-	-	-	-	-
1722	36	19	2478	6	37	20	5364	12	56	30	14484	32	49	26	17480	40	10	5	4192	10	-	-	-	-	-	-	-	-
1723	36	23	2582	8	38	25	5830	18	41	26	9836	30	32	21	11582	35	8	5	3320	10	-	-	-	-	-	-	-	-
1724	68	38	4858	10	44	19	6478	14	45	20	11168	23	65	29	22852	48	6	3	2524	5	-	-	-	-	-	-	-	-
1725	78	25	5532	5	79	24	11304	16	87	26	22140	31	86	26	30216	42	4	1	1678	2	-	-	-	-	-	-	-	-
1726	81	25	6586	10	92	28	13796	21	79	24	19688	30	72	22	24886	38	3	1	1238	2	-	-	-	-	-	-	-	-
1727	34	13	2876	5	91	36	12468	24	86	34	21958	42	45	18	14442	28	-	-	-	-	-	-	-	-	-	-	-	-
1728	52	18	4828	7	107	36	15472	27	67	23	22352	39	49	17	15624	27	-	-	-	-	1	0	594	1	-	-	-	-
1729	26	11	2068	4	79	34	11604	24	82	35	20724	43	44	19	14148	29	-	-	-	-	-	-	-	-	-	-	-	-
1730	33	9	2620	4	132	37	18928	26	130	36	32550	44	62	17	19830	27	-	-	-	-	-	-	-	-	-	-	-	-
1731	38	10	3082	4	138	34	18554	23	142	37	35450	45	69	18	22252	28	-	-	-	-	-	-	-	-	-	-	-	-
1732	26	7	2072	3	82	23	11676	15	160	45	48604	58	84	24	27094	33	-	-	-	-	-	-	-	-	-	-	-	-
1733	24	7	1864	2	82	25	12336	16	137	41	35432	45	91	27	29562	37	-	-	-	-	-	-	-	-	-	-	-	-
1734	30	8	2430	3	119	31	16558	19	123	32	31322	36	113	29	36624	42	-	-	-	-	-	-	-	-	-	-	-	-
1735	15	5	1280	2	108	36	14964	22	91	31	23350	34	91	31	29642	43	1	0	488	1	-	-	-	-	-	-	-	-
1736	26	9	2176	3	94	32	14326	22	102	35	25822	39	71	24	23182	35	-	-	-	-	-	-	-	-	-	-	-	-
1737	34	10	2678	4	97	30	14824	20	108	31	25458	34	93	29	30360	41	1	0	488	1	-	-	-	-	-	-	-	-
1738	36	8	2978	3	139	32	21018	21	138	32	35486	36	116	27	37946	39	1	0	488	0	-	-	-	-	-	-	-	-
1739	28	8	2132	3	125	36	18332	24	107	31	27170	35	89	26	29006	38	-	-	-	-	-	-	-	-	-	-	-	-
1740	84	28	6334	8	156	37	21594	26	100	23	25214	31	87	20	28478	35	-	-	-	-	-	-	-	-	-	-	-	-
1741	186	25	7968	10	129	31	17952	22	85	20	21328	26	100	24	32568	41	2	0	816	1	-	-	-	-	-	-	-	-
1742	61	17	4638	6	88	25	12846	15	132	38	32214	44	71	20	23342	32	-	-	-	-	-	-	-	-	-	-	-	-
1743	36	10	2842	3	77	21	11724	13	121	33	30290	35	126	35	41934	48	2	1	816	1	-	-	-	-	-	-	-	-
1744	55	18	4762	8	101	33	14230	23	73	24	18248	30	72	24	24872	39	1	0	488	1	-	-	-	-	-	-	-	-
1745	34	12	2770	4	64	23	9772	15	76	28	20342	31	101	36	33724	51	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA. PA 78/96-102

CONTINUED...

TABLE II.3 BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	38	16	2920	5	68	24	8596	16	68	28	16872	31	78	32	25996	47	1	0	488	1	-	-	-	-	-	-	-	-
1747	51	20	4166	8	74	29	10659	20	54	21	13468	25	75	29	25856	47	1	0	488	1	-	-	-	-	-	-	-	-
1748	37	15	3022	6	67	28	9604	19	68	28	16786	32	66	28	22044	43	1	0	488	1	-	-	-	-	-	-	-	-
1749	46	17	3958	6	67	25	9828	16	74	27	18810	31	84	31	28180	46	1	0	488	1	-	-	-	-	-	-	-	-
1750	36	13	3182	5	64	24	8894	14	84	31	21422	35	83	31	27996	45	1	0	488	1	-	-	-	-	-	-	-	-
1751	28	12	2268	4	52	23	7368	13	56	24	14920	26	93	40	31428	56	1	0	488	1	-	-	-	-	-	-	-	-
1752	41	16	3384	6	79	30	11142	19	49	19	12434	21	91	35	31024	54	-	-	-	-	-	-	-	-	-	-	-	-
1753	40	15	3212	5	75	29	11058	19	61	24	15182	26	80	31	27674	47	2	1	884	1	1	0	536	1	-	-	-	-
1754	42	15	3418	6	84	31	12144	20	57	21	13818	23	91	33	31234	51	1	0	482	1	-	-	-	-	-	-	-	-
1755	36	18	2882	6	45	22	6636	14	43	21	10386	22	71	35	24806	52	7	3	2872	6	-	-	-	-	-	-	-	-
1756	33	21	2782	9	54	34	7936	26	43	27	10334	33	25	16	9820	29	2	1	810	3	-	-	-	-	-	-	-	-
1757	32	20	2752	8	60	37	8762	27	36	22	8576	26	31	19	10900	33	4	2	1634	5	-	-	-	-	-	-	-	-
1758	34	18	2980	7	59	32	8304	21	39	21	9150	23	48	26	17066	42	7	4	2852	7	-	-	-	-	-	-	-	-
1759	39	17	3488	6	55	24	7526	14	49	21	11982	22	83	35	25356	53	8	3	3282	6	-	-	-	-	-	-	-	-
1760	41	20	3580	8	53	26	7584	16	47	23	11208	24	54	26	19264	41	12	6	4972	11	-	-	-	-	-	-	-	-
1761	46	20	3982	8	82	35	11618	24	38	16	8966	18	56	24	19948	41	11	5	4552	9	-	-	-	-	-	-	-	-
1762	26	11	2298	4	96	41	13154	26	49	21	11558	23	46	20	16490	33	17	7	7086	14	-	-	-	-	-	-	-	-
1763	30	12	2856	5	107	44	15600	30	42	17	10046	19	48	20	16954	33	16	7	6616	13	-	-	-	-	-	-	-	-
1764	18	7	1582	3	98	36	12832	22	57	23	13472	23	66	27	23330	40	18	7	7448	13	-	-	-	-	-	-	-	-
1765	14	6	1248	2	76	34	10706	20	52	23	12314	23	59	27	20896	39	20	9	8286	15	1	0	532	1	-	-	-	-
1766	30	11	2528	4	88	32	13048	20	65	23	15328	23	71	26	25318	38	24	9	9958	15	-	-	-	-	-	-	-	-
1767	29	15	2548	6	80	41	11314	27	25	13	5966	14	40	21	14268	34	19	10	7882	19	-	-	-	-	-	-	-	-
1768	33	13	2946	5	97	38	12944	23	44	17	10304	18	54	21	19434	35	25	10	10364	18	-	-	-	-	-	-	-	-
1769	49	13	3396	5	115	30	16400	25	53	18	12578	19	64	21	23162	35	27	9	11292	17	-	-	-	-	-	-	-	-
1770	26	12	2300	5	76	34	10940	21	41	15	9634	18	49	22	17764	34	29	13	12034	23	-	-	-	-	-	-	-	-
1771	34	19	2858	9	79	45	10576	31	26	16	6040	18	21	12	7754	23	16	9	6670	20	-	-	-	-	-	-	-	-
1772	79	26	6394	11	117	38	16184	27	48	13	9866	15	43	14	15682	26	30	10	12512	21	-	-	-	-	-	-	-	-
1773	72	26	6004	10	86	31	11366	20	41	15	9834	17	45	16	16306	28	34	12	14168	25	-	-	-	-	-	-	-	-
1774	65	21	5428	8	121	38	16672	25	44	14	10486	16	44	14	16838	24	41	13	17192	26	-	-	-	-	-	-	-	-
1775	11	41	984	38	15	56	1936	62	1	4	218	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	30	13	2558	5	92	40	12582	24	32	14	7796	15	26	11	9572	18	49	21	20936	39	-	-	-	-	-	-	-	-
1777	33	13	2848	5	98	40	13366	23	34	14	8278	14	27	11	9624	17	56	23	23972	41	-	-	-	-	-	-	-	-
1778	49	18	4028	7	116	44	15136	27	21	8	5016	9	21	8	7364	13	58	22	24974	44	-	-	-	-	-	-	-	-
1779	39	17	3216	6	90	40	11080	24	29	13	6688	14	14	6	4862	10	53	24	22862	46	-	-	-	-	-	-	-	-
1780	34	15	2920	6	90	40	11628	22	29	13	6640	13	17	7	5876	11	57	25	24924	48	-	-	-	-	-	-	-	-
1781	48	47	3216	25	44	43	5828	46	4	4	1888	8	4	4	1412	11	3	3	1352	11	-	-	-	-	-	-	-	-
1782	93	41	7878	21	87	39	11108	34	20	9	4626	14	9	4	3326	10	16	7	6946	21	-	-	-	-	-	-	-	-
1783	64	24	4958	9	186	48	14014	26	31	12	7252	13	15	6	5042	9	52	19	22888	42	-	-	-	-	-	-	-	-
1784	37	14	3196	6	126	49	17116	31	25	11	6922	12	7	3	2440	4	60	23	26484	47	-	-	-	-	-	-	-	-
1785	34	15	2964	5	75	33	10076	18	39	17	9512	17	18	8	6380	11	61	27	27824	48	-	-	-	-	-	-	-	-
1786	21	10	1748	3	66	32	9210	16	35	17	8644	15	17	8	5862	10	70	33	31250	55	-	-	-	-	-	-	-	-

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SOURCE: GAA. PA 79/94-102

CONTINUED...

TABLE II.3 BREAKDOWN OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	25	11	1986	3	96	42	13170	23	18	8	4400	8	16	7	5572	10	74	32	32760	57	-	-	-	-	-	-	-	-
1788	34	16	2750	5	82	39	10696	21	16	8	4100	8	8	4	2770	5	71	34	31504	61	-	-	-	-	-	-	-	-
1789	42	17	3894	5	79	33	10700	18	30	12	7394	12	18	7	6418	11	72	30	31848	53	1	0	510	1	-	-	-	-
1790	60	23	4700	8	86	37	13086	22	22	8	5574	9	12	5	4288	7	72	27	32128	54	-	-	-	-	-	-	-	-
1791[13]	36	16	2624	5	71	33	9278	17	24	11	6160	11	14	6	4958	9	73	34	32398	58	-	-	-	-	-	-	-	-
1792	33	15	2719	5	78	35	10622	19	22	10	5434	10	12	5	4268	7	76	34	33880	60	-	-	-	-	-	-	-	-
1793	69	37	5488	20	90	48	12216	44	10	5	2412	9	10	5	3548	13	9	5	3884	14	-	-	-	-	-	-	-	-
1794	54	23	4314	8	93	40	12372	23	13	6	3096	6	4	2	1462	3	71	30	31490	60	-	-	-	-	-	-	-	-
1795[13]	26	51	1860	34	23	45	2872	52	-	-	-	-	1	2	392	7	1	2	410	7	-	-	-	-	-	-	-	-
1796[14]	137	53	9622	30	92	36	12336	38	13	5	3812	9	2	1	682	2	15	6	6540	20	-	-	-	-	-	-	-	-
1797[15]	57	31	4218	14	82	45	11554	37	15	8	3558	11	9	5	3176	10	19	10	8404	27	-	-	-	-	-	-	-	-
1798	48	43	3564	23	45	41	5740	38	8	7	1852	12	3	3	1014	7	7	6	3106	20	-	-	-	-	-	-	-	-
1799	4	44	284	31	5	56	666	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	24	38	1798	28	28	44	3350	37	4	6	894	10	2	3	702	8	5	8	2274	25	-	-	-	-	-	-	-	-
1801	26	46	1766	25	23	40	2906	42	6	11	1416	20	-	-	-	-	2	4	884	13	-	-	-	-	-	-	-	-
1802	82	38	6152	14	101	42	13666	32	14	6	3122	7	8	3	2856	7	37	15	16420	38	-	-	-	-	-	-	-	-
1803[16]	89	47	6782	28	85	45	11854	46	3	2	694	3	3	2	1036	4	7	4	3122	13	1	1	518	2	1	1	632	3
1804	41	46	3282	33	44	49	5512	55	3	3	698	7	-	-	-	-	-	-	-	-	1	1	518	5	-	-	-	-
1805	84	43	6240	28	96	49	12046	54	12	6	2886	13	1	1	302	1	2	1	964	4	-	-	-	-	-	-	-	-
1806	29	43	2110	26	38	45	3994	49	7	10	1686	21	1	1	392	5	-	-	-	-	-	-	-	-	-	-	-	-
1807[17]	22	69	1285	49	9	28	1134	43	1	3	220	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808			NO DATA AVAILABLE																									
1809			NO DATA AVAILABLE																									
1810			NO DATA AVAILABLE																									
1811			NO DATA AVAILABLE																									
1812			NO DATA AVAILABLE																									
1813[6]			NO DATA AVAILABLE																									
1814[6]	44	42	3592	24	96	49	7836	58	10	5	2396	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815[18]	69	45	4728	25	75	48	10224	54	5	3	1264	7	2	1	730	4	4	3	1856	10	-	-	-	-	-	-	-	-
1816[18]	82	38	5490	19	109	50	15470	52	11	5	2642	9	4	2	1424	5	10	5	4562	15	-	-	-	-	-	-	-	-
1817	119	21	9378	9	321	56	48154	48	52	16	21968	22	25	4	6508	9	9	2	3974	4	2	0	1022	1	9	2	6610	7
1818	24	25	1718	9	46	48	6846	34	12	13	2852	14	3	3	1044	5	1	1	408	2	1	1	578	3	9	9	6634	33
1819	38	31	2946	14	66	54	9674	45	7	6	1656	8	1	1	350	2	4	3	1820	9	1	1	506	2	6	5	4368	20
1820	34	26	2690	11	68	53	10396	42	12	9	2848	11	3	2	1126	5	4	3	1760	7	-	-	-	-	8	6	6160	25
1821	36	28	2778	12	72	56	11122	49	11	9	2576	11	1	1	350	2	1	1	486	2	1	1	520	2	6	5	4832	21
1822[19]	18	29	1452	11	29	47	4174	32	6	10	1338	10	3	5	992	8	-	-	-	-	-	-	-	-	6	10	5000	39
1823[19]	17	17	1146	6	49	49	7652	37	21	21	5030	24	6	6	1976	10	1	1	496	2	2	2	1072	5	4	4	3392	16
1824[20]	11	13	774	5	58	67	9580	60	12	14	2748	17	4	5	1400	9	-	-	-	-	1	1	538	3	1	1	858	5
1825[20]	14	26	982	12	31	57	4868	58	5	9	1050	12	3	6	1002	13	1	2	420	5	-	-	-	-	-	-	-	-

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IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA. PA 78/94-102

TABLE II.3.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				C 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6][7]	3	9%	226	4%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	1	11	70	5	6	67	956	63	2	22	490	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	3	38	234	21	4	50	520	53	1	13	250	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	1	13	80	5	2	25	320	20	5	63	1220	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	9	60	678	41	5	33	720	44	1	7	252	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1720	8	42	542	19	5	26	716	25	4	21	894	31	2	11	600	24	-	-	-	-	-	-	-	-	-	-	-	-
1721	12	86	750	63	-	-	-	-	2	14	448	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	13	72	788	43	1	6	112	6	4	22	948	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	12	57	794	29	4	19	682	25	4	19	924	34	1	5	308	11	-	-	-	-	-	-	-	-	-	-	-	-
1724	28	67	1974	58	6	14	816	17	5	12	1140	23	3	7	1068	22	-	-	-	-	-	-	-	-	-	-	-	-
1725	31	74	2136	53	6	14	772	19	5	12	1130	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	28	47	2128	29	23	39	3188	44	7	12	1604	22	1	2	308	4	-	-	-	-	-	-	-	-	-	-	-	-
1727	9	35	762	23	15	58	2088	63	2	8	434	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	21	49	1656	34	20	47	2820	57	2	5	434	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1729	2	14	136	6	10	71	1648	73	2	14	460	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1730	7	26	690	16	14	52	1870	49	6	22	1376	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1731	9	28	730	16	18	56	2788	60	5	16	1112	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1732	7	27	682	15	10	38	1486	36	9	35	2036	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1733	9	47	726	28	7	37	1104	42	2	11	460	18	1	5	336	13	-	-	-	-	-	-	-	-	-	-	-	-
1734	6	17	482	10	26	72	3484	70	3	8	664	13	1	3	324	7	-	-	-	-	-	-	-	-	-	-	-	-
1735	6	25	514	15	13	54	1884	54	5	21	1082	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736	12	36	1018	21	15	43	1942	40	8	23	1916	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1737	10	19	848	8	16	31	2322	23	23	48	5908	59	3	6	1016	10	-	-	-	-	-	-	-	-	-	-	-	-
1738	11	13	970	6	35	42	5080	30	27	32	7154	43	11	13	3670	22	-	-	-	-	-	-	-	-	-	-	-	-
1739	2	6	188	3	21	66	2958	55	8	25	1932	36	1	3	332	6	-	-	-	-	-	-	-	-	-	-	-	-
1740	15	34	1270	17	12	27	1524	21	13	30	3338	45	4	9	1262	17	-	-	-	-	-	-	-	-	-	-	-	-
1741	14	14	1156	6	33	34	4524	22	28	29	7196	35	21	21	6892	33	2	2	816	4	-	-	-	-	-	-	-	-
1742	9	19	668	8	17	36	2316	27	17	36	4334	50	4	9	1254	15	-	-	-	-	-	-	-	-	-	-	-	-
1743	9	22	798	12	20	50	2840	42	8	20	1908	30	2	5	668	10	1	2	408	6	-	-	-	-	-	-	-	-
1744	19	36	1648	23	26	49	3424	46	7	13	1610	23	1	2	336	5	-	-	-	-	-	-	-	-	-	-	-	-
1745	9	29	638	17	20	65	2624	70	2	6	482	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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SOURCE: GAA, PA 73/04-102

CONTINUED...

TABLE II.3.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	10	32	736	19	17	55	2136	56	4	13	974	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1747	19	33	1584	22	34	60	4478	63	3	5	734	10	1	2	352	5	-	-	-	-	-	-	-	-	-	-	-	-
1748	11	37	920	23	14	47	1780	45	4	13	916	23	1	3	352	9	-	-	-	-	-	-	-	-	-	-	-	-
1749	15	45	1274	32	14	42	1726	43	4	12	1000	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1750	6	39	540	21	13	65	1746	69	1	5	230	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1751	19	51	1536	35	15	41	2023	46	2	5	468	11	1	3	336	8	-	-	-	-	-	-	-	-	-	-	-	-
1752	15	35	1294	25	27	63	3648	71	1	2	222	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753	20	43	1650	30	25	53	3242	59	2	4	564	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1754	15	43	1224	32	20	57	2646	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	10	43	784	30	13	57	1802	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	20	43	1750	32	23	50	3100	56	3	7	676	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	16	34	1364	23	29	62	3876	66	1	2	244	4	-	-	-	-	1	2	402	7	-	-	-	-	-	-	-	-
1758	13	35	1160	24	19	51	2558	53	5	14	1120	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	17	41	1540	30	22	54	3082	61	2	5	434	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	5	32	744	21	16	57	1980	57	3	11	754	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1761	4	27	288	14	9	60	1330	65	2	13	430	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	13	35	1974	23	22	59	2914	62	1	3	202	4	-	-	-	-	1	3	480	10	-	-	-	-	-	-	-	-
1763	9	24	738	15	26	70	3912	77	2	5	404	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1764	6	26	532	19	17	74	2272	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	7	27	532	18	18	69	2528	76	1	4	202	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	8	27	652	16	28	67	3040	74	2	7	420	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	18	42	1528	29	24	56	3462	67	1	2	202	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	6	17	556	12	29	81	3906	84	1	3	202	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	13	29	1056	17	29	64	4070	67	1	2	202	3	1	2	302	5	1	2	418	7	-	-	-	-	-	-	-	-
1770	8	36	722	24	10	45	1304	44	3	14	614	21	1	5	336	11	-	-	-	-	-	-	-	-	-	-	-	-
1771	10	37	852	24	15	56	2242	64	2	7	418	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1772	10	28	784	18	26	72	3578	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	21	52	1766	42	19	47	2480	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1774	14	38	1136	23	18	49	2588	53	4	11	886	18	1	3	318	6	-	-	-	-	-	-	-	-	-	-	-	-
1775	11	41	944	30	15	56	1936	62	1	4	218	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	7	44	570	32	9	56	1192	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	14	33	1184	24	27	64	3476	71	1	2	226	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	22	31	1850	22	47	66	6020	72	2	3	490	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1779	20	36	1618	21	28	51	3534	47	3	5	744	10	1	2	316	4	3	5	1314	17	-	-	-	-	-	-	-	-
1780	22	42	1818	30	29	55	3754	62	2	4	462	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	6	33	392	20	12	67	1572	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	17	95	1148	37	13	42	1702	55	1	3	236	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1783	5	22	392	13	16	70	2020	69	1	4	220	7	1	4	312	11	-	-	-	-	-	-	-	-	-	-	-	-
1784	15	23	1498	18	48	75	6282	80	1	2	208	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	6	50	554	43	6	50	732	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	11	50	946	42	11	50	1316	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA. PA 79/94-102

CONTINUED...

TABLE II.3.A BREAKDOWN OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	7	37	422	21	12	63	1650	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	18	47	1408	37	20	53	2416	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	23	45	1784	38	25	49	3234	68	2	4	410	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	13	30	980	28	20	61	2534	72	-	-	-	-	-	-	-	-	-	-	-	-	2	7	402	7	-	-	-	-
1791	10	27	880	19	25	68	3272	69	1	3	208	4	1	3	350	7	-	-	-	-	-	-	-	-	-	-	-	-
1792	7	37	696	28	12	63	1850	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	14	54	1150	44	12	46	1462	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	12	52	954	41	11	48	1394	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795	1	25	34	9	3	75	354	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	13	57	934	39	9	39	1256	52	1	4	212	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797[15]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803[16]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814	14	48	936	29	12	41	1558	49	3	10	690	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	18	47	1180	29	18	47	2354	58	2	5	518	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	18	60	1138	41	12	40	1606	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	37	21	3152	10	100	56	14618	48	20	11	4968	16	15	8	5108	17	3	2	1294	4	2	1	1022	3	1	1	602	2
1818	4	24	312	13	11	65	1578	67	2	12	448	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	10	63	810	46	5	31	738	42	1	6	226	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	13	48	1086	34	13	48	1750	59	1	4	228	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	14	74	1066	56	4	21	590	31	1	5	246	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	5	56	442	44	4	44	552	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	1	**	42	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR

III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

TABLE II,3.B BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	1	11	60	2	-	-	-	-	3	33	722	27	4	44	1440	55	1	11	410	16	-	-	-	-	-	-	-	-
1720	2	9	114	2	2	9	296	4	1	4	260	3	13	57	4704	63	5	22	2112	28	-	-	-	-	-	-	-	-
1721	2	4	96	1	3	6	556	4	8	17	2070	13	25	53	9072	58	9	19	3768	24	-	-	-	-	-	-	-	-
1722	2	4	118	1	2	4	360	2	11	21	2972	17	30	58	10728	63	7	13	2938	17	-	-	-	-	-	-	-	-
1723	-	-	-	-	2	7	380	4	4	13	980	10	19	63	6848	67	5	17	2058	20	-	-	-	-	-	-	-	-
1724	4	5	308	1	2	3	352	1	8	11	2256	9	55	74	19274	79	5	7	2100	9	-	-	-	-	-	-	-	-
1725	1	1	100	2	4	3	752	2	40	33	10772	28	74	61	25882	67	3	2	1238	3	-	-	-	-	-	-	-	-
1726	1	1	90	3	5	5	912	3	29	30	7874	26	60	62	20732	68	2	2	818	3	-	-	-	-	-	-	-	-
1727	1	1	96	0	3	3	424	2	55	56	14526	53	39	40	12554	45	-	-	-	-	-	-	-	-	-	-	-	-
1728	3	3	202	1	10	8	1572	5	60	51	15944	50	45	38	14372	45	-	-	-	-	-	-	-	-	-	-	-	-
1729	-	-	-	-	4	4	638	2	46	50	12366	47	42	46	13468	51	-	-	-	-	-	-	-	-	-	-	-	-
1730	2	1	176	0	5	4	828	2	78	57	20484	53	53	38	16808	44	-	-	-	-	-	-	-	-	-	-	-	-
1731	-	-	-	-	5	3	808	2	93	58	23930	53	62	39	19692	45	-	-	-	-	-	-	-	-	-	-	-	-
1732	1	0	88	0	10	5	1670	3	117	56	30482	52	81	39	26118	45	-	-	-	-	-	-	-	-	-	-	-	-
1733	-	-	-	-	5	3	850	1	106	54	27916	49	87	44	28234	50	-	-	-	-	-	-	-	-	-	-	-	-
1734	2	1	176	0	4	2	668	1	80	42	21182	38	106	55	34448	61	-	-	-	-	-	-	-	-	-	-	-	-
1735	-	-	-	-	2	2	324	1	44	35	11976	31	79	63	25772	67	1	1	408	1	-	-	-	-	-	-	-	-
1736	-	-	-	-	2	2	328	1	28	33	7532	29	55	65	18028	70	-	-	-	-	-	-	-	-	-	-	-	-
1737	1	1	54	0	5	4	866	2	39	32	10442	29	75	62	24478	68	1	1	408	1	-	-	-	-	-	-	-	-
1738	2	1	166	0	3	2	512	1	59	36	15944	32	99	60	32360	66	1	1	408	1	-	-	-	-	-	-	-	-
1739	1	1	84	0	1	1	132	0	45	38	13412	35	77	60	25162	65	-	-	-	-	-	-	-	-	-	-	-	-
1740	2	2	154	1	4	4	638	2	21	21	5946	19	73	73	23976	78	-	-	-	-	-	-	-	-	-	-	-	-
1741	2	2	134	1	4	4	566	2	22	23	5958	20	69	71	22750	77	-	-	-	-	-	-	-	-	-	-	-	-
1742	6	5	474	3	5	4	676	2	45	35	11772	37	58	51	19088	60	-	-	-	-	-	-	-	-	-	-	-	-
1743	10	5	770	1	5	3	839	1	62	32	16556	29	117	60	38910	68	1	1	408	1	-	-	-	-	-	-	-	-
1744	3	3	268	1	1	1	122	0	18	21	5042	19	64	74	21468	80	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	-	2	2	382	1	32	26	8968	23	87	72	29108	76	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 79/94-102

CONTINUED...

TABLE II.3.8 BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	-	-	-	-	1	1	200	1	16	19	4526	16	68	79	22702	82	1	1	408	1	-	-	-	-	-	-	-	-
1747	-	-	-	-	1	1	188	1	14	21	4048	18	53	78	17742	81	-	-	-	-	-	-	-	-	-	-	-	-
1748	-	-	-	-	4	6	588	3	18	28	4872	25	43	66	14418	73	-	-	-	-	-	-	-	-	-	-	-	-
1749	1	1	100	0	1	1	170	1	28	29	7880	26	65	68	21876	73	-	-	-	-	-	-	-	-	-	-	-	-
1750	5	4	450	1	5	4	580	1	46	35	12486	32	75	57	25280	64	1	1	408	1	-	-	-	-	-	-	-	-
1751	-	-	-	-	5	4	732	2	33	27	9318	25	81	67	27464	72	1	1	408	1	-	-	-	-	-	-	-	-
1752	-	-	-	-	1	1	196	1	18	18	5026	16	79	81	26950	84	-	-	-	-	-	-	-	-	-	-	-	-
1753	-	-	-	-	1	1	134	0	18	19	5144	16	74	77	25416	79	2	2	804	2	1	1	636	2	-	-	-	-
1754	-	-	-	-	3	3	456	1	14	14	3756	11	65	83	29224	87	-	-	-	-	-	-	-	-	-	-	-	-
1755	2	2	190	1	-	-	-	-	12	14	3260	11	65	76	22740	79	6	7	2470	9	-	-	-	-	-	-	-	-
1756	-	-	-	-	1	20	186	12	1	20	256	16	3	60	1132	72	-	-	-	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	4	16	630	8	2	8	510	6	17	68	6214	76	2	8	820	10	-	-	-	-	-	-	-	-
1759	1	2	76	0	1	2	174	1	9	17	2208	13	39	75	13980	81	2	4	850	5	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	2	29	538	23	4	57	1388	59	1	14	418	18	-	-	-	-	-	-	-	-
1761	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	-	-	-	-	-	-	-	-	19	76	6692	73	6	24	2494	27	-	-	-	-	-	-	-	-
1763	-	-	-	-	1	2	188	1	7	13	1790	9	34	62	12040	82	13	24	5400	28	-	-	-	-	-	-	-	-
1764	1	2	62	0	1	2	118	1	2	3	568	2	48	74	17160	76	13	20	5388	23	-	-	-	-	-	-	-	-
1765	-	-	-	-	3	6	380	2	4	8	946	5	33	62	11730	63	12	23	4956	27	1	2	532	3	-	-	-	-
1766	1	1	38	0	3	4	530	2	3	4	726	3	52	69	18784	70	16	21	6648	25	-	-	-	-	-	-	-	-
1767	-	-	-	-	1	2	148	1	-	-	-	-	31	66	11218	64	15	32	6228	35	-	-	-	-	-	-	-	-
1768	-	-	-	-	1	1	154	1	4	6	1012	4	43	60	15602	58	24	33	9956	37	-	-	-	-	-	-	-	-
1769	-	-	-	-	-	-	-	-	1	2	266	1	35	64	13118	61	19	35	7964	37	-	-	-	-	-	-	-	-
1770	-	-	-	-	-	-	-	-	-	-	-	-	23	48	8630	45	26	52	10378	55	-	-	-	-	-	-	-	-
1771	-	-	-	-	1	4	150	2	-	-	-	-	11	44	4060	42	13	52	5434	56	-	-	-	-	-	-	-	-
1772	-	-	-	-	-	-	-	-	-	-	-	-	14	42	5272	40	19	58	7982	60	-	-	-	-	-	-	-	-
1773	-	-	-	-	1	2	198	1	-	-	-	-	18	43	6652	40	23	55	9582	58	-	-	-	-	-	-	-	-
1774	-	-	-	-	1	2	120	1	-	-	-	-	20	44	7458	42	24	53	10058	57	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	-	-	-	-	1	2	196	1	-	-	-	-	12	23	4688	22	39	75	16700	77	-	-	-	-	-	-	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-	6	15	2280	13	35	85	15018	87	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	-	-	-	-	3	10	1144	9	27	90	11650	91	-	-	-	-	-	-	-	-
1779	-	-	-	-	-	-	-	-	1	4	244	2	-	-	-	-	23	96	10064	98	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	-	-	-	2	7	748	6	26	93	11382	94	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	-	-	-	-	-	-	-	2	33	712	30	4	67	1698	70	-	-	-	-	-	-	-	-
1783	-	-	-	-	-	-	-	-	1	3	290	2	3	9	1056	7	31	89	13490	91	-	-	-	-	-	-	-	-
1784	1	2	48	0	1	2	176	1	2	3	536	2	6	10	2116	8	52	84	22892	89	-	-	-	-	-	-	-	-
1785	-	-	-	-	2	3	214	1	5	7	1376	5	9	13	3270	11	56	78	24702	84	-	-	-	-	-	-	-	-
1786	2	3	138	0	4	5	634	2	4	5	1056	3	6	8	2170	7	61	79	27210	87	-	-	-	-	-	-	-	-

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III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.3.8 BREAKDOWN OF SHIPPING FROM NARVA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	1	1	62	0	3	3	424	1	3	3	816	2	8	9	2888	8	71	83	31532	88	-	-	-	-	-	-	-	-
1788	2	2	124	0	2	2	272	1	3	4	786	2	5	6	1812	5	68	85	30278	91	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	2	2	540	2	12	15	4258	12	66	82	29334	86	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	8	9	2832	5	10	11	3554	9	72	80	32128	85	-	-	-	-	-	-	-	-
1791[13]	4	4	254	1	2	2	260	1	11	11	2856	7	9	9	3342	9	73	74	32398	83	-	-	-	-	-	-	-	-
1792	-	-	-	-	1	1	130	0	3	3	712	2	10	11	3622	10	73	84	32558	88	-	-	-	-	-	-	-	-
1793	-	-	-	-	4	25	538	10	-	-	-	-	3	19	1102	20	9	56	3884	70	-	-	-	-	-	-	-	-
1794	1	1	88	0	4	5	502	2	-	-	-	-	3	4	1102	3	68	86	30166	95	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	88	410	99	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	3	17	742	10	-	-	-	-	15	83	6540	90	-	-	-	-	-	-	-	-
1797	1	3	66	1	2	7	290	3	2	7	478	4	6	20	2194	19	19	63	8484	74	-	-	-	-	-	-	-	-
1798	1	11	56	2	-	-	-	-	1	11	220	7	-	-	-	-	7	78	3106	92	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	2	29	702	24	5	71	2274	76	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	99	470	99	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	2	5	476	3	5	11	1866	10	37	84	16620	88	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-	1	14	366	12	6	86	2704	88	-	-	-	-	-	-	-	-
1804	2	29	192	24	5	71	596	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	6	30	374	13	9	45	1074	36	3	15	722	24	1	5	302	10	1	5	486	16	-	-	-	-	-	-	-	-
1806	-	-	-	-	2	29	370	21	4	57	966	56	1	14	392	23	-	-	-	-	-	-	-	-	-	-	-	-
1807	2	29	196	18	4	57	480	56	1	14	220	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	2	40	194	26	2	40	300	43	1	20	212	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	2	22	198	7	2	22	298	11	-	-	-	-	1	11	378	14	4	44	1856	68	-	-	-	-	-	-	-	-
1816	4	16	322	5	7	28	960	14	2	8	534	8	4	16	1424	21	8	32	3464	53	-	-	-	-	-	-	-	-
1817	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	892	14	-	-	-	-	7	78	5290	86
1818	-	-	-	-	5	29	850	10	1	6	204	2	2	11	664	8	1	6	408	5	-	-	-	-	9	50	6634	76
1819	4	13	306	3	16	53	2446	27	-	-	-	-	1	3	350	4	2	7	968	11	1	3	506	6	6	20	4388	49
1820	-	-	-	-	8	44	1496	18	-	-	-	-	1	6	390	5	1	6	454	5	-	-	-	-	8	44	6160	72
1821	-	-	-	-	2	18	314	5	2	18	440	7	-	-	-	-	1	9	486	8	-	-	-	-	6	55	4832	80
1822	3	21	228	4	3	21	468	8	1	7	210	3	1	7	324	5	-	-	-	-	-	-	-	-	6	43	5000	80
1823	1	5	94	1	3	15	468	6	7	35	1680	22	3	15	1042	13	-	-	-	-	2	10	1072	14	4	20	3392	44
1824	-	-	-	-	19	69	2758	48	4	15	844	15	2	8	728	13	-	-	-	-	1	4	538	9	1	4	858	15
1825[20]	2	13	174	6	12	75	1860	68	-	-	-	-	2	13	710	26	-	-	-	-	-	-	-	-	-	-	-	-

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II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 78/94-102

TABLE II.3.C BREAKDOWN OF SHIPPING FROM RIGA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																											
1709[2]	2	33	68	7	1	17	160	17	3	50	720	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	2	11	104	2	3	16	422	9	12	63	3206	72	1	5	314	7	1	5	406	9	-	-	-	-	-	-	-	-
1711[4]	4	67	188	36	1	17	120	23	1	17	220	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	4	67	164	30	1	17	114	21	1	17	260	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	6	21	380	7	7	24	1114	19	13	45	3272	56	3	10	1080	18	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	16	64	976	33	4	16	626	21	4	16	972	33	1	4	340	12	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	18	60	1276	36	7	23	950	27	4	13	930	26	1	3	370	10	-	-	-	-	-	-	-	-	-	-	-	-
1716	30	39	1856	16	19	25	2726	23	21	28	5252	44	5	7	1638	14	1	1	440	4	-	-	-	-	-	-	-	-
1717	26	25	1812	9	29	27	4274	22	40	38	10074	51	11	10	3632	18	-	-	-	-	-	-	-	-	-	-	-	-
1718	15	20	1076	8	24	32	3658	26	26	35	7214	52	6	8	2020	14	-	-	-	-	-	-	-	-	-	-	-	-
1719	17	25	1212	9	12	18	1702	13	32	48	7940	62	6	9	2012	16	-	-	-	-	-	-	-	-	-	-	-	-
1720	25	32	1592	11	18	23	2860	20	31	39	8024	57	5	6	1664	12	-	-	-	-	-	-	-	-	-	-	-	-
1721	27	31	1718	12	27	31	3984	29	28	33	6826	49	4	5	1346	10	-	-	-	-	-	-	-	-	-	-	-	-
1722	18	20	1318	8	32	35	4592	28	38	42	9316	58	3	3	952	6	-	-	-	-	-	-	-	-	-	-	-	-
1723	20	24	1500	11	31	37	4568	32	32	38	7752	55	1	1	312	2	-	-	-	-	-	-	-	-	-	-	-	-
1724	31	32	2386	16	35	36	5110	34	29	30	7036	47	1	1	332	2	-	-	-	-	-	-	-	-	-	-	-	-
1725	40	27	3194	14	66	44	9424	40	38	26	9206	39	4	3	1374	6	1	1	440	2	-	-	-	-	-	-	-	-
1726	44	33	4040	19	61	42	9104	42	35	24	8158	38	1	1	320	1	-	-	-	-	-	-	-	-	-	-	-	-
1727	20	18	1732	11	72	65	9836	63	18	16	4064	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	26	22	2016	12	73	63	10488	63	15	13	3384	20	1	1	322	2	-	-	-	-	1	1	504	3	-	-	-	-
1729	21	22	1720	12	58	61	8574	61	17	18	3824	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1730	21	14	1660	7	96	66	13940	63	27	18	6022	27	2	1	664	3	-	-	-	-	-	-	-	-	-	-	-	-
1731	22	16	1768	9	90	65	12508	61	25	18	5506	27	2	1	664	3	-	-	-	-	-	-	-	-	-	-	-	-
1732	11	15	916	8	46	61	6420	56	17	23	3868	34	1	1	332	3	-	-	-	-	-	-	-	-	-	-	-	-
1733	10	12	832	6	60	72	8904	70	13	16	2990	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1734	13	11	1036	6	79	68	10976	63	24	21	5522	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1735	9	8	766	4	80	70	12032	64	25	22	5704	30	1	1	354	2	-	-	-	-	-	-	-	-	-	-	-	-
1736	10	8	830	4	71	60	11230	54	37	31	8532	41	1	1	306	1	-	-	-	-	-	-	-	-	-	-	-	-
1737	12	12	924	6	69	70	10586	66	14	14	3104	19	4	4	1332	8	-	-	-	-	-	-	-	-	-	-	-	-
1738	10	8	862	4	86	68	13410	62	31	24	7186	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1739	11	9	822	4	84	67	12892	63	30	24	7024	33	1	1	316	2	-	-	-	-	-	-	-	-	-	-	-	-
1740	42	22	3302	12	113	59	15740	57	35	18	8136	29	2	1	680	2	-	-	-	-	-	-	-	-	-	-	-	-
1741	64	39	4834	23	70	48	11092	53	22	13	5018	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1742	44	28	3344	14	61	39	9102	38	51	33	11402	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1743	12	13	972	6	45	49	6996	45	35	38	7738	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	28	23	2046	13	66	54	9440	51	26	24	6612	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1745	21	26	1878	14	37	46	6076	46	22	27	4928	37	1	1	318	2	-	-	-	-	-	-	-	-	-	-	-	-

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IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 7494-102

CONTINUED...

TABLE II.3.C BREAKDOWN OF SHIPPING FROM RIGA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	20	22	1612	11	40	43	6012	40	33	35	7428	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1747	26	30	2182	16	37	42	5632	42	25	28	5616	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1748	17	19	1370	10	43	49	6376	46	28	32	6254	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1749	24	27	2088	15	43	48	6608	48	21	24	4796	35	-	-	-	-	1	1	408	3	-	-	-	-	-	-	-	-
1750	15	21	1378	13	36	51	5226	48	18	26	4038	37	1	1	342	3	-	-	-	-	-	-	-	-	-	-	-	-
1751	6	14	518	8	27	64	3828	59	9	21	2094	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1752	23	38	1924	16	40	69	5838	49	18	32	4186	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753	15	17	1212	8	42	49	6656	46	29	34	6524	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1754	15	14	1238	7	55	50	8158	43	37	34	8548	45	2	2	606	3	1	1	402	2	-	-	-	-	-	-	-	-
1755	10	16	822	7	26	41	4094	36	25	40	5610	50	1	2	338	3	1	2	402	4	-	-	-	-	-	-	-	-
1756	11	15	926	6	23	32	3630	25	25	35	5752	39	11	15	4012	27	1	1	402	3	-	-	-	-	-	-	-	-
1757	12	13	1034	5	30	32	4692	22	27	28	6352	30	23	24	8092	38	3	3	1232	6	-	-	-	-	-	-	-	-
1758	29	18	1728	7	34	30	4890	20	28	25	6452	26	27	24	9496	39	5	4	2032	8	-	-	-	-	-	-	-	-
1759	18	16	1548	6	28	24	3734	14	24	21	5852	21	40	34	13980	51	6	5	2432	9	-	-	-	-	-	-	-	-
1760	28	19	2476	7	34	23	5242	15	37	25	8624	25	40	27	14308	42	9	6	3722	11	-	-	-	-	-	-	-	-
1761	32	26	2724	6	66	35	9316	22	32	17	7562	18	52	27	18490	43	11	6	4552	11	-	-	-	-	-	-	-	-
1762	11	8	969	3	62	45	8648	30	36	26	8560	29	20	14	7274	25	9	7	3604	13	-	-	-	-	-	-	-	-
1763	16	13*	1472	7	69	56	9966	45	23	19	5478	24	12	10	4250	19	3	2	1216	5	-	-	-	-	-	-	-	-
1764	8	6	694	2	59	44	8606	31	44	33	10298	37	18	13	6170	22	5	4	2052	7	-	-	-	-	-	-	-	-
1765	4	3	382	1	44	37	6120	22	38	32	9020	33	25	21	8850	32	7	6	2904	11	-	-	-	-	-	-	-	-
1766	13	9	1196	4	53	38	7840	26	48	34	11288	38	18	13	6184	21	8	6	3310	11	-	-	-	-	-	-	-	-
1767	9	11	818	5	41	49	5614	35	21	25	5106	31	9	11	3050	19	4	5	1654	10	-	-	-	-	-	-	-	-
1768	21	18	1896	10	49	43	6304	33	34	30	7896	40	9	8	3070	16	1	1	408	2	-	-	-	-	-	-	-	-
1769	19	12	1654	5	90	38	8474	26	43	28	10192	32	27	18	8382	29	6	4	2500	8	-	-	-	-	-	-	-	-
1770	13	11	1184	5	58	42	7264	29	25	25	6866	28	23	19	8116	33	3	3	1246	5	-	-	-	-	-	-	-	-
1771	18	20	1594	10	46	50	6090	38	16	17	3668	23	10	11	3694	23	2	2	826	5	-	-	-	-	-	-	-	-
1772	60	32	4864	14	59	31	8216	24	34	18	7846	23	27	14	9634	28	10	5	4120	12	-	-	-	-	-	-	-	-
1773	35	27	3298	12	47	32	6048	22	31	21	7476	27	21	14	7534	27	9	6	3738	13	-	-	-	-	-	-	-	-
1774	38	22	3158	9	63	37	8710	26	36	21	8668	26	20	12	7204	21	14	8	5842	17	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	18	12	1526	5	64	42	6030	28	26	25	6282	29	13	13	4466	21	6	6	3788	18	-	-	-	-	-	-	-	-
1777	11	9	922	3	51	40	7140	25	27	21	6538	23	19	15	6728	23	18	14	7664	26	-	-	-	-	-	-	-	-
1778	22	18	1748	6	42	34	5562	20	16	13	3812	14	16	13	5464	19	27	22	11536	41	-	-	-	-	-	-	-	-
1779	17	16	1454	6	38	36	5144	22	22	21	4986	21	11	10	3870	16	19	18	8112	34	-	-	-	-	-	-	-	-
1780	10	8	930	3	42	36	5432	19	26	22	5918	21	15	13	5128	18	25	21	10908	39	-	-	-	-	-	-	-	-
1781	48	56	2558	31	24	33	3016	35	2	3	476	6	3	4	1022	12	3	4	1352	16	-	-	-	-	-	-	-	-
1782	68	45	5220	24	53	35	6628	30	16	11	3668	17	5	3	1866	9	10	7	4400	20	-	-	-	-	-	-	-	-
1783	50	30	3840	14	68	41	8784	31	23	14	5332	19	7	4	2362	8	18	11	7900	28	-	-	-	-	-	-	-	-
1784	21	19	1650	10	64	59	8760	50	18	17	4340	25	1	1	324	2	5	5	2290	13	-	-	-	-	-	-	-	-
1785	28	25	2410	13	53	47	7138	39	22	20	5210	28	5	4	1672	9	9	8	1880	10	-	-	-	-	-	-	-	-
1786	7	8	574	3	44	47	6322	32	23	25	5598	28	10	11	3362	17	9	10	4040	20	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 79/94-162

CONTINUED...

CONTINUED...

TABLE 21.3-B SHIPPING FROM VIENNA TO ANSTERDAM BY SIZE OF SHIP IN TONS

SIZES in tons	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1766	2	25	142	4	-	-	-	-	6	46	1564	47	5	38	1668	49	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	-	-	-	-	4	40	1030	33	6	60	2072	67	-	-	-	-	-	-	-	-	-	-	-	-
1768	1	7	42	3	4	29	682	21	5	36	2234	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	2	14	84	7	1	5	159	4	15	77	2566	76	2	15	618	20	-	-	-	-	-	-	-	-	-	-	-	-
1770	2	10	104	7	5	26	782	17	2	12	2088	58	3	16	1052	26	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	-	2	20	380	22	9	57	1888	57	1	14	378	22	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	-	3	30	420	20	7	70	1730	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	-	3	19	402	11	11	65	2706	72	2	13	680	18	-	-	-	-	-	-	-	-	-	-	-	-
1774	-	-	-	-	1	9	182	5	6	55	1514	42	4	36	1400	40	-	-	-	-	-	-	-	-	-	-	-	-
1775	5	25	455	12	2	12	282	8	5	25	1106	32	5	29	1822	47	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	2	8	302	5	12	55	3004	44	9	38	3144	45	1	4	488	6	-	-	-	-	-	-	-	-
1777	-	-	-	-	1	8	194	5	8	62	1988	55	4	31	1456	40	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	2	18	884	52	2	40	728	48	-	-	-	-	-	-	-	-	-	-	-	-
1779	-	-	-	-	1	13	186	9	5	43	1256	59	2	25	748	35	-	-	-	-	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	1	10	298	7	8	80	2888	83	1	10	418	12	-	-	-	-	-	-	-	-
1781	-	-	-	-	2	33	298	19	2	53	486	31	2	33	750	50	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	1	16	198	10	3	43	726	36	3	43	1682	84	-	-	-	-	-	-	-	-	-	-	-	-
1783	2	22	220	12	3	33	448	27	2	33	682	41	1	11	332	20	-	-	-	-	-	-	-	-	-	-	-	-
1784	-	-	-	-	3	33	440	24	6	67	1488	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	-	-	-	-	4	33	618	21	6	50	1486	52	1	8	386	11	1	8	426	15	-	-	-	-	-	-	-	-
1786	1	7	130	3	5	33	686	22	5	50	2170	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	2	67	286	58	1	33	282	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	3	43	386	27	4	57	1818	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	1	11	88	5	4	44	518	32	5	55	778	47	1	11	368	20	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	2	40	356	32	3	60	738	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	-	-	-	-	1	20	284	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	1	20	146	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	1	20	198	10	3	60	628	57	1	20	384	29	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	3	75	526	63	-	-	-	-	1	25	314	37	-	-	-	-	-	-	-	-	-	-	-	-
1795	NO DATA AVAILABLE																											
1796	1	20	86	8	2	40	332	32	2	40	480	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	-	2	40	358	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	3	60	369	38	-	-	-	-	1	20	352	35	1	20	448	57	-	-	-	-	-	-	-	-
1799	-	-	-	-	1	14	159	6	1	14	228	10	2	29	676	29	3	43	1288	55	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	14	482	20	-	-	-	-	-	-	-	-
1801	-	-	-	-	2	50	386	41	2	50	526	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	3	19	246	10	11	69	1486	57	-	-	-	-	-	-	-	-	2	13	848	33	-	-	-	-	-	-	-	-
1803	2	13	98	6	5	38	418	27	2	25	442	28	2	25	618	39	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	3	50	442	35	3	50	682	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	1	17	132	9	4	67	984	68	1	17	324	23	-	-	-	-	-	-	-	-	-	-	-	-
1806	1	13	92	5	1	13	114	7	6	75	1486	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = X "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = X "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: CAL PA 75/PA-102

CONTINUED...

[illegible]

CONTINUED...

TABLE II-3.E DISTRIBUTION OF SHIPPING FROM NEVAL TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1701	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1702	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1703	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1704	NO DATA AVAILABLE																											
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	2	40	48	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	3	60	102	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1709	2	40	104	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	5	71	215	35	-	-	-	-	2	29	440	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	1	14	36	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	8	15	236	5	5	10	132	14	11	40	2000	56	4	17	1200	25	-	-	-	-	-	-	-	-	-	-	-	-
1713	11	20	46	2	5	50	842	43	4	40	1000	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	1	-	24	-	1	14	200	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	1	50	64	35	1	50	120	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	3	60	110	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	2	40	110	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	3	38	100	35	2	67	300	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	6	75	200	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1720	3	60	142	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1721	4	80	210	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	4	80	240	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	1	8	70	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1724	1	20	70	9	3	60	410	55	1	20	270	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1725	2	40	120	6	5	45	640	37	4	36	930	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	1	6	60	3	12	75	1500	68	3	19	670	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	4	17	274	8	14	61	2030	58	5	22	1100	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	1	11	56	5	7	78	670	79	1	11	200	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1729	1	50	70	30	1	50	100	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1730	4	30	300	20	5	42	600	37	2	17	400	26	1	8	310	17	-	-	-	-	-	-	-	-	-	-	-	-
1731	-	-	-	-	2	40	250	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1732	4	67	300	57	2	33	240	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1733	10	91	900	83	1	9	150	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1734	9	30	900	29	11	61	1500	70	1	6	200	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1735	8	27	1300	24	14	47	1750	41	7	23	1600	38	1	3	320	8	-	-	-	-	-	-	-	-	-	-	-	-
1736	6	12	600	5	20	38	2700	28	25	48	6100	63	1	2	340	3	-	-	-	-	-	-	-	-	-	-	-	-
1737	7	38	500	17	21	48	1500	49	5	22	1000	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1738	1	25	60	17	2	50	250	66	1	25	200	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1740	-	-	-	-	1	50	120	34	1	50	240	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1741	-	-	-	-	2	40	250	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, HA 74/94-102

CONTINUED...

CONTINUED...

TABLE III-5.E REGIONAL OF SHIPPING FROM RETAIL IN AMERICAN BY SIZE OF SHIP IN TONS

SIZES IN TONS	C - 100	D 101 - 200	E 201 - 300	F 301 - 500	G 501 - 600	H 601 -

TABLE II.3.F SPREADOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1751	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753			NO DATA AVAILABLE																									
1754	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1761	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1763	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1764	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	1	5	50	1	2	10	316	5	8	38	2162	37	10	48	3922	57	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: CMA, PA 79/96-106

CONTINUED...

TABLE III-2F BREAKDOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1746	3	30	194	8	-	-	-	-	3	30	822	36	4	40	1254	56	-	-	-	-	-	-	-	-	-	-	-	-
1747	3	17	236	5	-	-	-	-	2	11	468	9	12	67	3852	78	1	6	466	8	-	-	-	-	-	-	-	-
1748	2	7	194	2	-	-	-	-	7	23	1946	21	21	70	6422	76	-	-	-	-	-	-	-	-	-	-	-	-
1749	4	13	342	4	4	13	666	6	8	25	2094	25	16	50	5374	63	-	-	-	-	-	-	-	-	-	-	-	-
1750	2	13	196	5	1	7	112	3	6	53	1910	54	4	27	1322	37	-	-	-	-	-	-	-	-	-	-	-	-
1751	-	-	-	-	3	17	392	8	5	28	1290	26	10	56	3246	66	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	-	3	17	378	7	3	17	786	15	12	67	4824	78	-	-	-	-	-	-	-	-	-	-	-	-
1753	1	20	66	5	-	-	-	-	-	-	-	-	4	80	1394	95	-	-	-	-	-	-	-	-	-	-	-	-
1754	7	70	526	63	2	22	314	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	5	83	352	76	1	17	114	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	1	[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	1	[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	3	33	244	16	2	22	234	15	3	33	748	48	1	11	344	22	-	-	-	-	-	-	-	-	-	-	-	-
1760	2	35	170	16	2	33	260	23	1	17	256	23	-	-	-	-	1	17	414	37	-	-	-	-	-	-	-	-
1761	7	64	586	45	2	18	214	16	2	18	582	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	1	9	96	5	5	45	570	30	4	36	920	48	1	9	346	18	-	-	-	-	-	-	-	-	-	-	-	-
1763	-	-	-	-	4	40	580	25	5	50	1160	58	1	10	332	17	-	-	-	-	-	-	-	-	-	-	-	-
1764	2	22	196	16	5	56	618	49	2	22	450	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	2	22	176	13	5	56	728	54	2	22	440	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	3	43	280	35	4	57	584	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	2	20	194	13	7	70	1056	71	1	10	230	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	5	29	440	19	11	65	1476	64	-	-	-	-	1	6	386	17	-	-	-	-	-	-	-	-	-	-	-	-
1769	6	25	550	16	16	67	2274	66	1	4	214	6	-	-	-	-	1	4	410	12	-	-	-	-	-	-	-	-
1770	4	19	386	10	11	52	1564	42	3	14	714	19	2	10	682	18	1	5	410	11	-	-	-	-	-	-	-	-
1771	3	13	268	8	14	61	1650	46	5	22	1226	34	-	-	-	-	1	4	410	12	-	-	-	-	-	-	-	-
1772	7	17	612	10	27	67	3714	61	4	10	908	16	1	2	400	7	1	2	410	7	-	-	-	-	-	-	-	-
1773	12	38	900	15	15	38	1706	28	7	18	1730	27	3	8	1060	17	2	5	848	13	-	-	-	-	-	-	-	-
1774	5	22	618	13	26	63	3258	53	2	5	500	8	2	5	744	12	2	5	860	14	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																											
1776	3	18	754	21	32	71	4382	64	3	17	786	12	1	2	386	6	1	2	448	7	-	-	-	-	-	-	-	-
1777	7	28	636	10	17	49	2286	36	6	17	1514	24	2	6	616	10	3	9	1290	20	-	-	-	-	-	-	-	-
1778	4	13	388	8	23	72	3060	62	3	9	714	14	1	3	344	7	1	3	448	9	-	-	-	-	-	-	-	-
1779	1	4	68	2	20	80	2480	62	1	4	260	6	-	-	-	-	3	12	1276	30	-	-	-	-	-	-	-	-
1780	2	10	172	5	16	76	1936	68	1	5	260	8	-	-	-	-	2	10	862	27	-	-	-	-	-	-	-	-
1781	-	-	-	-	4	80	538	58	-	-	-	-	1	20	350	42	-	-	-	-	-	-	-	-	-	-	-	-
1782	4	40	372	25	4	40	452	30	1	10	274	18	1	10	350	26	-	-	-	-	-	-	-	-	-	-	-	-
1783	7	27	580	13	13	50	1828	42	3	12	678	16	1	4	338	8	2	8	894	21	-	-	-	-	-	-	-	-
1784	-	-	-	-	3	43	426	24	2	29	440	26	-	-	-	-	2	29	888	50	-	-	-	-	-	-	-	-
1785	-	-	-	-	6	50	814	29	3	25	748	27	2	17	784	28	1	8	442	16	-	-	-	-	-	-	-	-
1786	-	-	-	-	5	71	672	53	1	14	270	21	1	14	330	26	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA. PA 76/44-102

CONTINUED...

TABLE II.3.F: BREAKDOWN OF SHIPPING FROM ESTONIA TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1787	2	10	134	9	8	73	962	64	-	-	-	-	-	-	-	-	1	9	410	27	-	-	-	-	-	-	-	-
1788	2	50	140	27	-	-	-	-	2	50	404	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	2	15	102	6	6	46	848	38	1	8	254	9	2	15	736	26	2	15	848	30	-	-	-	-	-	-	-	-
1790	7	35	530	31	4	31	682	40	2	15	506	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	4	31	270	17	8	62	950	62	-	-	-	-	1	8	326	21	-	-	-	-	-	-	-	-	-	-	-	-
1792	2	22	146	12	4	44	536	33	2	22	482	29	-	-	-	-	1	11	426	26	-	-	-	-	-	-	-	-
1793	1	20	92	11	4	80	584	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	1	20	186	11	2	40	550	36	-	-	-	-	2	40	840	54	-	-	-	-	-	-	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	4	50	324	31	3	38	442	43	1	13	260	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	2	40	106	14	1	20	184	14	1	20	282	27	1	20	330	44	-	-	-	-	-	-	-	-	-	-	-	-
1798	3	**	138	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	1	**	60	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	1	33	38	13	2	67	286	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	1	00	230	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	2	29	106	17	4	57	574	55	1	14	232	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	7	70	450	56	3	30	366	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	3	**	374	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	2	10	130	11	7	64	926	59	2	10	472	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	1	20	68	10	2	60	396	55	1	20	212	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808			NO DATA AVAILABLE																									
1809			NO DATA AVAILABLE																									
1810			NO DATA AVAILABLE																									
1811			NO DATA AVAILABLE																									
1812			NO DATA AVAILABLE																									
1813			NO DATA AVAILABLE																									
1814	-	-	-	-	1	**	110	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	2	**	290	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	-	4	80	648	76	1	20	206	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	2	22	130	13	4	44	472	32	2	22	658	51	1	11	352	24	-	-	-	-	-	-	-	-	-	-	-	-
1818	1	25	46	12	2	50	256	35	-	-	-	-	1	25	386	53	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	4	67	536	45	2	17	244	21	-	-	-	-	1	17	488	34	-	-	-	-	-	-	-	-
1820	-	-	-	-	2	**	260	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	2	50	160	28	1	25	180	30	1	25	244	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	2	67	140	57	1	33	106	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	1	33	36	17	-	-	-	-	2	67	484	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	1	25	76	12	3	75	536	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825	1	50	58	27	1	50	160	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NOS. OF SHIPS FOR THE YEAR

III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 70/94-102

TABLE II.3.6 BREAKDOWN OF SHIPPING FROM FREDERIKSHAVN TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1964	-	-	-	-	-	-	-	-	1	90	232	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1965	2	40	100	12	-	-	-	-	3	60	706	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1966	-	-	-	-	-	-	-	-	3	75	710	68	1	25	336	32	-	-	-	-	-	-	-	-	-	-	-	-
1967	1	9	54	2	1	9	182	6	6	55	1580	56	3	27	990	35	-	-	-	-	-	-	-	-	-	-	-	-
1968	2	29	126	6	1	14	124	8	2	29	544	35	1	14	382	83	1	14	408	26	-	-	-	-	-	-	-	-
1969	1	13	54	4	3	38	414	28	3	38	676	46	1	13	312	21	-	-	-	-	-	-	-	-	-	-	-	-
1970	2	29	108	10	2	29	264	25	3	43	680	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1971	1	33	86	15	-	-	-	-	2	67	476	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1972	-	-	-	-	4	67	580	54	2	33	466	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1973	-	-	-	-	2	40	314	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1974	2	40	174	30	3	60	408	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1975	3	50	246	34	2	33	230	32	1	17	282	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1976	-	-	-	-	3	50	438	38	1	17	282	24	2	33	732	61	-	-	-	-	-	-	-	-	-	-	-	-
1977	3	43	200	17	-	-	-	-	-	-	-	-	4	57	1382	83	-	-	-	-	-	-	-	-	-	-	-	-
1978	1	20	92	8	1	20	112	10	1	20	256	23	2	40	670	59	-	-	-	-	-	-	-	-	-	-	-	-
1979	-	-	-	-	1	13	114	6	6	75	1484	76	1	13	362	20	-	-	-	-	-	-	-	-	-	-	-	-
1980	1	17	58	4	-	-	-	-	3	50	796	52	2	33	682	44	-	-	-	-	-	-	-	-	-	-	-	-
1981	-	-	-	-	1	33	178	19	-	-	-	-	2	67	760	81	-	-	-	-	-	-	-	-	-	-	-	-
1982	-	-	-	-	1	17	178	9	1	17	234	12	3	50	1106	57	1	17	418	22	-	-	-	-	-	-	-	-
1983	-	-	-	-	3	60	476	47	2	40	534	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1984	-	-	-	-	2	40	382	29	3	60	756	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1985	-	-	-	-	2	67	348	61	1	33	220	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1986	1	13	98	6	3	38	488	30	3	38	718	43	1	13	350	21	-	-	-	-	-	-	-	-	-	-	-	-
1987	-	-	-	-	5	44	706	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1988	-	-	-	-	4	67	630	52	1	17	216	18	1	17	376	31	-	-	-	-	-	-	-	-	-	-	-	-
1989	-	-	-	-	5	56	790	45	4	44	986	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1990	-	-	-	-	2	40	348	33	2	40	682	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1991	-	-	-	-	1	33	178	27	2	67	466	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1992	-	-	-	-	2	40	276	25	2	40	432	40	1	20	376	35	-	-	-	-	-	-	-	-	-	-	-	-
1993	-	-	-	-	3	60	478	39	-	-	-	-	2	40	744	61	-	-	-	-	-	-	-	-	-	-	-	-
1994	1	11	90	5	5	56	884	46	2	22	432	26	-	-	-	-	1	11	432	28	-	-	-	-	-	-	-	-
1995	NO DATA AVAILABLE																											
1996	-	-	-	-	2	67	382	56	1	33	238	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	66	892	66	-	-	-	-	-	-	-	-
1999	1	17	90	6	2	33	298	21	1	17	226	16	-	-	-	-	2	33	816	57	-	-	-	-	-	-	-	-
2000	-	-	-	-	3	50	506	28	-	-	-	-	-	-	-	-	3	50	1320	72	-	-	-	-	-	-	-	-
2001	1	33	190	23	2	67	336	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2002	-	-	-	-	4	57	568	42	2	29	448	32	1	14	358	26	-	-	-	-	-	-	-	-	-	-	-	-
2003	-	-	-	-	5	71	884	57	1	14	298	20	1	14	324	23	-	-	-	-	-	-	-	-	-	-	-	-
2004	-	-	-	-	5	68	900	45	2	30	606	34	-	-	-	-	1	10	404	20	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: SAA. PA 79/94-102

CONTINUED...

TABLE II.3.6 BREAKDOWN OF SHIPPING FROM FREDERIKSHAVN TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1786	-	-	-	-	6	50	942	38	5	42	1214	49	1	8	329	13	-	-	-	-	-	-	-	-	-	-	-	-
1786	-	-	-	-	1	50	152	39	1	50	236	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	4	36	628	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	2	50	296	31	2	50	508	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	-	-	-	1	00	324	00	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	1	00	146	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	1	00	160	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	2	00	286	25	3	00	662	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	2	50	238	34	2	50	454	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	-	3	00	426	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	1	50	98	41	1	50	140	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	1	50	186	46	1	50	220	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	1	00	186	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	2	00	160	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	1	50	72	29	1	50	180	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	1	00	144	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	1	33	8	8	-	-	-	-	1	33	286	31	-	-	-	-	1	33	460	65	-	-	-	-	-	-	-	-
1817	2	00	90	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	00	418	00	-	-	-	-	-	-	-	-
1821	-	-	-	-	1	50	196	27	-	-	-	-	-	-	-	-	-	-	-	-	1	50	520	73	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	1	00	328	00	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	1	50	246	43	1	50	328	57	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	2	00	574	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825	-	-	-	-	-	-	-	-	1	00	216	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR

III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 1000)

SOURCES: RAA, PA 78/94-102

TABLE II-3.N BREAKDOWN OF SHIPPING FROM COVILAND TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1796[14]	47	90	3828	83	5	10	626	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	25	61	1796	47	15	37	1798	47	1	2	288	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	19	73	1286	59	7	27	910	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	2	67	130	52	1	33	120	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	11	79	858	73	3	21	312	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	13	68	702	53	6	32	706	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	23	72	1670	60	9	28	1100	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	23	66	1794	54	12	34	1538	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	13	59	978	49	9	41	1018	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	17	89	1192	43	11	38	1324	48	1	3	236	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	10	67	698	50	5	33	706	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807[17]	9	90	586	80	1	10	120	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808			NO DATA AVAILABLE																									
1809			NO DATA AVAILABLE																									
1810			NO DATA AVAILABLE																									
1811			NO DATA AVAILABLE																									
1812			NO DATA AVAILABLE																									
1813			NO DATA AVAILABLE																									
1814[6]	13	52	826	35	12	48	1550	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	8	44	532	24	12	60	1566	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	14	52	700	32	13	48	1478	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	20	90	1406	32	18	45	2630	57	2	5	496	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	12	86	762	67	1	7	120	11	1	7	248	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	12	80	786	63	3	20	462	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	7	70	478	47	2	20	316	31	1	10	220	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	11	90	868	44	8	42	1098	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	3	25	240	67	1	25	120	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	6	46	344	22	5	38	672	44	1	8	210	14	1	8	304	20	-	-	-	-	-	-	-	-	-	-	-	-
1824	3	33	220	16	5	56	910	68	1	11	210	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	9	88	586	60	6	40	804	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: Cmd. PA 70/00-102

TABLE 11.4 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-
1708		NO DATA AVAILABLE						
1709	12	3032	257.67	2880	240.67	27.00	11.22	10.99
1710	26	6306	242.92	6032	232.00	10.92	4.71	4.50
1711	6	504	84.00	528	88.00	-4.00	-4.55	-4.76
1712	9	726	80.67	738	81.11	-0.44	-0.55	-0.54
1713	34	6818	219.94	5968	192.26	27.68	14.40	12.58
1714	35	5498	140.51	3885	109.31	30.20	35.06	28.39
1715	33	4704	143.76	3874	117.39	26.36	22.46	18.34
1716	109	20530	207.61	18662	171.03	36.59	21.39	17.62
1717	130	27456	211.20	24470	188.23	22.97	12.20	10.68
1718	96	22574	235.31	19008	207.38	31.94	15.40	13.35
1719	106	23508	222.62	21442	202.28	20.34	10.06	9.14
1720	163	36982	245.10	36312	222.77	22.33	10.02	9.11
1721	189	41858	247.68	37522	222.02	25.66	11.56	10.36
1722	188	47648	252.38	43504	231.40	20.98	8.84	8.12
1723	195	36488	238.18	33360	213.94	22.25	10.40	9.42
1724	206	51128	220.25	47008	210.00	14.25	6.78	6.35
1725	334	73540	220.17	71178	213.00	13.08	6.14	5.79
1726	327	73838	225.78	66114	202.18	23.60	11.67	10.45
1727	226	50754	224.66	51704	202.13	27.84	13.62	11.99
1728	206	43248	210.41	37060	195.84	24.53	12.53	11.13
1729	231	57540	249.09	48504	210.15	38.94	18.53	15.63
1730	387	88316	228.58	73008	207.08	23.50	11.38	10.19
1731	379	87810	231.69	78258	206.12	22.56	10.79	9.74
1732	382	88466	245.64	81746	232.23	13.41	5.77	5.46
1733	336	83716	250.65	79194	237.11	13.54	5.71	5.40
1734	345	94578	245.66	86670	225.00	19.85	8.79	8.08
1735	298	70882	250.23	69678	233.82	20.41	10.44	9.45
1736	283	70882	247.99	63804	223.57	24.42	10.92	9.85
1737	285	64980	249.29	73882	227.16	22.13	9.74	8.88
1738	430	107732	250.54	97854	227.53	23.01	10.11	9.19
1739	369	93380	256.10	76620	219.51	36.59	16.67	14.29
1740	427	104388	244.47	81858	191.15	53.33	27.90	21.81
1741	422	98474	234.09	80822	191.50	37.80	19.63	16.41
1742	352	77824	246.92	73832	207.48	13.05	6.29	5.92
1743	382	90868	240.06	87886	248.01	7.05	2.91	2.83
1744	382	87882	221.93	81720	204.37	17.56	8.59	7.91
1745	298	70942	238.31	66888	239.60	12.71	5.31	5.04

SOURCE: CMA, PA 70/99-102

CONTINUED...

TABLE 11.4 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	245	63290	258.33	54792	223.64	34.69	15.51	13.43
1747	255	58714	230.25	53748	210.78	19.47	9.24	8.46
1748	239	55206	231.00	51844	216.92	14.08	6.49	6.09
1749	272	64378	236.68	61184	224.94	11.74	5.22	4.96
1750	266	63678	242.83	61902	230.98	11.85	5.13	4.88
1751	230	60098	261.38	56304	245.19	16.19	6.59	6.18
1752	260	62252	239.43	57984	223.02	16.42	7.36	6.86
1753[9&10]	259	61882	238.93	58466	225.74	13.19	5.84	5.52
1754	275	64882	235.21	61016	221.88	13.33	6.01	5.67
1755	202	49486	244.98	47502	235.16	9.82	4.18	4.01
1756	157	34520	219.87	30802	196.70	23.17	11.78	10.54
1757	103	38706	237.46	32624	200.15	37.31	18.64	15.71
1758	187	44312	236.96	40382	215.95	21.02	9.73	8.87
1759	234	62342	266.42	55590	237.59	28.83	12.13	10.82
1760	207	54486	263.22	46528	224.77	38.44	17.10	14.61
1761	223	58478	262.27	46978	210.21	48.06	21.44	17.69
1762	234	64972	277.66	50496	215.79	61.86	28.67	22.28
1763	243	61256	252.08	51882	213.91	38.49	18.03	15.28
1764	249	63868	263.69	56658	235.57	28.13	11.94	10.67
1765	222	61722	278.03	53974	243.13	34.90	14.35	12.55
1766	278	73878	265.72	66188	238.06	27.66	11.62	10.41
1767	193	52260	270.78	41978	217.46	53.32	24.52	19.69
1768	253	67026	267.34	56032	221.47	45.87	20.71	17.16
1769	299	88492	269.20	66828	223.51	45.70	20.45	16.98
1770	221	64252	290.73	52752	238.70	52.04	21.80	17.98
1771	176	46328	291.06	33998	193.17	58.69	30.38	23.30
1772	309	78782	268.49	60018	194.23	54.25	27.93	21.83
1773	280	72412	258.61	57718	206.14	52.48	25.46	20.29
1774[11]	315	85316	270.84	65818	208.94	61.90	29.63	22.86
1775	27	5186	192.07	3098	114.74	77.33	67.40	40.26
1776	220	64882	279.83	53444	233.38	46.45	19.90	16.60
1777	248	78822	295.57	58088	234.19	61.38	21.94	17.99
1778	265	72778	274.83	56518	213.28	61.36	28.77	22.34
1779[12]	225	61934	275.26	49588	220.04	55.23	25.10	20.06
1780	227	67798	298.67	51988	229.02	68.65	30.41	23.32
1781	103	28488	166.83	12888	124.35	74.49	59.90	37.46
1782	225	49318	291.41	33884	147.84	54.37	36.98	27.00
1783	268	68828	293.81	54868	201.74	92.07	25.81	20.91
1784	258	72298	279.14	54868	216.48	62.66	28.95	22.45
1785	227	65678	289.33	55958	246.58	42.83	17.37	14.80
1786	209	62718	300.09	56706	271.32	28.77	10.60	9.59

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.4 BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	231	64504	279.24	57696	250.63	28.61	11.41	10.24
1788	211	62542	296.41	52800	247.39	49.01	19.81	16.54
1789	242	72274	298.65	66814	267.99	30.66	28.43	10.96
1790	262	74762	285.35	59776	228.15	57.20	25.07	20.04
1791[13]	216	66258	306.75	55416	256.93	50.22	19.80	16.37
1792	221	66886	302.65	56914	257.53	45.12	17.82	14.91
1793	188	37422	199.05	27540	146.53	52.52	35.84	26.39
1794	225	60472	267.33	52734	234.40	32.93	14.07	12.30
1795[13]	51	8336	163.45	9534	186.81	24.94	30.63	33.61
1796[14]	259	47888	181.50	32192	124.29	57.20	46.02	31.92
1797[15]	182	40850	220.85	30990	170.27	49.78	29.24	22.62
1798	111	20490	184.67	15276	137.62	47.05	34.18	25.48
1799	9	1368	151.11	988	186.87	44.44	41.67	29.41
1800	63	13906	220.73	9816	143.14	77.59	54.20	35.15
1801	57	11030	193.51	6972	122.32	71.19	58.20	36.79
1802[16]	242	67712	279.80	42798	176.88	103.12	58.37	36.80
1803	189	39040	209.74	23838	128.13	83.61	64.29	39.06
1804	89	10128	191.21	10010	112.47	60.74	61.12	37.42
1805	195	36390	186.62	22438	119.87	71.35	62.18	38.24
1806	67	13158	196.39	8182	122.12	74.27	60.82	37.82
1807[17]	32	4844	145.13	2640	82.50	82.63	75.91	43.19
1808		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813		NO DATA AVAILABLE						
1814	114	20966	183.91	12924	113.37	70.54	62.23	38.36
1815[18]	155	29536	190.55	18802	121.30	69.25	57.69	36.34
1816	216	44254	204.88	29588	136.98	67.98	49.87	33.14
1817	577	116320	201.59	99614	172.64	28.98	16.77	14.30
1818	96	22920	238.75	20080	209.17	29.58	14.14	12.39
1819	123	24950	202.85	21320	173.33	29.51	17.03	14.55
1820	129	27900	216.28	24980	193.64	22.64	11.69	10.47
1821	128	28700	208.59	22664	177.08	31.53	17.81	15.12
1822	62	14012	226.00	12956	208.97	17.03	8.15	7.54
1823[19]	100	21868	218.68	20764	207.64	11.04	5.32	5.05
1824	87	16718	192.16	15898	182.74	9.43	5.16	4.90
1825[20]	54	9028	167.19	8402	155.59	11.59	7.45	6.93

SOURCE: GAA. PA 78/94-102

TABLE 11.4.A SHIPPING FROM ST. PETERSBURG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705[1]	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708		NO DATA AVAILABLE						
1709[2]	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	-	-	-
1713[5]	-	-	-	-	-	-	-	-
1714[7]	3	234	78.00	238	79.33	2.67	3.84	3.42
1715	-	-	-	-	-	-	-	-
1716	9	1602	178.00	1516	168.44	9.56	5.67	5.37
1717	8	994	124.25	974	121.75	2.50	2.05	2.01
1718	8	1850	231.25	1620	202.50	28.75	14.20	12.43
1719	15	1814	120.93	1650	110.00	10.93	9.94	9.04
1720	19	2494	131.89	2848	149.47	34.42	23.03	18.72
1721	14	1476	105.43	1198	85.57	19.86	23.21	18.83
1722	18	2390	132.11	1832	101.78	31.33	30.79	23.54
1723	21	3128	149.43	2708	128.95	20.48	15.88	13.70
1724	42	5228	124.86	4898	116.62	10.24	8.78	8.07
1725	42	4762	113.38	4038	96.14	17.24	17.93	15.20
1726	59	8298	142.34	7228	122.37	19.97	16.32	14.03
1727	26	3798	146.77	3184	122.46	23.31	19.83	15.99
1728	43	5924	138.00	4918	114.19	23.81	20.84	17.26
1729	14	2278	162.71	2284	160.29	2.43	1.92	1.49
1730	27	3918	144.81	3846	142.44	2.37	1.66	1.64
1731	32	5336	146.56	4620	144.69	21.88	15.12	13.13
1732	26	4428	170.69	4124	158.62	12.08	7.61	7.08
1733	19	2686	141.37	2628	138.32	3.05	2.21	2.16
1734	36	5258	146.06	4954	137.61	8.44	6.14	5.78
1735	24	3658	152.42	3480	145.00	7.42	5.11	4.87
1736	35	5266	150.46	4876	139.31	11.14	8.00	7.41
1737	52	10708	205.92	10094	194.12	11.81	6.08	5.73
1738	84	18086	215.31	16802	200.02	15.29	7.64	7.10
1739	22	6188	193.38	5416	169.25	24.13	14.25	12.48
1740	44	8196	186.27	7394	168.05	18.23	10.86	9.79
1741	98	24298	247.94	20584	210.04	37.90	18.04	15.29
1742	47	9548	203.11	8612	183.23	19.87	10.88	9.78
1743	40	7044	176.10	6684	167.10	9.00	5.39	5.11
1744	53	8278	156.19	7018	132.42	23.77	17.95	15.22
1745	31	3946	127.29	3744	120.77	6.52	5.40	5.12

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.4.A SHIPPING FROM ST. PETERSBURG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	31	6038	194.77	3846	124.06	70.71	56.99	36.30
1747	57	8626	151.33	7148	125.40	25.93	20.68	17.13
1748	30	4500	150.00	3968	132.27	17.73	13.41	11.82
1749	33	4702	142.48	4000	121.21	21.27	17.55	14.93
1750	20	3056	152.90	2516	125.80	27.10	21.54	17.72
1751	37	5898	159.41	4370	118.11	41.30	34.97	25.91
1752	42	6674	158.88	5154	119.86	33.02	27.55	21.60
1753	47	6678	142.09	5456	116.09	26.00	22.40	18.30
1754	35	4670	133.43	3870	110.57	22.86	20.67	17.13
1755	23	2816	122.52	2586	112.43	10.09	8.97	8.23
1756	46	5546	121.48	5026	120.13	11.35	9.45	8.63
1757	47	8802	190.89	5886	125.23	55.66	44.44	30.77
1758	37	6362	171.95	4846	130.97	40.97	31.28	23.83
1759	41	7708	188.00	5056	123.32	64.68	52.45	34.41
1760	28	5854	209.07	3478	124.21	84.86	68.32	40.59
1761	15	3326	221.73	2096	137.07	84.67	61.77	38.18
1762	37	7678	207.46	4670	126.22	81.24	64.37	39.16
1763	37	8422	227.62	5054	136.59	91.03	66.64	39.99
1764	23	4188	182.09	2804	121.91	60.17	49.36	33.85
1765	26	6240	240.00	3322	127.77	112.23	87.84	46.76
1766	30	6868	228.27	4122	137.40	84.87	61.77	38.18
1767	43	9546	222.00	5192	120.74	101.26	83.86	45.61
1768	36	9034	250.94	4664	129.56	121.39	93.70	48.37
1769	45	10522	233.82	6048	134.40	99.42	73.97	42.52
1770	22	5034	228.82	2976	135.27	93.56	69.15	40.88
1771	27	5768	213.63	3512	130.07	83.56	64.24	39.11
1772	36	7274	202.06	4362	121.17	80.89	66.76	40.03
1773	40	7916	197.90	4266	106.15	91.75	77.01	43.51
1774	37	8042	217.35	4928	133.19	84.16	63.19	38.72
1775	27	5186	192.07	3098	114.74	77.33	67.40	40.26
1776	16	2760	172.50	1762	110.13	62.38	56.64	36.16
1777	42	7444	177.24	4886	116.33	60.90	52.35	34.36
1778	71	13904	195.83	8380	117.75	78.08	66.32	39.87
1779	95	18698	196.19	7526	126.84	61.31	44.86	30.94
1780	53	11268	212.98	6034	113.85	99.13	87.07	46.54
1781	18	3576	198.67	1964	109.11	89.56	82.08	45.08
1782	31	5502	177.48	3086	99.55	77.94	78.29	43.91
1783	23	5346	232.43	2934	127.57	104.87	82.21	45.12
1784	64	14760	230.62	7898	123.41	107.22	86.86	46.49
1785	12	2682	223.50	1286	107.17	116.33	108.55	52.05
1786	22	4008	182.18	2262	102.82	79.36	77.19	43.56

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE 11.4.A SHIPPING FROM ST. PETERSBURG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	19	3498	184.11	2022	106.42	77.68	73.00	42.20
1788	38	7564	199.05	3824	100.63	98.42	97.00	49.44
1789	51	10148	198.98	5750	112.75	86.24	76.49	43.34
1790	33	7100	215.15	3514	106.48	108.67	102.05	50.51
1791	37	8702	235.19	4716	127.30	107.89	84.76	45.87
1792	19	4616	242.95	2286	120.32	122.63	101.92	50.48
1793	26	4950	190.38	2612	100.46	89.92	89.51	47.23
1794	23	4518	196.43	2348	102.09	94.35	92.62	48.03
1795	4	702	175.50	388	97.00	78.50	80.93	44.73
1796	23	3942	171.39	2402	104.43	66.96	64.11	39.07
1797		NO DATA AVAILABLE						
1798		NO DATA AVAILABLE						
1799		NO DATA AVAILABLE						
1800		NO DATA AVAILABLE						
1801		NO DATA AVAILABLE						
1802		NO DATA AVAILABLE						
1803		NO DATA AVAILABLE						
1804		NO DATA AVAILABLE						
1805		NO DATA AVAILABLE						
1806		NO DATA AVAILABLE						
1807		NO DATA AVAILABLE						
1808		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813		NO DATA AVAILABLE						
1814	29	5120	176.55	3182	109.72	66.83	60.91	37.85
1815	38	6746	177.53	4052	106.63	70.89	66.49	39.93
1816	30	4842	161.40	2744	91.47	69.93	76.46	43.33
1817	178	33986	190.93	30764	172.83	18.10	10.47	9.48
1818	17	3194	187.88	2328	137.53	50.35	36.61	26.80
1819	16	2630	164.38	1774	110.88	53.50	48.25	32.55
1820	27	4030	149.26	2984	110.52	38.74	35.05	25.96
1821	19	2486	130.84	1902	100.11	30.74	30.70	23.49
1822	9	1202	133.56	994	110.44	23.11	20.93	17.30
1823	1	42	42.00	42	42.00	0.00	0.00	0.00

SOURCE: GAA. PA 78/94-102

TABLE 11.4.8 SHIPPING FROM NARVA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705[1]	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE							
1709[2]	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-
1719	9	2936	326.22	2632	292.44	33.78	11.56	10.35
1720	23	8142	354.00	7486	325.48	28.52	8.76	8.06
1721	47	17318	368.47	15562	331.11	37.36	11.28	10.14
1722	52	18056	347.23	17116	329.15	18.08	5.49	5.21
1723	30	11102	370.07	10266	342.20	27.87	8.14	7.53
1724	74	25776	348.32	24290	328.24	20.08	6.12	5.77
1725	122	40688	333.51	38744	317.57	15.93	5.02	4.78
1726	97	32892	339.09	30426	313.67	25.42	8.10	7.50
1727	98	29254	298.52	27600	281.63	17.90	6.36	5.98
1728	118	32744	277.49	32090	271.95	5.54	2.04	2.00
1729	92	26798	291.28	26472	287.74	3.46	1.20	1.19
1730	138	38746	280.77	38296	277.51	3.26	1.18	1.16
1731	160	45504	284.40	44720	279.56	4.84	1.73	1.70
1732	209	59750	285.89	58338	279.13	6.76	2.42	2.36
1733	198	58340	294.65	57000	287.88	6.77	2.35	2.30
1734	192	58000	302.08	56474	294.14	7.95	2.70	2.63
1735	126	39564	314.02	38480	305.40	8.62	2.82	2.74
1736	85	26808	313.04	25888	304.56	8.47	2.78	2.71
1737	121	37186	307.32	36248	299.57	7.75	2.59	2.52
1738	164	50342	306.96	49390	301.16	5.80	1.93	1.89
1739	128	39646	309.73	38790	303.05	6.69	2.21	2.16
1740	100	32400	324.00	30714	307.14	16.86	5.49	5.20
1741	97	30942	318.99	29808	304.21	14.78	4.86	4.63
1742	114	32252	282.91	32010	280.79	2.12	0.76	0.75
1743	195	56888	291.48	57402	294.78	2.70	0.92	0.91
1744	86	27124	315.40	26990	312.79	2.60	0.83	0.83
1745	121	38702	319.85	38458	317.83	2.02	0.63	0.63

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.4.8 SHIPPING FROM NARVA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	86	28282	328.86	27836	323.67	5.19	1.60	1.58
1747	68	22344	328.59	21978	323.21	5.38	1.67	1.64
1748	65	20352	313.11	19878	305.82	7.29	2.38	2.33
1749	95	30510	321.16	30026	316.06	5.09	1.61	1.58
1750	132	39660	300.45	39204	297.00	3.45	1.16	1.15
1751	120	38136	317.80	37922	316.02	1.78	0.56	0.56
1752	98	32620	332.86	32212	328.69	4.16	1.27	1.25
1753	96	32180	335.21	32234	335.77	-0.56	-0.17	-0.17
1754	102	33788	331.25	33436	327.80	3.45	1.05	1.04
1755	85	28878	339.74	28660	337.18	2.56	0.76	0.75
1756	5	1570	314.00	1574	314.80	-0.80	-0.25	-0.25
1757	-	-	-	-	-	-	-	-
1758	25	8238	329.52	8174	326.96	2.56	0.78	0.78
1759	52	17450	335.58	17288	332.46	3.12	0.94	0.93
1760	7	2460	351.43	2344	334.86	16.57	4.95	4.72
1761	-	-	-	-	-	-	-	-
1762	25	9186	367.44	9186	367.44	0.00	0.00	0.00
1763	55	19560	354.55	19418	353.05	1.49	0.42	0.42
1764	65	23418	360.28	23298	358.40	1.88	0.52	0.52
1765	53	18736	353.51	18544	349.89	3.62	1.04	1.02
1766	75	26850	358.00	26726	356.35	1.65	0.46	0.46
1767	47	17594	374.34	17594	374.34	0.00	0.00	0.00
1768	72	26980	374.72	26724	371.17	3.56	0.96	0.95
1769	55	21460	390.09	21348	388.15	0.95	0.24	0.24
1770	48	19018	396.21	19008	396.00	0.21	0.05	0.05
1771	25	9644	385.76	9644	385.76	0.00	0.00	0.00
1772	33	13292	402.79	13254	401.64	1.15	0.29	0.29
1773	42	16450	391.67	16432	391.24	0.43	0.11	0.11
1774	45	17748	394.40	17636	391.91	2.49	0.64	0.63
1775		NO DATA AVAILABLE						
1776	52	21584	415.08	21584	415.08	0.00	0.00	0.00
1777	41	17426	425.02	17298	421.90	3.12	0.74	0.73
1778	30	12794	426.47	12794	426.47	0.00	0.00	0.00
1779	24	10384	432.67	10308	429.50	3.17	0.74	0.73
1780	28	12494	446.21	12130	433.21	13.00	3.00	2.91
1781	-	-	-	-	-	-	-	-
1782	6	2522	420.33	2410	401.67	18.67	4.65	4.44
1783	35	14896	425.60	14876	425.03	0.57	0.13	0.13
1784	62	25788	415.94	25760	415.61	0.32	0.08	0.08
1785	72	29702	412.53	29582	410.58	1.94	0.47	0.47
1786	77	31356	407.22	31208	405.30	1.92	0.47	0.47

SOURCES: GAA. PA 75/94-102

CONTINUED...

TABLE 11.4.B SHIPPING FROM NARVA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	86	35970	418.26	35722	415.37	2.88	0.69	0.69
1788	80	33604	420.05	33272	415.90	4.15	1.00	0.99
1789	80	34380	429.75	34132	426.65	3.10	0.73	0.72
1790	90	37722	419.13	37714	419.04	0.09	0.02	0.02
1791[13]	99	39442	398.40	39140	395.35	3.05	0.77	0.77
1792	87	37030	425.63	37022	425.54	0.09	0.02	0.02
1793	16	9540	346.25	9524	345.25	1.00	0.29	0.29
1794[13]	76	32026	421.39	31858	419.18	2.21	0.53	0.52
1795	1	410	410.00	410	410.00	0.00	0.00	0.00
1796	18	7282	404.56	7282	404.56	0.00	0.00	0.00
1797	30	11512	383.73	11512	383.73	0.00	0.00	0.00
1798	9	3382	375.78	3382	375.78	0.00	0.00	0.00
1799	-	-	-	-	-	-	-	-
1800	7	4056	579.43	2978	425.14	154.29	36.29	26.63
1801	1	678	678.00	470	470.00	208.00	44.26	30.68
1802	44	27862	633.23	18962	430.95	202.27	46.94	31.94
1803	7	4298	614.00	3070	438.57	175.43	40.00	28.57
1804	7	1284	183.43	788	112.57	70.86	62.94	38.63
1805	20	4418	220.90	2958	147.90	73.00	49.36	33.05
1806	7	2420	345.71	1728	246.86	98.86	40.05	28.59
1807	7	1156	165.14	856	122.29	42.86	35.05	25.95
1808[17]		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813[6]		NO DATA AVAILABLE						
1814	5	1052	210.40	696	139.20	71.20	51.15	33.84
1815	9	3678	408.67	2730	303.33	105.33	34.73	25.77
1816	25	9220	368.80	6904	276.16	92.64	33.55	25.12
1817	9	6550	727.78	6182	686.89	40.89	5.95	5.62
1818	18	8760	486.67	8760	486.67	0.00	0.00	0.00
1819	30	8956	298.53	8944	298.13	0.40	0.13	0.13
1820	18	8500	472.22	8500	472.22	0.00	0.00	0.00
1821	11	6092	553.82	6072	552.00	1.82	0.33	0.33
1822	14	6250	446.43	6250	446.43	0.00	0.00	0.00
1823	20	7732	386.60	7748	387.40	-0.80	-0.21	-0.21
1824[20]	26	5734	220.54	5726	220.23	0.31	0.14	0.14
1825	16	2756	172.25	2744	171.50	0.75	0.44	0.44

SOURCE: GAA. PA 78/94-102

TABLE 11.4.C SHIPPING FROM RIGA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705[1]	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708		NO DATA AVAILABLE						
1709[2]	6	1056	176.00	948	158.00	18.00	11.39	10.23
1710[3]	19	4632	243.79	4484	234.42	9.37	4.00	3.84
1711[4]	6	504	84.00	528	88.00	-4.00	-4.55	-4.76
1712[5]	6	498	83.00	538	89.67	-6.67	-7.43	-8.03
1713[4]	29	6046	279.17	5816	200.55	28.62	14.27	12.49
1714[6]	25	3986	149.44	2914	116.56	32.88	30.79	26.89
1715[7]	30	4384	146.13	3526	117.53	28.60	24.33	19.97
1716	76	13846	182.18	11912	156.74	25.45	16.24	13.97
1717	106	21734	205.04	19798	186.77	18.26	9.78	8.91
1718	74	16276	219.95	13968	188.76	31.19	16.52	14.18
1719	67	14248	212.66	12866	192.03	20.63	10.74	9.70
1720	79	15652	198.13	14170	179.37	18.76	10.46	9.47
1721	86	15858	184.40	13874	161.33	23.07	14.30	12.51
1722	91	17918	196.90	16178	177.78	19.12	10.76	9.71
1723	84	15828	188.43	14132	168.24	20.19	12.00	10.72
1724	96	15974	166.40	14864	154.83	11.58	7.47	6.95
1725	149	25118	168.52	23638	158.64	9.88	6.23	5.86
1726	145	25622	176.78	21622	149.12	27.59	18.50	15.61
1727	118	20826	182.65	15632	142.11	39.95	28.11	21.94
1728	116	21772	187.69	16714	144.09	43.60	30.26	23.23
1729	97	21478	221.42	14118	145.55	75.88	52.13	34.27
1730	146	28820	196.03	22286	152.64	43.38	28.42	22.13
1731	139	25548	183.80	20444	147.08	36.72	24.97	19.98
1732	75	13770	183.60	11936	159.81	29.79	19.37	16.22
1733	83	15866	191.16	12816	154.41	36.75	23.80	19.22
1734	118	21996	189.62	17924	151.16	38.47	25.45	20.29
1735	115	24704	214.82	18856	163.97	50.85	31.01	23.67
1736	119	26532	222.96	20898	175.61	47.34	26.96	21.23
1737	99	20942	211.54	15946	161.07	50.46	31.33	23.86
1738	127	27468	216.28	21458	168.96	47.32	28.01	21.88
1739	126	29162	231.44	21056	167.11	64.33	38.50	27.80
1740	192	39824	207.42	27858	145.09	62.32	42.95	30.05
1741	165	29118	176.47	20944	126.93	49.54	39.03	28.07
1742	156	27236	174.59	23848	152.87	21.72	14.21	12.44
1743	92	17022	185.02	15706	170.72	14.30	8.38	7.73
1744	123	22024	179.06	18498	150.39	28.67	19.06	16.01
1745	81	15994	197.46	13200	162.96	34.49	21.17	17.47

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.4.C SHIPPING FROM RIGA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	93	19360	208.17	15052	161.85	46.32	28.62	22.25
1747	86	16036	182.16	13430	152.61	29.55	19.36	16.22
1748	88	15960	181.45	14000	159.09	22.36	14.06	12.32
1749	89	15706	176.49	13900	156.18	20.31	13.01	11.51
1750	78	12700	162.57	10984	156.91	25.66	16.35	14.05
1751	42	8010	190.71	6440	153.33	37.38	24.38	19.60
1752	81	14228	175.65	11946	147.51	28.19	19.06	16.02
1753	86	16298	189.51	14392	167.35	22.16	13.24	11.69
1754	118	21020	181.69	18952	172.29	10.80	10.91	9.84
1755	63	12448	197.59	11266	178.83	18.76	10.49	9.50
1756	71	17132	241.38	14716	207.27	34.03	16.42	14.10
1757	95	24860	261.85	21402	225.28	35.77	15.88	13.78
1758	114	26786	234.96	24958	218.42	19.54	9.07	8.32
1759	116	31184	268.83	27546	237.47	31.36	13.21	11.67
1760	148	39292	266.16	34372	232.24	33.92	14.60	12.74
1761	191	50778	265.81	42644	223.27	42.54	19.06	16.01
1762	136	38448	278.61	29136	211.13	67.48	31.96	24.22
1763	123	27696	225.17	22382	181.97	43.20	23.74	19.19
1764	134	32954	245.93	27828	207.61	38.31	18.45	15.58
1765	118	31516	267.08	27276	231.15	35.93	15.54	13.45
1766	140	34328	245.14	29728	212.34	32.80	15.45	13.38
1767	84	21528	256.19	16242	193.36	62.83	32.50	24.53
1768	114	25422	223.00	19684	172.40	50.60	29.35	22.69
1769	154	39986	259.65	32202	209.10	50.55	24.17	19.47
1770	118	32480	275.25	24676	209.12	66.14	31.63	24.03
1771	92	21462	233.28	15872	172.52	60.76	35.22	26.05
1772	190	45360	238.78	34680	182.53	56.25	30.82	23.56
1773	147	37316	253.85	28094	191.12	62.73	32.83	24.71
1774	171	45738	267.47	33582	196.39	71.09	36.20	26.58
1775		NO DATA AVAILABLE						
1776	104	27186	260.63	21624	207.92	52.71	25.35	20.22
1777	126	35492	281.68	28992	230.10	51.59	22.42	18.31
1778	123	35462	288.31	26162	228.80	59.51	26.01	20.64
1779	107	29226	273.14	23566	220.24	52.90	24.02	19.37
1780	118	36576	309.97	28316	239.97	70.00	29.17	22.58
1781	72	13984	193.11	8624	118.39	74.72	63.12	38.69
1782	152	30446	200.30	21782	143.30	57.00	39.78	28.46
1783	166	37994	228.88	28308	170.53	58.35	34.22	25.49
1784	109	25984	247.65	17364	159.30	78.35	49.18	32.97
1785	112	29586	276.45	18316	163.48	64.96	39.74	28.44
1786	93	23914	257.14	19096	213.94	43.20	20.19	16.80

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.4.C SHIPPING FROM RIGA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	102	20992	205.80	16536	162.12	43.69	26.95	21.23
1788	79	18678	236.43	12486	158.05	78.38	49.59	33.15
1789	93	22894	246.17	15616	167.91	78.26	46.61	31.79
1790	122	27462	225.18	16302	133.95	91.15	68.05	40.49
1791 13	64	16918	262.78	9828	148.91	93.79	62.98	38.64
1792	98	22184	226.37	14866	151.69	74.67	49.23	32.99
1793	128	23362	182.52	16878	129.98	54.97	45.36	31.21
1794 11	112	18706	167.02	13586	121.30	45.71	37.69	27.37
1795	46	7224	157.04	4736	102.96	54.09	52.53	34.44
1796	141	24978	177.15	15822	112.21	64.94	57.87	36.66
1797	98	19274	196.67	13796	140.78	55.90	39.71	28.42
1798	68	11752	172.36	8794	129.32	43.06	33.30	24.98
1799	3	456	152.00	380	126.67	25.33	20.00	16.67
1800	35	6548	187.09	4068	116.80	70.29	60.18	37.57
1801	20	3296	176.53	3424	114.13	62.40	54.67	35.35
1802	154	32302	209.75	19422	126.12	83.64	66.32	39.87
1803	133	27062	203.47	16066	120.80	82.68	68.44	40.63
1804	52	10040	193.08	6254	120.27	72.81	60.54	37.71
1805	128	23632	184.63	14160	110.63	74.00	66.89	40.08
1806	39	7046	180.67	4122	105.69	74.97	70.94	41.50
1807	11	1444	131.27	740	67.27	64.00	95.14	48.79
1808 17		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813		NO DATA AVAILABLE						
1814 6	47	9206	195.87	5550	118.09	77.79	65.87	39.71
1815	73	12732	174.41	7848	107.51	66.90	62.23	38.36
1816	122	23294	191.75	15456	126.84	65.11	51.42	33.96
1817	332	66946	201.64	53156	160.14	35.51	21.37	17.61
1818	39	7362	188.28	6150	157.69	31.59	20.03	16.69
1819	51	8964	175.37	7248	142.12	33.25	23.40	18.96
1820	63	11284	179.11	9774	155.14	23.97	15.45	13.36
1821	69	12902	186.99	10498	152.14	34.84	22.90	18.63
1822	29	4826	166.41	4162	143.52	22.90	15.95	13.76
1823	59	10278	174.20	9378	162.20	12.00	7.40	6.89
1824	41	6738	164.15	6384	154.98	9.17	5.92	5.59
1825 20	19	3498	184.11	3362	176.95	7.16	4.05	3.89

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE 11.4.D SHIPPING FROM VIBORG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705[1]	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE							
1709[2]	6	2156	359.33	1940	323.33	36.00	11.13	10.02
1710[3]	5	1582	316.40	1510	302.00	14.40	4.77	4.55
1711[4]	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-
1715[7]	2	312	156.00	312	156.00	0.00	0.00	0.00
1716	-	-	-	-	-	-	-	-
1717	5	1570	375.20	1606	321.20	54.00	16.81	14.39
1718	12	4238	353.17	3760	314.00	39.17	12.47	11.09
1719	11	3500	318.18	3322	302.00	16.18	5.36	5.09
1720	36	10680	356.00	10018	333.93	22.07	6.61	6.20
1721	20	7098	354.90	6798	339.90	15.00	4.41	4.23
1722	24	8618	359.08	8060	336.17	22.92	6.82	6.38
1723	11	4138	376.18	3836	348.91	27.27	7.82	7.25
1724	12	3784	313.67	3590	299.17	14.50	4.85	4.62
1725	17	4694	276.12	4464	262.59	13.53	5.15	4.90
1726	22	6702	304.64	6396	299.91	4.73	1.58	1.56
1727	21	5984	284.48	5250	250.38	14.10	5.63	5.33
1728	13	3466	266.62	3418	262.92	3.69	1.40	1.38
1729	14	3528	252.00	3250	239.29	12.71	5.31	5.05
1730	22	5826	264.82	5702	259.18	5.64	2.17	2.12
1731	18	4570	254.22	4536	252.00	2.22	0.88	0.87
1732	29	8392	278.41	8174	212.98	7.82	3.53	3.41
1733	30	8196	296.53	8128	284.27	2.27	1.11	1.10
1734	26	5866	276.46	5896	223.31	3.15	1.41	1.39
1735	29	8278	286.90	8236	284.69	4.21	1.48	1.46
1736	44	12756	249.91	12628	287.00	2.91	1.01	1.00
1737	37	9630	260.27	9528	257.51	2.76	1.07	1.06
1738	23	5738	249.13	5678	246.87	2.26	0.92	0.91
1739	17	4304	253.18	4304	253.18	0.00	0.00	0.00
1740	8	2258	282.25	2246	280.75	1.50	0.53	0.53
1741	13	3760	289.23	3744	288.00	1.23	0.43	0.43
1742	13	3270	251.54	3254	250.46	1.08	0.43	0.43
1743	21	4718	224.29	4302	204.67	15.62	7.49	6.96
1744	23	4888	212.96	4678	203.39	9.48	4.75	4.63
1745	17	4278	251.18	4206	247.41	3.76	1.52	1.50

SOURCE: GAA. PA 78/94-162

CONTINUED...

TABLE 11.4.D SHIPPING FROM VIBORG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	13	3612	277.85	3400	261.54	16.31	6.24	5.87
1747	10	3290	329.00	3102	310.20	19.00	6.32	5.94
1748	14	3010	215.00	2930	209.06	5.14	2.45	2.39
1749	13	3140	241.54	3120	240.00	1.54	0.64	0.64
1750	19	4246	223.47	4106	216.11	7.37	3.41	3.30
1751	7	1750	251.14	1750	251.14	0.00	0.00	0.00
1752	10	2224	222.40	2178	217.80	4.60	2.11	2.07
1753	16	3834	239.63	3782	236.38	3.25	1.37	1.34
1754	11	3116	283.27	3080	280.00	3.27	1.17	1.16
1755	17	3728	219.29	3648	214.59	4.71	2.19	2.15
1756	24	7128	296.67	6984	291.17	5.50	1.89	1.85
1757	13	3662	281.69	3630	279.23	2.46	0.88	0.87
1758	5	1560	312.00	1560	312.00	0.00	1.92	1.89
1759	8	2344	293.00	2142	267.75	25.25	9.43	8.62
1760	10	3544	354.40	3544	354.40	0.00	0.00	0.00
1761	6	1492	248.67	1492	248.67	0.00	0.00	0.00
1762	7	1998	285.14	1996	285.14	0.00	0.00	0.00
1763	9	1756	195.11	1652	183.56	11.56	6.30	5.92
1764	9	1840	204.44	1840	204.44	0.00	0.00	0.00
1765	12	2888	240.67	2838	236.50	4.17	1.76	1.73
1766	15	3012	200.80	2902	193.47	7.33	3.79	3.65
1767	3	488	162.67	488	162.67	33.33	20.49	17.01
1768	7	1512	216.00	1394	199.14	16.86	8.46	7.80
1769	9	1882	209.11	1816	201.78	7.33	3.63	3.51
1770	5	1230	247.60	1112	222.40	25.20	11.33	10.18
1771	1	264	264.00	264	264.00	0.00	0.00	0.00
1772	1	146	146.00	146	146.00	0.00	0.00	0.00
1773	5	1102	220.40	1094	218.80	1.60	0.73	0.73
1774	4	840	210.00	840	210.00	0.00	0.00	0.00
1775		NO DATA AVAILABLE						
1776	5	922	184.40	878	175.60	8.80	5.01	4.77
1777	2	350	175.00	350	175.00	0.00	0.00	0.00
1778	5	1272	254.40	1200	240.00	14.40	6.00	5.66
1779	7	2482	354.57	2314	330.57	24.00	7.26	6.77
1780	1	452	452.00	452	452.00	0.00	0.00	0.00
1781	4	950	237.50	890	222.50	17.00	7.64	7.10
1782	16	2542	160.13	2542	158.88	1.25	0.79	0.78
1783	8	1602	200.25	1546	193.75	6.50	3.36	3.25
1784	6	1162	193.67	1134	189.00	4.67	2.47	2.41
1785	6	1392	232.00	1420	236.67	-4.67	-1.97	-2.01
1786	8	1682	210.25	1682	210.25	0.00	0.00	0.00

SOURCES: GAA. PA 78/94-102

CONTINUED...

TABLE II.4.D SHIPPING FROM VIBORG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN LOADS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN LOADS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	9	1574	174.89	1462	164.67	10.22	6.21	5.84
1788	5	1004	200.80	1004	200.80	0.00	0.00	0.00
1789	4	1284	321.00	1284	321.00	0.00	0.00	0.00
1790	4	488	122.00	488	122.00	0.00	0.00	0.00
1791[13]	-	-	-	-	-	-	-	-
1792	7	1134	162.00	1058	151.14	10.86	7.18	6.70
1793	12	2602	216.83	2526	210.50	6.33	3.01	2.92
1794	13	2410	185.38	2314	178.00	7.38	4.15	3.98
1795[13]	-	-	-	-	-	-	-	-
1796	3	582	194.00	582	194.00	0.00	0.00	0.00
1797	3	538	179.33	538	179.33	0.00	0.00	0.00
1798	3	536	178.67	536	178.67	0.00	0.00	0.00
1799	2	254	127.00	254	127.00	0.00	0.00	0.00
1800	2	368	184.00	244	122.00	62.00	50.82	33.70
1801	3	664	221.33	532	177.33	44.00	24.81	19.88
1802	-	-	-	-	-	-	-	-
1803	2	476	238.00	308	154.00	84.00	54.55	35.29
1804	3	614	204.67	446	148.67	56.00	37.67	27.36
1805	5	986	197.20	746	149.20	48.00	32.17	24.34
1806	1	336	336.00	252	252.00	84.00	33.33	25.00
1807	3	386	128.67	266	88.67	40.00	45.11	31.09
1808[17]		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813		NO DATA AVAILABLE						
1814[6]	4	1028	257.00	724	181.00	76.00	41.99	29.57
1815	7	1592	227.43	1124	160.57	66.86	41.64	29.40
1816	4	732	183.00	528	132.00	51.00	38.64	27.87
1817	3	610	203.33	550	183.33	20.00	10.91	9.84
1818	4	1028	257.00	1000	250.00	7.00	2.80	2.72
1819	5	916	183.20	916	183.20	0.00	0.00	0.00
1820	7	1856	265.14	1872	267.43	-2.29	-0.85	-0.86
1821	4	966	241.50	926	231.50	10.00	4.32	4.14
1822	2	590	295.00	590	295.00	0.00	0.00	0.00
1823	2	720	360.00	720	360.00	0.00	0.00	0.00
1824	5	1284	256.80	1284	256.80	0.00	0.00	0.00
1825[20]	1	372	372.00	372	372.00	0.00	0.00	0.00

SOURCES: GAA, PA 78/94-102

TABLE II.A.E SHIPPING FROM REVAL TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705[1]	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE							
1709[2]	-	-	-	-	-	-	-	-
1710[3]	2	102	51.00	68	34.00	17.00	50.00	33.33
1711[4]	-	-	-	-	-	-	-	-
1712[5]	3	228	76.00	192	64.00	12.00	18.75	16.79
1713[4]	2	172	86.00	144	72.00	14.00	19.44	16.28
1714[6]	7	978	139.71	686	98.00	41.71	42.57	29.84
1715[7]	1	48	48.00	36	36.00	12.00	33.33	25.00
1716	23	7112	309.22	5144	223.65	85.57	38.26	27.67
1717	10	2802	280.20	1976	197.60	82.60	41.80	29.48
1718	1	210	210.00	200	200.00	10.00	5.00	4.76
1719	2	260	130.00	184	92.00	38.00	41.30	29.23
1720	3	170	56.67	110	36.67	20.00	54.55	35.29
1721	2	108	54.00	98	49.00	9.00	20.00	10.67
1722	3	400	133.33	400	133.33	20.00	15.00	13.04
1723	4	304	76.00	288	72.00	4.00	5.56	5.26
1724	3	186	62.00	142	47.33	14.67	30.99	23.66
1725	3	248	82.67	248	82.67	0.00	0.00	0.00
1726	4	216	54.00	248	62.00	-8.00	-12.90	-14.81
1727	1	70	70.00	70	70.00	0.00	0.00	0.00
1728	5	1242	248.40	764	152.80	95.60	62.57	38.49
1729	11	2770	251.82	1668	151.64	100.18	66.07	39.78
1730	16	3642	227.63	2324	145.25	82.38	56.71	36.19
1731	23	5348	232.52	3492	151.83	80.70	53.15	34.78
1732	9	1754	194.89	1240	137.78	57.11	41.45	29.30
1733	2	178	89.00	178	89.00	0.00	0.00	0.00
1734	12	2970	247.50	1780	148.33	99.17	66.85	40.07
1735	2	286	143.00	238	119.00	24.00	20.17	16.78
1736	6	840	140.00	576	96.00	44.00	45.83	31.43
1737	11	1490	135.45	926	84.18	51.27	60.91	37.85
1738	18	3542	196.78	2194	121.89	74.89	61.44	38.06
1739	30	6842	228.07	4270	142.33	85.73	60.23	37.59
1740	52	16936	325.69	9754	187.58	138.12	73.62	42.41
1741	23	4872	211.83	3078	133.83	78.00	58.28	36.82
1742	4	528	132.00	524	131.00	1.00	0.76	0.76
1743	-	-	-	-	-	-	-	-
1744	2	416	208.00	366	183.00	25.00	13.66	12.02
1745	2	380	190.00	258	129.00	61.00	47.29	32.11

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.4.E SHIPPING FROM REVAL TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	8	2528	316.75	1382	182.75	153.00	94.01	48.46
1747	3	422	140.67	280	93.33	47.33	50.71	33.65
1748	5	572	114.40	444	88.80	25.60	28.83	22.36
1749	2	226	113.00	206	103.00	10.00	9.71	8.85
1750	6	736	146.88	500	100.88	46.00	46.00	31.51
1751	3	720	240.00	402	134.00	106.00	79.10	44.17
1752	4	328	84.50	280	70.00	14.50	20.71	17.14
1753	7	1092	156.00	828	118.29	37.71	31.88	24.18
1754	3	366	122.00	298	86.00	36.00	41.86	29.51
1755	2	100	50.00	148	74.00	-24.00	-32.43	-48.00
1756	4	988	247.00	594	148.50	98.50	66.33	39.88
1757	-	-	-	-	-	-	-	-
1758	1	114	114.00	114	114.00	0.00	0.00	0.00
1759	-	-	-	-	-	-	-	-
1760	2	266	133.00	146	73.00	60.00	82.19	48.11
1761	7	956	136.57	596	85.14	51.43	60.40	37.66
1762	10	2724	272.40	1648	164.80	107.60	65.29	39.50
1763	4	640	160.00	366	91.50	68.50	74.86	42.81
1764	4	718	179.00	572	143.00	36.00	25.17	20.11
1765	1	152	152.00	90	90.00	62.00	68.89	40.79
1766	3	434	144.67	244	81.33	63.33	77.87	43.78
1767	1	300	300.00	226	226.00	74.00	32.74	24.67
1768	1	120	120.00	64	64.00	56.00	87.50	46.67
1769	3	444	148.00	290	96.67	51.33	53.10	34.66
1770	2	332	166.00	202	101.00	65.00	64.36	39.16
1771	5	672	174.40	518	103.60	70.80	68.34	40.60
1772	4	544	136.00	368	92.00	44.00	47.83	32.35
1773	2	330	165.00	234	117.00	48.00	41.03	29.09
1774	8	1302	162.75	852	106.50	56.25	52.82	34.56
1775		NO DATA AVAILABLE						
1776	4	550	137.50	350	87.50	50.00	57.14	36.36
1777	2	308	154.00	212	106.00	48.00	45.28	31.17
1778	2	290	145.00	164	82.00	63.00	76.83	43.48
1779	1	246	246.00	154	154.00	92.00	59.74	37.40
1780	-	-	-	-	-	-	-	-
1781	1	130	130.00	66	66.00	64.00	96.97	49.23
1782	3	522	174.00	390	130.00	44.00	33.85	25.29
1783	3	842	280.67	654	218.00	62.67	28.75	22.33
1784	1	248	248.00	130	130.00	118.00	89.23	47.18
1785	1	188	188.00	104	104.00	84.00	80.77	44.68
1786	-	-	-	-	-	-	-	-

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.4.E SHIPPING FROM REVAL TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	-	-	-	-	-	-	-	-
1788	1	154	154.00	154	154.00	0.00	0.00	0.00
1789	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-
1792	1	80	80.00	44	44.00	36.00	81.82	45.00
1793	-	-	-	-	-	-	-	-
1794[13]	1	176	176.00	176	176.00	0.00	0.00	0.00
1795	-	-	-	-	-	-	-	-
1796	10	1368	136.80	736	73.60	63.20	85.87	46.20
1797	2	218	109.00	140	70.00	39.00	55.71	35.78
1798	2	318	159.00	170	85.00	74.00	87.06	46.54
1799	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-
1801	1	614	614.00	414	414.00	200.00	48.31	32.57
1802	4	760	190.00	436	109.00	81.00	74.31	42.63
1803	2	394	197.00	238	119.00	78.00	65.55	39.59
1804	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-
1807[17]	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE							
1809	NO DATA AVAILABLE							
1810	NO DATA AVAILABLE							
1811	NO DATA AVAILABLE							
1812	NO DATA AVAILABLE							
1813[6]	NO DATA AVAILABLE							
1814	3	358	119.33	278	92.67	26.67	28.78	22.35
1815	6	920	153.33	700	116.67	36.67	31.43	23.91
1816	-	-	-	-	-	-	-	-
1817	5	794	158.80	786	153.20	5.60	3.66	3.53
1818	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-
1820	1	170	170.00	170	170.00	0.00	0.00	0.00
1821	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-

SOURCE: GAA, PA 78/94-102

TABLE II.4.F SHIPPING FROM ESTONIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1705	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE							
1709[2]	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-
1716	1	70	70.00	70	70.00	0.00	0.00	0.00
1717	1	50	50.00	116	116.00	-66.00	-56.00	-132.00
1718	1	400	400.00	352	352.00	48.00	13.64	12.00
1719	2	840	420.00	788	394.00	26.00	6.60	6.19
1720	9	1814	201.56	1668	187.56	14.00	7.46	6.95
1721	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-
1723	5	2098	419.60	1928	385.60	34.00	8.82	8.10
1724	1	100	100.00	96	96.00	4.00	4.17	4.00
1725	1	38	38.00	38	38.00	0.00	0.00	0.00
1726	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-
1728	1	84	84.00	84	84.00	0.00	0.00	0.00
1729	3	696	232.00	692	230.67	1.33	0.58	0.57
1730	8	1572	196.50	1474	184.25	12.25	6.65	6.23
1731	7	1504	214.86	1426	203.71	11.14	5.47	5.19
1732	4	362	90.50	334	83.50	7.00	8.38	7.73
1733	2	450	225.00	444	222.00	3.00	1.35	1.33
1734	3	486	155.33	386	128.67	26.67	20.73	17.17
1735	2	360	180.00	368	184.00	-4.00	-2.17	-2.22
1736	4	680	145.00	640	160.00	5.00	3.13	3.03
1737	5	1064	212.80	1086	217.20	-4.40	-2.03	-2.07
1738	14	2804	193.14	2314	165.29	17.86	10.80	9.75
1739	16	3238	202.38	2774	173.38	29.00	16.73	14.33
1740	31	4776	154.06	3654	117.87	36.19	30.71	23.49
1741	26	3684	141.69	2984	113.62	28.08	24.71	19.82
1742	18	4792	266.22	4782	265.67	0.56	0.21	0.21
1743	14	3374	241.00	3362	239.43	1.57	0.66	0.65
1744	14	4050	289.29	4030	287.86	1.43	0.50	0.49
1745	21	5918	281.81	5850	278.57	3.24	1.16	1.15

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.4.F SHIPPING FROM ESTONIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1746	10	2404	240.40	2310	231.00	9.40	4.07	3.91
1747	18	5086	280.89	4996	277.56	3.33	1.20	1.19
1748	30	9174	305.80	9062	302.07	3.73	1.24	1.22
1749	32	8506	265.81	8476	264.88	0.94	0.35	0.35
1750	15	3538	235.87	3530	235.33	0.53	0.23	0.23
1751	18	4970	276.11	4930	273.89	2.22	0.81	0.80
1752	18	5206	289.22	5198	288.78	0.44	0.15	0.15
1753	5	1474	294.80	1460	292.00	2.80	0.96	0.95
1754	9	1074	119.33	838	93.11	26.22	28.16	21.97
1755	6	774	129.00	465	77.67	51.33	66.09	39.79
1756	1	182	182.00	40	40.00	142.00	355.00	78.02
1757	1	74	74.00	74	74.00	0.00	0.00	0.00
1758	-	-	-	-	-	-	-	-
1759	9	1632	181.33	1574	174.89	6.44	3.68	3.55
1760	6	1188	197.67	1108	184.67	13.00	7.04	6.50
1761	11	2056	186.91	1312	119.27	67.64	56.71	36.19
1762	11	2946	267.82	1932	175.64	92.18	52.48	34.42
1763	10	2182	218.20	2000	200.00	18.20	9.10	8.34
1764	9	1486	165.11	1266	140.67	24.44	17.38	14.80
1765	9	1510	167.78	1344	149.33	18.44	12.35	10.99
1766	7	932	133.14	804	114.86	18.29	15.92	13.73
1767	10	1882	188.20	1482	148.20	37.00	24.97	19.98
1768	17	3330	195.88	2302	135.41	60.47	44.66	30.87
1769	24	4496	187.33	3448	143.67	43.67	30.39	23.31
1770	21	5060	241.90	3756	178.86	63.05	35.25	26.06
1771	23	5506	243.74	3552	154.43	89.30	57.83	36.64
1772	40	9074	226.85	6124	153.10	73.75	48.17	32.51
1773	39	8484	217.54	6404	164.21	53.33	32.48	24.52
1774	41	9884	241.07	6220	151.71	89.37	58.91	37.07
1775		NO DATA AVAILABLE						
1776	45	10820	236.00	6706	149.02	86.98	58.37	36.85
1777	35	9802	280.06	6342	181.20	98.86	54.56	35.20
1778	32	8164	255.13	4966	155.19	99.94	64.40	39.17
1779	25	7278	291.12	4220	168.80	122.32	72.46	42.02
1780	21	5050	240.48	3230	153.81	86.67	56.35	36.04
1781	5	1476	295.20	928	185.60	109.60	59.05	37.13
1782	10	2378	237.80	1488	148.80	89.00	59.81	37.43
1783	26	5686	218.69	4310	165.77	52.92	31.93	24.20
1784	7	2448	348.57	1784	254.86	93.71	36.77	26.69
1785	12	3636	303.17	2788	232.33	70.83	30.49	23.36
1786	7	1268	196.43	1272	181.71	13.71	7.55	7.02

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.4.F SHIPPING FROM ESTONIA TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1787	11	1842	167.45	1506	136.91	30.55	22.31	18.24
1788	4	744	186.00	666	166.50	19.50	11.71	10.48
1789	13	3204	246.46	2868	220.62	25.85	11.72	10.49
1790[13]	13	1990	153.08	1718	132.15	20.92	15.83	13.67
1791	13	1950	150.00	1586	122.00	28.00	22.95	18.67
1792	9	1842	204.67	1638	182.00	22.67	12.45	11.07
1793	5	808	161.60	656	131.20	30.40	23.17	18.81
1794[13]	6	1744	348.80	1564	312.80	36.00	11.51	10.32
1795	-	-	-	-	-	-	-	-
1796	8	1392	174.00	1024	128.00	46.00	35.94	26.44
1797	5	1202	240.40	742	148.40	92.00	61.99	38.27
1798	3	394	131.33	198	66.00	65.33	98.99	49.75
1799	1	124	124.00	60	60.00	64.00	106.67	51.61
1800	3	380	126.67	304	101.33	25.33	25.00	20.00
1801	1	322	322.00	238	238.00	84.00	35.29	26.09
1802	7	1684	276.29	972	138.86	87.43	62.96	38.64
1803	10	1520	152.00	824	82.40	69.60	84.47	45.79
1804	3	634	211.33	374	124.67	86.67	69.52	41.01
1805	11	2464	224.00	1580	143.64	80.36	55.95	35.88
1806	5	1000	200.00	676	135.20	64.80	47.93	32.40
1807[17]	-	-	-	-	-	-	-	-
1808		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813[6]		NO DATA AVAILABLE						
1814	1	182	182.00	110	110.00	72.00	65.45	39.56
1815	2	508	254.00	280	140.00	114.00	81.43	44.88
1816	8	1390	278.00	846	169.20	108.80	64.30	39.14
1817	9	1880	200.00	1472	163.56	36.44	22.28	18.22
1818	4	938	234.50	722	180.50	54.00	29.92	23.03
1819	6	1782	297.00	1190	198.33	98.67	49.75	33.22
1820	2	376	188.00	264	132.00	56.00	42.42	29.79
1821	4	840	210.00	592	148.00	62.00	41.89	29.52
1822	3	314	104.67	246	82.00	22.67	27.64	21.66
1823	3	652	217.33	580	193.33	24.00	12.41	11.04
1824[20]	4	656	164.00	612	153.00	11.00	7.19	6.71
1825	2	244	122.00	218	109.00	13.00	11.93	10.66

SOURCE: GAA, PA 78/94-102

TABLE II.4.G SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1744	1	232	232.00	232	232.00	0.00	0.00	0.00
1745	5	932	186.40	892	178.40	8.00	4.48	4.29
1746	4	1068	267.00	1046	261.50	5.50	2.10	2.06
1747	11	2938	267.09	2814	255.82	11.27	4.41	4.22
1748	7	1632	233.14	1554	222.00	11.14	5.02	4.78
1749	8	1586	198.25	1456	182.00	16.25	8.93	8.20
1750	7	1066	152.29	1062	151.71	0.57	0.38	0.38
1751	3	606	202.00	562	187.33	14.67	7.83	7.26
1752	6	1062	177.00	1014	169.00	8.00	4.73	4.52
1753	2	326	163.00	314	157.00	6.00	3.82	3.68
1754	5	648	129.60	582	116.40	13.20	11.34	10.19
1755	6	740	123.33	728	121.33	2.00	1.65	1.62
1756	6	1480	246.67	1444	240.67	6.00	2.49	2.43
1757	7	1668	238.29	1632	233.14	5.14	2.21	2.16
1758	5	1222	244.40	1130	226.00	18.40	8.14	7.52
1759	8	2024	253.00	1998	248.75	4.25	1.71	1.68
1760	6	1784	297.33	1536	256.00	41.33	16.15	13.90
1761	3	878	292.67	878	292.67	0.00	0.00	0.00
1762	6	1998	333.67	1928	321.33	11.33	3.53	3.41
1763	5	1040	208.00	1010	202.00	6.00	2.97	2.88
1764	5	1058	211.60	1058	211.60	0.00	0.00	0.00
1765	3	680	226.67	560	186.67	40.00	21.43	17.65
1766	8	1654	206.75	1654	206.75	0.00	0.00	0.00
1767	5	860	172.00	746	149.20	22.80	15.28	13.26
1768	6	1238	206.33	1230	205.00	1.33	0.65	0.65
1769	9	1762	195.78	1676	186.22	9.56	5.13	4.88
1770	5	1070	214.00	1022	204.40	9.60	4.70	4.49
1771	3	712	237.33	636	212.00	25.33	11.95	10.67
1772	5	1084	216.80	1084	216.80	0.00	0.00	0.00
1773	5	1214	242.80	1214	242.80	0.00	0.00	0.00
1774	9	1762	195.78	1758	195.33	0.44	0.23	0.23
1775		NO DATA AVAILABLE						
1776	3	540	180.00	540	180.00	0.00	0.00	0.00
1777	-	-	-	-	-	-	-	-
1778	2	892	446.00	892	446.00	0.00	0.00	0.00
1779	6	1420	236.67	1420	236.67	0.00	0.00	0.00
1780	6	1938	323.00	1826	304.33	18.67	6.13	5.78
1781	3	436	145.33	436	145.33	0.00	0.00	0.00
1782	7	1386	198.00	1386	198.00	0.00	0.00	0.00
1783	7	1654	236.29	1418	202.57	33.71	16.64	14.27
1784	10	1998	199.80	1990	199.00	0.80	0.40	0.40

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.4.G SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1785	12	2490	207.50	2486	207.17	0.33	0.16	0.16
1786	2	390	195.00	386	193.00	2.00	1.04	1.03
1787	4	628	157.00	628	157.00	0.00	0.00	0.00
1788	4	794	198.50	794	198.50	0.00	0.00	0.00
1789	1	364	364.00	364	364.00	0.00	0.00	0.00
1790	-	-	-	-	-	-	-	-
1791[13]	1	146	146.00	146	146.00	0.00	0.00	0.00
1792	-	-	-	-	-	-	-	-
1793	1	160	160.00	160	160.00	0.00	0.00	0.00
1794[13]	5	892	178.40	888	177.60	0.80	0.45	0.45
1795	-	-	-	-	-	-	-	-
1796	4	692	173.00	692	173.00	0.00	0.00	0.00
1797	3	428	142.67	428	142.67	0.00	0.00	0.00
1798	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-
1800	2	302	151.00	238	119.00	32.00	26.89	21.19
1801	2	514	257.00	406	203.00	54.00	26.60	21.01
1802	1	186	186.00	186	186.00	0.00	0.00	0.00
1803	-	-	-	-	-	-	-	-
1804	2	224	112.00	160	80.00	32.00	40.00	28.57
1805	2	328	164.00	252	126.00	38.00	30.16	23.17
1806	-	-	-	-	-	-	-	-
1807[17]	1	392	392.00	144	144.00	248.00	172.22	63.27
1808	NO DATA AVAILABLE							
1809	NO DATA AVAILABLE							
1810	NO DATA AVAILABLE							
1811	NO DATA AVAILABLE							
1812	NO DATA AVAILABLE							
1813[6]	NO DATA AVAILABLE							
1814	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-
1816[18]	3	890	296.67	666	222.00	74.67	33.63	25.17
1817	1	102	102.00	90	90.00	12.00	13.33	11.76
1818	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-
1820	1	410	410.00	410	410.00	0.00	0.00	0.00
1821	2	732	366.00	716	358.00	8.00	2.23	2.19
1822	1	328	328.00	328	328.00	0.00	0.00	0.00
1823	2	578	289.00	574	287.00	2.00	0.70	0.69
1824[20]	2	578	289.00	574	287.00	2.00	0.70	0.69
1825	1	216	216.00	216	216.00	0.00	0.00	0.00

SOURCE: GAA, PA 78/94-102

TABLE II.4.H SHIPPING FROM COURLAND TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1796[14]	52	6772	130.23	3652	70.23	60.00	85.43	46.07
1797	41	6878	167.76	3834	93.51	74.24	79.39	44.26
1798	26	4146	159.46	2196	84.46	75.00	88.80	47.03
1799	3	526	175.33	266	88.67	86.67	97.74	49.43
1800	14	2252	160.86	1168	83.43	77.43	92.81	48.13
1801	19	2942	154.84	1488	78.32	76.53	97.72	49.42
1802	32	5018	156.81	2778	86.81	70.00	80.63	44.64
1803	35	5890	168.29	3332	95.20	73.09	76.77	43.43
1804	22	3332	151.45	1968	90.36	61.09	67.61	40.34
1805	29	4582	157.31	2742	94.55	62.76	66.37	39.89
1806	15	2356	157.07	1404	93.60	63.47	67.81	40.41
1807	10	1266	126.60	634	63.40	63.20	99.68	49.92
1808[17]		NO DATA AVAILABLE						
1809		NO DATA AVAILABLE						
1810		NO DATA AVAILABLE						
1811		NO DATA AVAILABLE						
1812		NO DATA AVAILABLE						
1813		NO DATA AVAILABLE						
1814[6]	25	4020	160.80	2384	95.36	65.44	68.62	40.70
1815	20	3380	168.00	2068	103.40	64.60	62.48	38.45
1816	27	3786	140.22	2450	90.74	49.48	54.53	35.29
1817	40	5532	138.30	4632	115.80	22.50	19.43	16.27
1818	14	1618	115.57	1110	79.29	36.29	45.77	31.40
1819	15	1722	114.80	1248	83.20	31.60	37.98	27.53
1820	10	1274	127.40	1006	100.60	26.80	26.64	21.04
1821	19	2682	141.16	1958	103.05	38.11	36.98	26.99
1822	4	502	125.50	386	96.50	29.00	30.05	23.11
1823[19]	13	1866	143.54	1530	117.69	25.85	21.96	18.01
1824	9	1738	192.89	1348	149.78	43.11	28.78	22.35
1825[20]	15	1942	129.47	1490	99.33	30.13	30.34	23.27

SOURCE: GAA. PA 78/94-102

TABLE II.5 TONS OF CARGO SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

YEAR	ST. PETERSBURG A	ST. PETERSBURG B	NARVA A	NARVA B	REVAL A	REVAL B	ESTONIA A	ESTONIA B	RIGA A	RIGA B	VIBORG A	VIBORG B	FREDERIKSHAMN A	FREDERIKSHAMN B	COURLAND A	COURLAND B	RUSSIA TOTAL TONNAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]	NO DATA AVAILABLE																
1709[3]	-	-	-	-	-	-	-	-	1056	32.88	2156	67.12	-	-	-	-	3212
1710[4]	-	-	-	-	102	1.61	-	-	4632	73.34	1582	25.05	-	-	-	-	6316
1711[5]	-	-	-	-	-	-	-	-	504	100.00	-	-	-	-	-	-	504
1712[4]	-	-	-	-	228	31.40	-	-	498	68.60	-	-	-	-	-	-	726
1713[6]	-	-	-	-	172	2.52	-	-	6646	97.48	-	-	-	-	-	-	6818
1714[7]	234	4.90	-	-	978	18.81	-	-	3986	76.68	-	-	-	-	-	-	5198
1715	-	-	-	-	48	1.01	-	-	4384	92.41	312	6.58	-	-	-	-	4744
1716	1602	7.08	-	-	7112	31.43	70	0.31	13846	61.18	-	-	-	-	-	-	22630
1717	994	3.62	-	-	2802	10.21	50	0.18	21724	79.16	1876	6.83	-	-	-	-	27456
1718	1850	8.05	-	-	210	0.91	400	1.74	16276	70.85	4238	18.45	-	-	-	-	22974
1719	1814	7.69	2936	12.44	260	1.10	840	3.56	14248	60.38	3500	14.83	-	-	-	-	23598
1720	3494	8.75	8142	20.38	170	0.43	1814	4.54	15652	39.18	10680	26.73	-	-	-	-	39952
1721	1476	3.53	17316	41.37	108	0.26	-	-	15858	37.89	7098	16.96	-	-	-	-	41860
1722	2396	5.05	18096	38.08	460	0.97	-	-	17918	37.76	8618	18.16	-	-	-	-	47448
1723	3130	8.67	11102	30.33	304	0.83	2098	5.73	15828	43.24	4138	11.30	-	-	-	-	36600
1724	5328	10.42	25776	50.41	186	0.36	100	0.20	15974	31.24	3764	7.36	-	-	-	-	51128
1725	4762	6.30	40688	53.86	248	0.33	38	0.05	25110	33.24	4694	6.21	-	-	-	-	75540
1726	8398	11.37	32892	44.55	216	0.29	-	-	25622	34.70	6702	9.08	-	-	-	-	73830
1727	3790	6.45	29354	49.93	70	0.12	-	-	20026	34.06	5554	9.45	-	-	-	-	58794
1728	5934	9.10	32744	50.19	1242	1.90	84	0.13	21772	33.37	3466	5.31	-	-	-	-	65242
1729	2278	3.96	26790	46.56	2770	4.81	696	1.21	21478	37.33	3528	6.13	-	-	-	-	57540
1730	3910	6.75	26746	47.07	2542	4.42	1572	1.91	28620	34.77	5826	7.08	-	-	-	-	82316
1731	5330	8.07	45504	51.82	5348	6.09	1504	1.71	25548	29.09	4576	5.21	-	-	-	-	87810
1732	4438	5.13	59750	69.10	1754	2.03	362	0.42	13770	15.93	6392	7.39	-	-	-	-	86466
1733	2686	3.21	58340	69.69	178	0.21	450	0.54	15866	18.95	6196	7.40	-	-	-	-	83716
1734	5258	5.56	58000	61.33	2970	3.14	486	0.49	21996	23.26	5888	6.23	-	-	-	-	94578
1735	3658	4.75	39566	51.42	286	0.37	360	0.47	24704	32.10	8378	10.89	-	-	-	-	76952
1736	5266	7.25	26608	36.62	840	1.16	660	0.91	26532	36.51	12796	17.56	-	-	-	-	72662
1737	10708	13.22	37186	45.90	1490	1.84	1064	1.31	20942	25.85	9630	11.89	-	-	-	-	81020
1738	18086	16.79	50342	46.73	3542	3.29	2564	2.38	27468	25.50	5730	5.32	-	-	-	-	107732
1739	6188	6.92	39646	44.36	6842	7.65	3238	3.62	29162	32.63	4304	4.82	-	-	-	-	89380
1740	8196	7.85	32400	31.04	16936	16.22	4776	4.58	39824	38.15	2258	2.16	-	-	-	-	104390
1741	24298	25.13	30942	32.01	4872	5.04	3684	3.81	29118	30.12	3760	3.89	-	-	-	-	96674
1742	9546	12.30	32252	41.55	528	0.68	4792	6.17	27236	35.09	3270	4.21	-	-	-	-	77624
1743	7044	7.81	58008	64.34	-	-	3374	3.74	17022	18.88	4710	5.22	-	-	-	-	90158
1744	8278	12.35	27124	40.47	416	0.62	4050	6.04	22024	32.86	4898	7.31	232	0.35[8]	-	-	67022
1745	3946	5.63	38702	55.18	380	0.54	5918	8.44	15994	22.80	4270	6.09	932	1.33	-	-	70142

A = TONS OF CARGO SHIPPED B = % 'A' IS OF TOTAL TONS OF CARGO SHIPPED FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.5 TONS OF CARGO SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA TOTAL
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	TONNAGE
1746	6038	9.54	28282	44.69	2526	3.99	2404	3.80	19360	30.59	3612	5.71	1068	1.69	-	-	63290
1747	8628	14.69	22344	38.06	422	0.72	5056	8.61	16030	27.30	3298	5.62	2938	5.00	-	-	58714
1748	4500	8.15	20392	36.86	572	1.04	9174	16.62	15968	28.92	3010	5.45	1632	2.96	-	-	55248
1749	4702	7.30	30510	47.39	226	0.35	8508	13.21	15708	24.40	3140	4.88	1586	2.46	-	-	64378
1750	3058	4.70	39660	60.94	730	1.12	3538	5.44	12780	19.64	4246	6.52	1066	1.64	-	-	68078
1751	5898	9.81	38136	63.46	720	1.20	4970	8.27	8010	13.33	1758	2.93	606	1.01	-	-	60098
1752	6574	10.56	32620	52.40	338	0.54	5206	8.36	14228	22.86	2224	3.57	1062	1.71	-	-	62252
1753	6678	10.79	32180	52.00	1092	1.76	1474	2.38	16298	26.34	3834	6.20	326	0.53	-	-	61882
1754	4670	7.22	33788	52.24	366	0.57	1074	1.66	21020	32.50	3116	4.82	648	1.00	-	-	64682
1755	2818	5.69	28878	58.36	100	0.20	774	1.56	12448	25.15	3728	7.53	740	1.50	-	-	49486
1756	6048	17.52	1570	4.55	988	2.86	182	0.53	17132	49.63	7120	20.63	1480	4.29	-	-	34520
1757	8502	21.97	-	-	-	-	74	0.19	24800	64.07	3662	9.46	1668	4.31	-	-	38706
1758	6362	14.36	8238	18.59	114	0.26	-	-	26786	60.45	1590	3.59	1222	2.76	-	-	44312
1759	7708	12.36	17450	27.99	-	-	1632	2.62	31184	50.02	2344	3.76	2024	3.25	-	-	62342
1760	5854	10.74	2460	4.51	266	0.49	1186	2.18	39392	72.30	3544	6.50	1784	3.27	-	-	54486
1761	3326	5.59	-	-	956	1.61	2056	3.46	50770	85.36	1492	2.51	878	1.48	-	-	59478
1762	7676	11.81	9186	14.14	2724	4.19	2946	4.53	38448	59.18	1996	3.07	1996	3.07	-	-	64972
1763	8422	13.75	19500	31.84	640	1.05	2182	3.56	27696	45.23	1756	2.87	1040	1.70	-	-	61236
1764	4168	6.38	23418	35.67	716	1.09	1486	2.26	32954	50.19	1840	2.80	1058	1.61	-	-	65660
1765	6240	10.11	18736	30.36	152	0.25	1510	2.45	31516	51.06	2868	4.68	680	1.10	-	-	61722
1766	6668	9.03	26850	36.35	434	0.59	932	1.26	34320	46.46	3012	4.08	1654	2.24	-	-	73870
1767	9546	18.27	17594	33.67	300	0.57	1852	3.54	21920	41.18	588	1.13	860	1.65	-	-	52260
1768	9034	13.36	26980	39.89	120	0.18	3330	4.92	25422	37.59	1512	2.24	1238	1.83	-	-	67636
1769	10522	13.07	21400	26.59	444	0.55	4496	5.59	39986	49.68	1882	2.34	1762	2.19	-	-	80492
1770	5034	7.81	19018	29.60	332	0.52	5080	7.91	32480	50.55	1238	1.93	1070	1.67	-	-	64252
1771	5768	13.01	9644	21.76	872	1.97	5606	12.65	21462	48.42	264	0.60	712	1.61	-	-	44328
1772	7274	9.47	13292	17.31	544	0.71	9074	11.82	45368	59.09	146	0.19	1084	1.41	-	-	76782
1773	7516	10.38	16450	22.72	330	0.46	8484	11.72	37316	51.53	1102	1.52	1214	1.68	-	-	72412
1774	8042	9.43	17748	20.80	1302	1.53	9884	11.59	45738	53.61	840	0.98	1762	2.07	-	-	85316
1775	5186		DATA AVAILABLE FOR ST. PETERSBURG ONLY														5186
1776	2760	4.31	21584	33.68	550	0.86	10620	16.57	27106	42.30	922	1.44	540	0.84	-	-	64082
1777	7444	10.51	17426	24.61	308	0.43	9802	13.84	35492	50.11	350	0.49	-	-	-	-	70822
1778	13904	19.18	12794	17.58	290	0.40	8164	11.22	35482	48.73	1272	1.75	892	1.23	-	-	72778
1779	10898	17.60	10384	16.77	248	0.40	7278	11.75	29228	47.19	2482	4.01	1420	2.29	-	-	61934
1780	11288	16.65	12494	18.43	-	-	5050	7.45	36576	53.95	452	0.67	1938	2.86	-	-	67798
1781	3576	17.46	-	-	130	0.63	1476	7.21	13904	67.89	958	4.68	436	2.13	-	-	20480
1782	5502	12.14	2522	5.57	522	1.15	2378	5.25	30446	67.18	2562	5.65	1386	3.06	-	-	45318
1783	5348	7.86	14896	21.90	842	1.24	5686	8.36	37994	55.86	1602	2.36	1654	2.43	-	-	68020
1784	14760	20.62	25788	35.67	246	0.34	2440	3.37	25904	35.83	1162	1.61	1998	2.76	-	-	72298
1785	2682	4.08	29702	45.22	188	0.29	3638	5.54	25586	38.96	1392	2.12	2490	3.79	-	-	65678
1786	4008	6.39	31356	50.00	-	-	1368	2.18	23914	38.13	1682	2.68	390	0.62	-	-	62718

A = TONS OF CARGO SHIPPED B = % 'A' IS OF TOTAL TONS OF CARGO SHIPPED FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.5 TONS OF CARGO SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL - ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA TOTAL TONNAGE
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	
1787	3498	5.42	35970	55.76	-	-	1842	2.86	20992	32.54	1574	2.44	628	0.97	- -	64504
1788	7564	12.09	33604	53.73	154	0.25	744	1.19	18678	29.86	1804	1.61	794	1.27	- -	62542
1789	10148	14.04	34380	47.57	-	-	3204	4.43	22894	31.68	1284	1.78	364	0.50	- -	72274
1790	7100	9.50	37722	50.46	-	-	1990	2.66	27462	36.72	488	0.65	-	-	- -	74762
1791[13]	8702	13.13	39462	59.53	-	-	1950	2.94	16018	24.18	-	-	146	0.22	- -	66256
1792	4816	6.90	37030	55.36	80	0.12	1842	2.75	22184	33.17	1134	1.70	-	-	- -	66886
1793	4950	13.23	5540	14.80	-	-	808	2.16	23362	62.43	2602	6.95	160	0.43	- -	37422
1794	4518	7.47	32026	52.96	176	0.29	1744	2.88	18706	30.93	2410	3.99	892	1.48	- -	60472
1795[13]	702	8.42	410	4.92	-	-	-	-	7224	86.66	-	-	-	-	- [14]	8336
1796	3942	8.39	7282	15.49	1368	2.91	1392	2.96	24978	53.14	582	1.24	692	1.47	6772 14.41	47008
1797	-	-[15]	11512	28.74	218	0.54	1202	3.00	19274	48.12	538	1.34	428	1.07	6878 17.17	40050
1798	-	-	3382	16.50	318	1.55	394	1.92	11722	57.19	536	2.61	-	-	4146 20.23	20490
1799	-	-	-	-	-	-	124	9.12	456	33.53	254	18.68	-	-	526 38.68	1360
1800	-	-	4056	29.17	-	-	380	2.73	6548	47.09	368	2.65	302	2.17	2252 16.19	13906
1801	-	-	678	6.15	614	5.57	322	2.92	5296	48.01	664	6.02	514	4.66	2942 26.67	11030
1802	-	-[16]	27862	41.15	780	1.12	1584	2.34	32302	47.70	-	-	186	0.27	5018 7.41	67712
1803	-	-	4298	10.84	394	0.99	1520	3.83	27062	68.27	476	1.20	-	-	5898 14.86	39648
1804	-	-	1284	7.96	-	-	634	3.93	10040	62.25	614	3.81	224	1.39	3332 20.66	16128
1805	-	-	4418	12.14	-	-	2464	6.77	23632	64.94	986	2.71	328	0.90	4562 12.54	36390
1806	-	-	2420	18.39	-	-	1000	7.60	7046	53.55	336	2.55	-	-	2356 17.91	13158
1807	-	-	1156	24.89	-	-	-	-	1444	31.09	386	8.31	392	8.44	1266 27.26	4644
1808[17]			NO DATA AVAILABLE													
1809			NO DATA AVAILABLE													
1810			NO DATA AVAILABLE													
1811			NO DATA AVAILABLE													
1812			NO DATA AVAILABLE													
1813			NO DATA AVAILABLE													
1814[6]	5120	24.42	1052	5.02	358	1.71	182	0.87	9206	43.91	1028	4.90	-	-	4020 19.17	20966
1815	6746	22.84	3678	12.45	920	3.11	508	1.72	12732	43.11	1592	5.39	-	-[18]	3360 11.38	29536
1816	4642	10.94	9220	20.83	-	-	1398	3.14	23394	52.86	732	1.65	898	2.01	3786 8.56	44254
1817	33986	29.22	6558	5.63	794	0.68	1800	1.55	66948	57.55	618	0.52	102	0.09	5532 4.76	116320
1818	3194	13.94	8760	38.22	-	-	938	4.09	7382	32.21	1028	4.49	-	-	1618 7.06	22920
1819	2630	10.54	8956	35.90	-	-	1782	7.14	8944	35.85	916	3.67	-	-	1722 6.90	24950
1820	4030	14.44	8500	30.47	170	0.61	378	1.35	11284	40.44	1856	6.65	410	1.47	1274 4.57	27900
1821	2486	9.31	6092	22.82	-	-	840	3.15	12902	48.32	966	3.62	732	2.74	2682 10.04	26700
1822	1202	8.88[19]	6250	44.60	-	-	314	2.24	4826	34.44	590	4.21	328	2.34	502 3.58	14012
1823	42	0.19	7732	35.36	-	-	652	2.98	10278	47.00	720	3.29	578	2.64	1866 8.53	21868
1824	NO DATA		5734	34.30	-	-	656	3.92	6730	40.26	1284	7.68	578	3.46	1736 10.38	16718
1825[20]	AVAILABLE		2796	30.59	-	-	244	2.70	3498	38.78	372	4.12	216	2.39	1942 21.51	9028

A = TONS OF CARGO SHIPPED B = % 'A' IS OF TOTAL TONS OF CARGO SHIPPED FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA. PA 78/94-102

TABLE 11.6 AVERAGE SIZE OF CARGOES IN TONS SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]	NO DATA AVAILABLE																	
1709[3]	-	-	-	-	-	-	-	-	176.00	6	359.33	6	-	-	-	-	267.67	12
1710[4]	-	-	-	-	51.00	2	-	-	243.79	19	316.40	5	-	-	-	-	242.92	26
1711[5]	-	-	-	-	-	-	-	-	84.00	6	-	-	-	-	-	-	84.00	6
1712[4]	-	-	-	-	76.00	3	-	-	83.00	6	-	-	-	-	-	-	80.67	9
1713[6]	-	-	-	-	86.00	2	-	-	229.17	29	-	-	-	-	-	-	219.94	31
1714[7]	78.00	3	-	-	139.71	7	-	-	159.44	28	-	-	-	-	-	-	148.51	38
1715	-	-	-	-	48.00	1	-	-	146.13	30	156.00	2	-	-	-	-	143.76	33
1716	178.00	9	-	-	309.22	23	70.00	1	182.18	76	-	-	-	-	-	-	207.61	109
1717	124.25	8	-	-	280.20	10	50.00	1	205.04	106	375.20	5	-	-	-	-	211.20	130
1718	231.25	8	-	-	210.00	1	400.00	1	219.95	74	353.17	12	-	-	-	-	239.31	96
1719	120.93	15	326.22	9	130.00	2	420.00	2	212.66	67	318.18	11	-	-	-	-	222.62	106
1720	183.89	19	354.00	23	56.67	3	201.56	9	198.13	79	356.00	30	-	-	-	-	245.19	163
1721	105.43	14	368.47	47	54.00	2	-	-	184.48	86	354.98	28	-	-	-	-	247.68	169
1722	133.11	18	347.23	52	153.33	3	-	-	198.98	91	359.08	24	-	-	-	-	252.30	188
1723	149.43	21	370.87	30	78.00	4	419.60	5	188.43	84	370.18	11	-	-	-	-	230.18	155
1724	126.86	42	348.32	74	62.00	3	100.00	1	186.48	98	313.87	12	-	-	-	-	224.25	228
1725	113.38	42	333.51	122	82.67	3	38.00	1	188.52	149	276.12	17	-	-	-	-	226.17	334
1726	142.34	59	339.09	97	54.00	4	-	-	176.78	145	304.64	22	-	-	-	-	225.78	327
1727	145.77	26	299.53	98	70.00	1	-	-	182.05	110	284.48	21	-	-	-	-	229.66	256
1728	138.00	43	277.49	118	248.40	5	84.00	1	187.69	116	266.62	13	-	-	-	-	220.41	296
1729	162.71	14	291.20	92	251.82	11	232.00	3	221.42	97	252.00	14	-	-	-	-	249.89	231
1730	144.81	27	280.77	138	227.62	16	196.50	8	196.03	146	264.82	22	-	-	-	-	230.58	357
1731	166.56	32	284.40	160	232.52	23	214.86	7	183.80	139	254.22	18	-	-	-	-	231.69	379
1732	170.69	26	285.89	209	194.89	9	90.50	4	183.60	75	220.41	29	-	-	-	-	245.64	352
1733	141.37	19	294.65	198	89.00	2	225.00	2	191.16	83	298.53	30	-	-	-	-	250.68	334
1734	146.06	36	302.08	192	247.50	12	199.33	3	189.62	116	226.46	26	-	-	-	-	245.66	305
1735	152.42	24	314.02	126	143.00	2	180.00	2	214.82	115	288.90	29	-	-	-	-	250.23	298
1736	150.46	38	313.04	85	140.00	6	185.00	4	222.96	119	289.91	44	-	-	-	-	247.99	293
1737	209.92	52	307.32	121	138.45	11	212.80	5	211.54	99	280.27	37	-	-	-	-	249.29	325
1738	215.31	84	306.96	164	196.78	18	183.14	14	216.28	127	249.13	23	-	-	-	-	250.54	430
1739	193.37	32	309.73	128	228.07	30	202.37	16	231.44	126	253.18	17	-	-	-	-	256.18	349
1740	186.27	44	324.00	100	325.69	52	194.06	31	207.42	192	282.25	8	-	-	-	-	244.47	427
1741	247.94	98	318.99	97	211.63	23	161.69	26	176.47	165	289.23	13	-	-	-	-	229.09	422
1742	203.11	47	282.91	114	132.00	4	266.22	18	174.59	156	251.54	13	-	-	-	-	228.52	352
1743	176.19	48	297.48	195	-	-	241.00	14	185.02	92	224.29	21	-	-	-	-	249.66	362
1744	156.19	53	315.40	86	208.00	2	289.29	14	179.06	123	212.96	23	232.00	1	-	-	221.93	302
1745	127.29	31	319.85	121	190.00	2	281.81	21	197.46	81	251.18	17	186.40	5	-	-	252.31	278

A = AVERAGE SIZE OF CARGOES IN TONS B = NUMBER OF SHIPS

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.6 AVERAGE SIZE OF CARGOES IN TONS SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1746	194.77	31	328.86	86	315.75	8	240.40	10	208.17	93	277.85	13	267.00	4	-	-	258.33	245
1747	151.33	57	328.59	68	140.67	3	280.89	18	182.16	88	329.80	10	267.09	11	-	-	230.28	285
1748	150.00	30	313.11	65	114.40	5	305.80	30	181.45	88	215.00	14	233.14	7	-	-	231.00	239
1749	142.48	33	321.16	95	113.00	2	265.81	32	176.49	89	241.54	13	198.25	8	-	-	236.68	272
1750	152.90	20	300.45	132	148.00	5	235.87	15	182.57	70	223.47	19	152.29	7	-	-	242.83	268
1751	159.41	37	317.80	120	240.00	3	276.11	18	190.71	42	251.14	7	202.00	3	-	-	261.30	230
1752[9]	152.88	43[10]	332.86	98	84.50	4	289.22	18	175.65	81	222.40	10	177.00	6	-	-	239.42	260
1753	142.09	47	338.21	96	156.00	7	294.80	5	189.51	86	239.62	16	163.00	2	-	-	238.92	289
1754	133.43	35	331.25	102	122.00	3	119.33	9	191.09	110	283.27	11	129.60	5	-	-	238.21	275
1755	122.52	23	339.74	85	50.00	2	129.00	6	197.59	63	219.29	17	123.33	6	-	-	244.98	202
1756	131.48	46	314.00	5	247.00	4	182.00	1	241.30	71	296.67	24	246.67	6	-	-	219.87	157
1757	180.89	47	-	-	-	-	74.00	1	261.05	95	281.69	13	238.29	7	-	-	237.48	163
1758	171.95	37	329.52	25	114.00	1	-	-	234.96	114	318.00	5	244.40	5	-	-	236.96	187
1759	188.00	41	335.58	52	-	-	181.33	9	268.83	116	293.00	8	253.00	8	-	-	266.42	234
1760	209.07	28	351.43	7	133.00	2	197.67	6	266.18	148	354.40	10	297.33	6	-	-	263.22	207
1761	221.73	15	-	-	136.57	7	186.91	11	265.81	191	248.67	6	292.67	3	-	-	258.27	233
1762	207.46	37	367.44	25	272.40	10	267.82	11	278.61	138	288.14	7	332.67	6	-	-	277.66	234
1763	227.62	37	384.55	55	160.00	4	218.20	10	225.17	123	195.11	9	208.00	5	-	-	252.00	243
1764	182.09	23	360.28	65	179.00	4	165.11	9	245.93	134	204.44	9	211.60	5	-	-	262.69	249
1765	240.00	26	353.51	53	152.00	1	167.78	9	267.08	118	240.67	12	226.67	3	-	-	278.03	222
1766	222.27	30	358.00	75	144.67	3	133.14	7	245.14	140	200.80	15	208.75	8	-	-	265.72	278
1767	222.00	43	374.34	47	300.00	1	185.20	10	256.19	84	196.00	3	172.00	5	-	-	270.78	193
1768	250.94	36	374.72	72	120.00	1	195.88	17	223.00	114	218.00	7	206.33	6	-	-	267.34	253
1769	233.82	45	389.09	55	148.00	3	187.33	24	259.65	154	209.11	9	195.78	9	-	-	269.20	299
1770	228.82	22	396.21	48	166.00	2	241.90	21	275.25	118	247.60	5	214.00	5	-	-	290.73	221
1771	213.63	27	385.76	25	174.40	5	243.74	23	233.28	92	284.00	1	237.33	3	-	-	251.86	176
1772	202.06	36	402.79	33	136.00	4	226.85	40	238.78	190	146.00	1	216.80	5	-	-	248.49	309
1773	187.90	40	391.67	42	168.00	2	217.54	39	253.85	147	220.40	5	242.80	5	-	-	258.61	280
1774[11]	217.38	37	394.40	45	162.75	8	241.07	41	267.47	171	210.00	4	195.78	9	-	-	270.84	315
1775	192.07	27	DATA AVAILABLE FOR ST.PETERSBURG ONLY.												-	-	192.07	27
1776	172.50	16	415.08	52	137.50	4	236.00	45	260.63	104	184.40	5	180.00	3	-	-	279.83	229
1777	177.24	42	425.02	41	154.00	2	280.06	35	281.68	126	175.00	2	-	-	-	-	288.57	248
1778[12]	195.83	71	426.47	30	145.00	2	255.12	32	288.31	123	254.40	5	446.00	2	-	-	274.63	265
1779	198.18	55	432.87	24	246.00	1	291.12	25	273.14	107	354.67	7	236.67	6	-	-	275.26	225
1780	218.98	53	446.21	28	-	-	240.48	21	309.97	118	452.00	1	323.00	6	-	-	298.67	227
1781	198.67	18	-	-	130.00	1	295.20	5	193.11	72	239.50	4	145.33	3	-	-	198.83	103
1782	177.48	31	420.33	6	174.00	3	237.80	10	200.30	152	160.12	16	198.00	7	-	-	201.41	225
1783	232.43	23	425.60	35	280.67	3	218.69	26	228.88	166	200.25	8	236.29	7	-	-	253.81	268
1784	230.62	64	415.94	62	246.00	1	348.57	7	237.65	109	193.67	6	199.80	10	-	-	279.14	259
1785	223.50	12	412.53	72	188.00	1	303.17	12	228.45	112	232.00	6	207.50	12	-	-	289.33	227
1786	182.18	22	407.22	77	-	-	195.43	7	257.14	93	210.25	8	195.00	2	-	-	300.09	209

A = AVERAGE SIZE OF CARGOES IN TONS B = NUMBER OF SHIPS

SOURCES: GAA, PA 78/94-102

CONTINUED

TABLE II.6 AVERAGE SIZE OF CARGOES IN TONS SHIPPED TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1787	184.11	19	416.26	86	-	-	167.45	11	205.80	102	174.89	9	157.00	4	-	-	279.24	231
1788	199.05	38	420.05	80	154.00	1	186.00	4	236.43	79	200.80	5	198.50	4	-	-	296.41	211
1789	198.98	51	429.75	80	-	-	246.46	13	246.17	93	321.00	4	364.00	1	-	-	298.65	242
1790[13]	215.15	33	419.13	90	-	-	153.08	13	225.10	122	122.00	4	-	-	-	-	285.35	282
1791	235.19	37	398.40	99	-	-	150.00	13	242.70	66	-	-	146.00	1	-	-	306.75	216
1792	242.98	19	425.63	87	80.00	1	204.67	9	226.37	98	162.00	7	-	-	-	-	302.65	221
1793	190.38	26	346.25	16	-	-	161.60	5	182.52	128	216.83	12	160.00	1	-	-	199.05	188
1794[13]	196.43	23	421.39	76	176.00	1	348.80	5	167.02	112	185.38	13	178.40	5	-	-	257.33	235
1795	175.50	4	410.00	1	-	-	-	-	157.04	46	-	-	-	-	-	-	163.45	51
1796	171.39	23[15]	404.56	18	136.80	10	174.00	8	177.15	141	194.00	3	173.00	4	130.23	52[14]	181.80	259
1797	-	-	383.73	30	109.00	2	240.40	5	196.67	98	179.33	3	142.67	3	167.76	41	220.08	182
1798	-	-	375.78	9	159.00	2	131.33	3	172.38	68	178.67	3	-	-	159.46	26	184.67	111
1799	-	-	-	-	-	-	124.00	1	152.00	3	127.00	2	-	-	175.33	3	151.11	9
1800	-	-	579.43	7	-	-	126.67	3	187.09	35	184.00	2	151.00	2	160.86	14	220.73	63
1801	-	-	678.00	1	614.00	1	322.00	1	176.53	30	221.33	3	257.00	2	154.84	19	193.51	57
1802	-	-[16]	633.23	44	190.00	4	226.29	7	209.75	154	-	-	186.00	1	156.81	32	279.80	242
1803	-	-	614.00	7	197.00	2	152.00	10	203.47	133	238.00	2	-	-	168.29	35	209.74	189
1804	-	-	183.43	7	-	-	211.33	3	193.08	52	204.67	3	112.00	2	181.48	22	181.21	89
1805	-	-	220.90	20	-	-	224.00	11	184.62	128	197.20	5	164.00	2	157.31	29	186.62	195
1806	-	-	345.71	7	-	-	200.00	5	180.67	39	336.00	1	-	-	157.07	15	196.39	67
1807[17]	-	-	185.14	7	-	-	-	-	131.27	11	128.67	3	192.00	1	126.60	10	145.12	32
1808	NO DATA AVAILABLE																	
1809	NO DATA AVAILABLE																	
1810	NO DATA AVAILABLE																	
1811	NO DATA AVAILABLE																	
1812	NO DATA AVAILABLE																	
1813	NO DATA AVAILABLE																	
1814[6]	176.55	29	210.40	5	119.33	3	182.00	1	195.87	47	287.00	4	-	-	160.80	25	183.91	114
1815	177.53	38	408.67	9	152.33	6	254.00	2	174.41	73	227.43	7	-	-	168.00	20	190.85	155
1816	161.40	30	368.80	25	-	-	278.00	5	191.75	122	183.00	4	296.67	3[18]	140.22	27	204.88	216
1817	190.93	178	727.78	9	158.80	5	200.00	9	201.64	332	203.33	3	102.00	1	138.30	40	201.59	577
1818	187.88	17	486.67	18	-	-	234.50	4	189.28	39	257.00	4	-	-	115.57	14	238.75	96
1819	164.37	15	298.53	30	-	-	297.00	6	175.37	51	183.20	5	-	-	114.80	15	202.86	123
1820	149.26	27	472.22	18	170.00	1	188.00	2	179.11	63	265.14	7	410.00	1	127.40	10	216.28	129
1821	130.84	19	553.82	11	-	-	210.00	4	186.99	69	241.50	4	366.00	2	141.18	19	208.59	128
1822	133.56	9	446.43	14	-	-	104.67	3	168.41	29	295.00	2	328.00	1	125.50	4	226.00	62
1823	42.00	1[19]	386.60	20	-	-	217.33	3	174.20	59	360.00	2	289.00	2	143.54	13	218.66	100
1824	NO DATA		220.54	26	-	-	164.00	4	164.15	41	256.80	5	289.00	2	192.89	9	192.16	87
1825[20]	AVAILABLE		172.25	16	-	-	122.00	2	184.11	19	372.00	1	216.00	1	129.47	15	167.19	84

A = AVERAGE SIZE OF CARGOES IN TONS B = NUMBER OF SHIPS

SOURCES: GAA. PA 78/94-102

TABLE 11.7 TONS OF BALTIC SHIPPING TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA TOTAL
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	TONNAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																
1709[2]	-	-	-	-	-	-	-	-	948	32.83	1940	67.17	-	-	-	-	2888
1710[3]	-	-	-	-	68	1.13	-	-	4454	73.84	1510	25.03	-	-	-	-	6032
1711[4]	-	-	-	-	-	-	-	-	528	100.00	-	-	-	-	-	-	528
1712[5]	-	-	-	-	192	26.30	-	-	538	73.70	-	-	-	-	-	-	730
1713[4]	-	-	-	-	144	2.42	-	-	5816	97.58	-	-	-	-	-	-	5960
1714[6]	226	5.91	-	-	686	17.93	-	-	2914	76.16	-	-	-	-	-	-	3826
1715[7]	-	-	-	-	36	0.93	-	-	3526	91.02	312	8.05	-	-	-	-	3874
1716	1516	8.13	-	-	5144	27.59	70	0.38	11912	63.90	-	-	-	-	-	-	18642
1717	974	3.98	-	-	1976	8.08	116	0.47	19798	80.91	1606	6.56	-	-	-	-	24470
1718	1620	8.14	-	-	200	1.00	352	1.77	13968	70.16	3768	18.93	-	-	-	-	19908
1719	1650	7.70	2632	12.27	184	0.86	788	3.68	12866	60.00	3322	15.49	-	-	-	-	21642
1720	2840	7.82	7486	20.62	110	0.30	1688	4.65	14170	39.02	10018	27.59	-	-	-	-	36312
1721	1198	3.19	15562	41.47	90	0.24	-	-	13874	36.98	6798	18.12	-	-	-	-	37522
1722	1832	4.20	17116	39.26	400	0.92	-	-	16178	37.11	8068	18.51	-	-	-	-	43594
1723	2708	8.17	10266	30.96	288	0.87	1928	5.81	14132	42.62	3838	11.57	-	-	-	-	33160
1724	4898	10.23	24290	50.73	142	0.30	96	0.20	14884	31.04	3890	7.50	-	-	-	-	47880
1725	4038	5.67	38744	54.44	248	0.35	38	0.05	23638	33.21	4464	6.27	-	-	-	-	71170
1726	7220	10.92	30426	46.02	248	0.38	-	-	21622	32.70	6598	9.98	-	-	-	-	66114
1727	3184	6.15	27600	53.34	70	0.14	-	-	15632	30.21	5258	10.16	-	-	-	-	51744
1728	4910	8.47	32090	55.35	764	1.32	84	0.14	16714	28.83	3418	5.90	-	-	-	-	57980
1729	2244	4.62	26472	54.53	1668	3.44	692	1.43	14118	29.08	3350	6.90	-	-	-	-	48544
1730	3846	5.20	38296	51.80	2324	3.14	1474	1.99	22286	30.15	5702	7.71	-	-	-	-	73928
1731	4630	5.84	44730	56.44	3492	4.41	1428	1.80	20444	25.79	4536	5.72	-	-	-	-	79258
1732	4124	5.04	58338	71.36	1240	1.52	334	0.41	11536	14.11	6174	7.55	-	-	-	-	81746
1733	2628	3.32	57000	71.98	178	0.22	444	0.56	12816	16.18	6128	7.74	-	-	-	-	79194
1734	4954	5.70	56474	64.96	1780	2.05	388	0.44	17534	20.17	5806	6.68	-	-	-	-	86934
1735	3480	4.99	38480	55.23	238	0.34	368	0.53	18856	27.06	8256	11.85	-	-	-	-	69678
1736	4876	7.44	25888	39.52	576	0.88	640	0.98	20898	31.90	12628	19.28	-	-	-	-	65506
1737	10094	13.67	36248	49.10	926	1.25	1086	1.47	15946	21.60	9528	12.91	-	-	-	-	73828
1738	16802	17.17	49390	50.48	2194	2.24	2314	2.37	21458	21.93	5678	5.80	-	-	-	-	97836
1739	5416	7.07	38790	50.63	4270	5.57	2774	3.62	21056	27.48	4304	5.62	-	-	-	-	76610
1740	7394	9.06	30714	37.63	9754	11.95	3654	4.48	27856	34.13	2246	2.75	-	-	-	-	81620
1741	20584	25.47	29508	36.51	3078	3.81	2954	3.66	20944	25.92	3744	4.63	-	-	-	-	80812
1742	8612	11.79	32010	43.83	524	0.72	4782	6.55	23848	32.68	3256	4.46	-	-	-	-	73032
1743	6684	7.63	57482	65.61	-	-	3352	3.83	15706	17.93	4382	5.00	-	-	-	-	87606
1744	7018	11.37	26900	43.58	366	0.59	4030	6.53	18498	29.97	4676	7.58	232	0.38[8]	-	-	61720
1745	3744	5.62	38458	57.74	258	0.39	5850	8.78	13200	19.82	4206	6.31	892	1.34	-	-	66608

A = TONS OF SHIPPING B = % 'A' IS OF TOTAL TONS OF SHIPPING FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.7 TONS OF BALTIC SHIPPING TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA TOTAL TONNAGE
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	
1746	3846	7.02	27836	50.80	1302	2.38	2310	4.22	15052	27.47	3400	6.21	1046	1.91	-	-	54792
1747	7148	13.30	21978	40.89	280	0.52	4996	9.30	13430	24.99	3102	5.77	2814	5.24	-	-	53748
1748	3968	7.65	19878	38.34	444	0.86	9062	17.48	14000	27.00	2938	5.67	1554	3.00	-	-	51844
1749	4000	6.54	30028	49.07	208	0.34	8476	13.85	13900	22.72	3120	5.10	1456	2.38	-	-	61184
1750	2516	4.06	39204	63.33	500	0.81	3530	5.70	10984	17.74	4106	6.63	1062	1.72	-	-	61902
1751	4370	7.75	37922	67.26	402	0.71	4930	8.74	6440	11.42	1758	3.12	562	1.00	-	-	56384
1752	5184	8.89	32212	55.55	280	0.48	5198	8.96	11948	20.61	2178	3.76	1014	1.75	-	-	57984
1753	5456	9.33	32234	55.13	828	1.42	1460	2.50	14392	24.62	3782	6.47	314	0.54	-	-	58466
1754	3870	6.34	33436	54.80	258	0.42	838	1.37	18952	31.06	3080	5.05	582	0.98	-	-	61016
1755	2586	5.44	28650	60.33	148	0.31	466	0.98	11266	23.72	3648	7.68	728	1.53	-	-	47502
1756	5526	17.89	1574	5.10	594	1.92	40	0.13	14716	47.65	6986	22.63	1444	4.68	-	-	30882
1757	5886	18.04	-	-	-	-	74	0.23	21402	65.60	3630	11.13	1632	5.00	-	-	32624
1758	4846	12.00	8174	20.24	114	0.28	-	-	24558	60.81	1560	3.86	1130	2.80	-	-	40382
1759	5056	9.09	17288	31.10	-	-	1574	2.83	27546	49.55	2142	3.85	1990	3.58	-	-	55596
1760	3478	7.48	2344	5.04	146	0.31	1108	2.38	34372	73.87	3644	7.62	1536	3.30	-	-	46628
1761	2086	4.20	-	-	596	1.22	1312	2.68	42644	87.07	1492	3.05	878	1.79	-	-	48978
1762	4670	9.25	9186	18.19	1648	3.26	1932	3.83	29136	57.70	1996	3.95	1928	3.82	-	-	50496
1763	5054	9.74	19418	37.43	366	0.71	2000	3.85	22382	43.14	1652	3.18	1010	1.95	-	-	51882
1764	2804	4.78	23296	39.72	572	0.98	1266	2.16	27820	47.43	1840	3.14	1058	1.80	-	-	58656
1765	3322	6.15	18544	34.36	90	0.17	1344	2.49	27278	50.54	2838	5.26	560	1.04	-	-	53974
1766	4122	6.23	26726	40.38	244	0.37	804	1.21	29728	44.92	2902	4.39	1654	2.50	-	-	66180
1767	5192	12.37	17594	41.92	226	0.54	1482	3.53	16242	38.70	488	1.16	746	1.78	-	-	41970
1768	4664	8.32	26724	47.69	64	0.11	2302	4.11	19654	35.08	1394	2.49	1230	2.20	-	-	56032
1769	6048	9.05	21348	31.94	290	0.43	3448	5.16	32202	48.19	1816	2.72	1676	2.51	-	-	66828
1770	2976	5.64	19008	36.03	202	0.38	3756	7.12	24676	46.78	1112	2.11	1022	1.94	-	-	52752
1771	3512	10.33	9644	28.37	518	1.52	3552	10.45	15872	46.69	284	0.78	636	1.87	-	-	33998
1772	4362	7.27	13254	22.08	368	0.61	6124	10.20	34680	57.78	146	0.24	1084	1.81	-	-	60018
1773	4248	7.36	16432	28.47	234	0.41	6404	11.10	28094	48.67	1094	1.90	1214	2.10	-	-	57718
1774	4928	7.49	17836	26.80	852	1.29	6220	9.45	33582	51.02	840	1.28	1758	2.67	-	-	65816
1775	3098		DATA AVAILABLE FOR ST. PETERSBURG ONLY														3098
1776	1762	3.30	21584	40.39	350	0.65	6706	12.55	21624	40.46	878	1.64	540	1.01	-	-	53444
1777	4888	8.41	17298	29.78	212	0.37	6342	10.92	28992	49.92	350	0.60	-	-	-	-	58080
1778	8360	14.79	12794	22.64	164	0.29	4966	8.79	28142	49.79	1200	2.12	892	1.58	-	-	56518
1779	7526	15.20	10308	20.82	154	0.31	4220	8.52	23866	47.60	2314	4.67	1420	2.87	-	-	49808
1780	6034	11.61	12130	23.33	-	-	3230	6.21	28316	54.47	452	0.87	1826	3.51	-	-	51988
1781	1964	15.33	-	-	66	0.52	928	7.25	8524	66.55	890	6.95	436	3.40	-	-	12808
1782	3086	9.33	2410	7.28	390	1.18	1488	4.50	21782	65.84	2542	7.68	1386	4.19	-	-	33084
1783	2934	5.43	14876	27.51	654	1.21	4310	7.97	28308	52.36	1566	2.90	1418	2.62	-	-	54066
1784	7898	14.09	25768	45.96	130	0.23	1784	3.18	17364	30.97	1134	2.02	1990	3.55	-	-	56068
1785	1286	2.30	29562	52.83	104	0.19	2788	4.98	18310	32.72	1420	2.54	2486	4.44	-	-	55956
1786	2262	3.99	31208	55.03	-	-	1272	2.24	19896	35.09	1682	2.97	386	0.68	-	-	56706

A = TONS OF SHIPPING B = % 'A' IS OF TOTAL TONS OF SHIPPING FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.7 TONS OF BALTIC SHIPPING TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA TOTAL TONNAGE
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	
1787	2022	3.49	35722	61.70	-	-	1506	2.60	16536	28.56	1482	2.56	628	1.08	-	-	57896
1788	3824	7.33	33272	63.74	154	0.30	664	1.28	12486	23.92	1004	1.92	794	1.52	-	-	52200
1789	5750	9.58	34132	56.87	-	-	2868	4.78	15616	26.02	1284	2.14	364	0.61	-	-	60014
1790	3514	5.88	37714	63.09	-	-	1718	2.87	16342	27.34	488	0.82	-	-	-	-	59776
1791[13]	4710	8.50	39140	70.64	-	-	1586	2.86	9828	17.74	-	-	146	0.26	-	-	55410
1792	2286	4.02	37022	65.05	44	0.08	1638	2.88	14866	26.12	1058	1.86	-	-	-	-	56914
1793	2612	9.48	8524	30.05	-	-	656	2.38	16070	58.33	2526	9.17	160	0.58	-	-	27548
1794[13]	2348	4.45	31858	60.41	176	0.33	1564	2.97	13586	25.76	2314	4.39	888	1.68	-	-	52734
1795	388	7.01	410	7.41	-	-	-	-	4736	85.58	-	-	-	-	-	-	5534
1796	2402	7.46[15]	7282	22.62	736	2.29	1024	3.18	15822	49.15	582	1.81	692	2.15	3682	11.34[14]	32192
1797	-	-	11512	37.15	140	0.46	742	2.39	13796	44.52	538	1.74	428	1.38	3834	12.37	30990
1798	-	-	3382	22.14	170	1.11	198	1.30	8794	57.57	536	3.51	-	-	2196	14.38	15276
1799	-	-	-	-	-	-	60	6.25	380	39.58	254	26.46	-	-	266	27.71	960
1800	-	-	2976	33.00	-	-	304	3.37	4068	45.33	244	2.71	238	2.64	1188	12.98	9018
1801	-	-	670	6.74	414	5.94	238	3.41	3424	49.11	532	7.63	406	5.82	1488	21.34	6972
1802	-	-	18962	44.35	436	1.02	972	2.27	19422	45.43	-	-	186	0.44	2778	6.50	42756
1803	-	-[16]	3070	12.88	238	1.00	824	3.46	16066	67.40	308	1.29	-	-	3332	13.98	23838
1804	-	-	788	7.87	-	-	374	3.74	6254	62.48	446	4.46	160	1.60	1988	19.86	10010
1805	-	-	2958	13.18	-	-	1580	7.04	14160	63.11	746	3.32	282	1.12	2742	12.22	22438
1806	-	-	1728	21.12	-	-	676	8.26	4122	50.38	262	3.08	-	-	1404	17.16	8182
1807[17]	-	-	856	32.42	-	-	-	-	740	28.03	266	10.08	144	5.45	634	24.02	2640
1808	NO DATA AVAILABLE																
1809	NO DATA AVAILABLE																
1810	NO DATA AVAILABLE																
1811	NO DATA AVAILABLE																
1812	NO DATA AVAILABLE																
1813[6]	NO DATA AVAILABLE																
1814	3182	24.62	696	5.39	278	2.15	110	0.85	5550	42.94	724	5.60	-	-	2384	18.46	12924
1815	4052	21.55	2730	14.52	700	3.72	280	1.49	7848	41.74	1124	5.98	-	-	2068	11.00	18802
1816	2744	9.27	6904	23.33	-	-	846	2.86	15450	52.22	528	1.78	666	2.25[18]	2480	8.38	29588
1817	30764	30.88	6182	6.21	766	0.77	1472	1.48	55158	55.37	580	0.58	90	0.09	4632	4.65	99614
1818	2338	11.64	8760	43.63	-	-	722	3.60	6150	30.63	1000	4.98	-	-	1110	5.53	20080
1819	1774	8.32	8944	41.95	-	-	1190	5.58	7248	34.00	916	4.30	-	-	1248	5.85	21320
1820	2984	11.95	8500	34.03	170	0.68	264	1.06	9774	39.13	1872	7.49	410	1.64	1006	4.03	24980
1821	1902	8.39	6072	26.79	-	-	592	2.61	10498	46.32	926	4.09	716	3.16	1988	8.64	22664
1822	994	7.67[19]	6250	48.24	-	-	246	1.90	4162	32.12	590	4.55	328	2.53	386	2.98	12956
1823	42	0.20	7748	37.31	-	-	580	2.79	9570	46.09	720	3.47	574	2.76	1530	7.37	20764
1824	NO DATA		5726	36.02	-	-	612	3.85	6354	39.97	1284	8.08	574	3.61	1348	8.48	15898
1825[20]	AVAILABLE		2744	32.66	-	-	218	2.59	3362	40.01	372	4.43	216	2.57	1490	17.73	8402

A = TONS OF SHIPPING

B = % 'A' IS OF TOTAL TONS OF SHIPPING FROM RUSSIA(BALTIC) PORTS FOR THAT YEAR

SOURCE: GAA, PA 78/94-102

TABLE II.8 AVERAGE SIZE OF SHIPS IN TONS TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]	NO DATA AVAILABLE																	
1709[3]	-	-	-	-	-	-	-	-	158.00	6	323.33	6	-	-	-	-	240.67	12
1710[4]	-	-	-	-	34.00	2	-	-	234.42	19	302.00	5	-	-	-	-	232.00	26
1711[5]	-	-	-	-	-	-	-	-	88.00	6	-	-	-	-	-	-	88.00	6
1712[4]	-	-	-	-	64.00	3	-	-	89.67	6	-	-	-	-	-	-	81.11	9
1713[6]	-	-	-	-	72.00	2	-	-	200.55	29	-	-	-	-	-	-	192.26	31
1714[7]	75.33	3	-	-	98.00	7	-	-	116.56	25	-	-	-	-	-	-	109.31	35
1715[7]	-	-	-	-	36.00	1	-	-	117.53	30	184.00	2	-	-	-	-	117.39	33
1716	158.44	9	-	-	223.48	23	70.00	1	156.74	76	-	-	-	-	-	-	171.03	109
1717	121.75	8	-	-	197.60	10	116.00	1	186.77	106	321.20	5	-	-	-	-	188.23	130
1718	202.50	8	-	-	200.00	1	382.00	1	188.76	74	314.00	12	-	-	-	-	207.37	96
1719	110.00	15	292.44	9	92.00	2	394.00	2	192.03	67	302.00	11	-	-	-	-	202.28	106
1720	149.47	19	325.48	23	36.67	3	187.56	9	179.37	79	333.93	30	-	-	-	-	222.77	163
1721	85.67	14	331.11	47	45.00	2	-	-	161.33	86	339.90	20	-	-	-	-	222.02	169
1722	101.78	18	329.15	52	133.33	3	-	-	177.78	91	336.17	24	-	-	-	-	231.88	188
1723	128.95	21	342.20	30	72.00	4	385.60	5	188.24	84	348.91	11	-	-	-	-	213.94	155
1724	116.62	42	328.24	74	47.33	3	96.00	1	154.83	96	299.17	12	-	-	-	-	210.00	228
1725	96.14	42	317.57	122	82.67	3	38.00	1	188.64	149	262.59	17	-	-	-	-	213.08	334
1726	122.37	59	313.67	97	62.00	4	-	-	149.12	148	299.91	22	-	-	-	-	202.18	327
1727	122.46	26	281.63	98	70.00	1	-	-	142.11	110	250.38	21	-	-	-	-	202.12	256
1728	114.19	43	271.95	118	152.80	5	84.00	1	144.09	116	262.92	13	-	-	-	-	196.88	296
1729	160.29	14	287.74	92	151.64	11	230.67	3	145.55	97	239.29	14	-	-	-	-	210.18	231
1730	142.44	27	277.51	138	145.25	16	184.25	8	152.64	146	259.18	22	-	-	-	-	207.08	387
1731	144.69	32	279.56	160	151.83	23	203.71	7	147.08	139	252.00	18	-	-	-	-	209.12	379
1732	158.62	26	279.13	209	137.78	9	83.50	4	153.81	75	212.90	29	-	-	-	-	232.23	352
1733	138.32	19	287.88	198	89.00	2	222.00	2	154.41	83	204.27	30	-	-	-	-	237.11	334
1734	137.61	36	294.14	192	148.33	12	128.67	3	151.16	116	223.31	26	-	-	-	-	228.80	385
1735	145.00	24	305.40	126	119.00	2	184.00	2	163.97	115	284.69	29	-	-	-	-	233.82	298
1736	139.31	35	304.56	85	96.00	6	160.00	4	175.61	119	287.00	44	-	-	-	-	223.67	283
1737	194.12	52	299.57	121	84.18	11	217.20	5	161.07	99	257.81	37	-	-	-	-	227.16	328
1738	200.02	84	301.16	164	121.89	18	185.29	14	168.96	127	246.87	23	-	-	-	-	227.83	436
1739	189.26	32	303.05	128	142.33	30	173.37	16	167.11	126	253.18	17	-	-	-	-	219.81	349
1740	188.05	44	307.14	100	187.58	52	117.87	31	145.09	192	280.75	8	-	-	-	-	191.15	427
1741	210.04	98	304.21	97	133.83	23	113.62	26	126.93	165	288.00	13	-	-	-	-	191.80	422
1742	183.23	47	280.79	114	131.00	4	265.67	18	152.87	156	250.46	13	-	-	-	-	207.48	352
1743	167.10	40	294.78	195	-	-	239.43	14	170.72	92	208.87	21	-	-	-	-	242.61	362
1744	132.42	53	312.79	86	183.00	2	287.86	14	150.39	123	203.30	23	232.00	1[8]	-	-	204.37	302
1745	120.77	31	317.83	121	129.00	2	270.87	21	162.96	81	247.41	17	178.40	5	-	-	239.60	278

A = AVERAGE SIZE OF SHIPS IN TONS B = NUMBER OF SHIPS

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.8 AVERAGE SIZE OF SHIPS IN TONS TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1746	124.06	31	323.67	86	162.75	8	231.00	10	161.85	93	261.54	13	261.50	4	-	-	223.64	245
1747	125.40	57	323.21	68	93.33	3	277.56	18	152.61	88	310.20	10	255.82	11	-	-	210.78	255
1748	132.27	30	305.82	65	88.80	5	302.07	30	159.09	88	209.86	14	222.00	7	-	-	216.92	239
1749	121.21	33	316.06	95	103.00	2	264.87	32	156.18	89	240.00	13	182.00	8	-	-	224.94	272
1750	125.80	20	297.00	132	100.00	5	235.33	15	156.91	70	216.11	19	151.71	7	-	-	230.98	268
1751	118.11	37	316.02	120	134.00	3	273.89	18	163.33	42	251.14	7	187.33	3	-	-	245.18	230
1752	119.86	43	328.69	98	70.00	4	288.78	18	147.51	81	217.80	10	169.00	6	-	-	223.02	260
1753[9]	116.09	47[10]	335.77	96	118.29	7	292.00	5	167.38	86	236.37	16	157.00	2	-	-	228.74	289
1754	110.57	35	327.80	102	86.00	3	93.11	9	172.29	110	280.00	11	116.40	5	-	-	221.88	275
1755	112.43	23	337.18	85	74.00	2	77.67	6	178.83	63	214.59	17	121.33	6	-	-	238.16	202
1756	120.13	46	314.80	5	148.50	4	40.00	1	207.27	71	291.17	24	240.67	6	-	-	196.70	157
1757	125.23	47	-	-	-	-	74.00	1	225.28	95	279.83	13	233.14	7	-	-	200.15	163
1758	130.97	37	326.96	25	114.00	1	-	-	215.42	114	312.00	5	226.00	5	-	-	215.96	187
1759	123.32	41	332.46	52	-	-	174.89	9	237.47	116	267.75	8	248.75	8	-	-	237.89	234
1760	124.21	28	334.86	7	73.00	2	184.67	6	232.24	148	354.40	10	256.00	6	-	-	224.77	287
1761	137.07	15	-	-	85.14	7	119.27	11	223.27	191	248.67	6	292.67	3	-	-	210.21	233
1762	126.22	37	387.44	25	164.80	10	175.64	11	211.13	138	285.14	7	321.33	6	-	-	215.79	234
1763	136.59	37	353.05	55	91.50	4	200.00	10	181.97	123	183.56	9	202.00	5	-	-	213.81	243
1764	121.91	23	358.40	65	143.00	4	140.67	9	207.61	134	204.44	9	211.60	5	-	-	238.87	249
1765	127.77	26	349.89	53	90.00	1	149.33	9	231.15	118	236.50	12	186.67	3	-	-	243.13	222
1766	137.40	30	356.35	75	81.33	3	114.86	7	212.34	140	193.47	15	206.75	8	-	-	238.06	278
1767	120.74	43	374.34	47	226.00	1	148.20	10	193.38	84	162.67	3	149.20	5	-	-	217.46	193
1768	129.56	36	371.17	72	64.00	1	135.41	17	172.40	114	199.14	7	205.00	6	-	-	221.47	253
1769	134.40	45	388.18	55	96.67	3	143.67	24	209.10	154	201.78	9	186.22	9	-	-	223.81	290
1770	135.27	22	396.00	48	101.00	2	178.86	21	209.12	118	222.40	5	204.40	5	-	-	238.70	221
1771	130.07	27	385.76	25	103.60	5	154.43	23	172.52	92	264.00	1	212.00	3	-	-	193.17	176
1772	121.17	36	401.64	33	92.00	4	183.10	40	182.53	190	146.00	1	216.80	5	-	-	194.23	309
1773	106.15	40	391.24	42	117.00	2	164.21	39	191.12	147	218.80	5	242.80	5	-	-	206.14	280
1774	133.19	37	391.91	45	106.50	8	151.71	41	196.39	171	210.00	4	195.33	9	-	-	208.94	318
1775[11]	114.78	27	DATA AVAILABLE FOR ST.PETERSBURG ONLY.												-	-	114.74	27
1776	110.13	16	415.08	52	87.50	4	149.02	45	207.92	104	175.60	5	180.00	3	-	-	233.38	229
1777	116.33	42	421.90	41	106.00	2	181.20	35	230.10	126	175.00	2	-	-	-	-	234.19	248
1778[12]	117.75	71	426.47	30	82.00	2	155.19	32	228.80	123	240.00	5	446.00	2	-	-	213.28	265
1779	136.84	55	429.50	24	154.00	1	168.80	25	220.24	107	330.57	7	238.67	6	-	-	220.04	228
1780	113.85	53	433.21	28	-	-	153.81	21	239.97	118	452.00	1	304.33	6	-	-	229.02	227
1781	109.11	18	-	-	66.00	1	185.60	5	118.39	72	222.50	4	145.33	3	-	-	124.38	103
1782	99.55	31	401.67	6	130.00	3	148.80	10	143.30	152	158.87	16	198.00	7	-	-	147.04	225
1783	127.67	23	425.03	35	218.00	3	185.77	26	170.53	166	195.75	8	202.57	7	-	-	201.74	268
1784	123.41	64	415.61	62	130.00	1	254.86	7	159.30	109	189.00	6	199.00	10	-	-	216.48	289
1785	107.17	12	410.58	72	104.00	1	232.33	12	163.48	112	236.67	6	207.17	12	-	-	246.80	227
1786	102.82	22	405.30	77	-	-	181.71	7	213.94	93	210.25	8	193.00	2	-	-	271.32	209

A = AVERAGE SIZE OF SHIPS IN TONS B = NUMBER OF SHIPS

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE II.8 AVERAGE SIZE OF SHIPS IN TONS TO AMSTERDAM DISTRIBUTED ACCORDING TO RUSSIAN (BALTIC) PORTS OF DEPARTURE

	ST. PETERSBURG		NARVA		REVAL		ESTONIA		RIGA		VIBORG		FREDERIKSHAMN		COURLAND		RUSSIA	
YEAR	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1787	106.42	19	415.37	86	-	-	136.91	11	162.12	102	164.67	9	157.00	4	-	-	250.63	231
1788	100.63	38	415.90	80	154.00	1	166.50	4	158.05	79	200.80	5	198.50	4	-	-	247.39	211
1789	112.75	51	426.66	80	-	-	220.62	13	167.91	93	321.00	4	364.00	1	-	-	247.99	242
1790	106.48	33	419.04	90	-	-	132.15	13	133.95	122	122.00	4	-	-	-	-	226.15	282
1791[13]	127.30	37	395.38	99	-	-	122.00	13	148.91	66	-	-	146.00	1	-	-	256.53	216
1792	120.32	19	425.54	87	44.00	1	182.00	9	151.69	98	151.14	7	-	-	-	-	257.53	221
1793	100.46	26	345.25	16	-	-	131.20	5	125.55	128	210.50	12	160.00	1	-	-	146.53	188
1794	102.09	23	419.16	76	176.00	1	312.80	5	121.30	112	178.00	13	177.60	5	-	-	224.40	238
1795[13]	97.00	4	410.00	1	-	-	-	-	102.96	46	-	-	-	-	-	-	108.81	81
1796	104.43	23	404.56	18	73.60	10	128.00	8	112.21	141	194.00	3	173.00	4	70.23	82[14]	124.29	289
1797	-	-[15]	383.73	30	70.00	2	148.40	5	140.78	98	179.33	3	142.67	3	93.51	41	170.27	182
1798	-	-	375.78	9	85.00	2	66.00	3	129.32	68	178.67	3	-	-	84.46	26	137.62	111
1799	-	-	-	-	-	-	60.00	1	126.67	3	127.00	2	-	-	88.67	3	106.67	9
1800	-	-	425.14	7	-	-	101.33	3	116.80	35	122.00	2	119.00	2	83.43	14	143.14	63
1801	-	-	470.00	1	414.00	1	238.00	1	114.13	30	177.33	3	203.00	2	78.32	19	122.32	57
1802	-	-	430.95	44	109.00	4	130.86	7	126.12	154	-	-	186.00	1	86.81	32	176.68	242
1803	-	-[16]	438.57	7	119.00	2	82.40	10	120.80	133	184.00	2	-	-	95.20	35	126.13	189
1804	-	-	112.57	7	-	-	124.67	3	120.27	52	148.67	3	80.00	2	90.36	22	112.47	89
1805	-	-	147.90	20	-	-	143.64	11	110.63	128	149.20	5	126.00	2	94.55	29	115.07	195
1806	-	-	246.86	7	-	-	135.20	5	105.69	39	252.00	1	-	-	93.60	15	122.12	67
1807	-	-	122.29	7	-	-	-	-	67.27	11	88.67	3	144.00	1	63.40	10	82.50	32
1808[17]	NO DATA AVAILABLE																	
1809	NO DATA AVAILABLE																	
1810	NO DATA AVAILABLE																	
1811	NO DATA AVAILABLE																	
1812	NO DATA AVAILABLE																	
1813[6]	NO DATA AVAILABLE																	
1814	109.72	29	139.20	5	92.67	3	110.00	1	118.09	47	181.00	4	-	-	98.36	28	113.37	114
1815	106.63	38	303.33	9	116.67	6	140.00	2	107.51	73	160.57	7	-	-	103.40	20	121.30	155
1816	91.47	30	276.16	25	-	-	169.20	5	126.64	122	132.00	4	222.00	3[18]	90.74	27	136.98	216
1817	172.63	178	686.89	9	153.20	5	163.56	9	186.14	332	183.33	3	90.00	1	115.80	40	172.64	577
1818	137.53	17	486.67	18	-	-	180.50	4	157.69	39	250.00	4	-	-	79.29	14	209.17	96
1819	110.88	16	298.13	30	-	-	198.33	6	142.12	51	183.20	5	-	-	83.20	15	173.33	123
1820	110.52	27	472.22	18	170.00	1	132.60	2	155.14	63	267.43	7	410.00	1	108.60	10	193.64	129
1821	100.11	19	552.00	11	-	-	148.00	4	152.14	69	231.50	4	358.00	2	103.05	19	177.06	128
1822	110.44	9	446.43	14	-	-	82.00	3	143.52	29	295.00	2	328.00	1	96.50	4	208.97	62
1823	42.00	1[19]	387.40	20	-	-	193.33	3	162.20	59	360.00	2	267.00	2	117.69	13	207.64	100
1824	NO DATA		220.23	26	-	-	153.00	4	154.98	41	256.80	5	287.00	2	149.78	9	182.74	87
1825[20]	AVAILABLE		171.50	16	-	-	109.00	2	176.95	19	372.00	1	216.00	1	99.33	15	155.59	54

A = AVERAGE SIZE OF SHIPS IN TONS B = NUMBER OF SHIPS

SOURCES: GAA, PA 78/94-102

TABLE II.9 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]		NO	DATA	AVAILABLE									
1709[3]	-	-	-	-	114	-	-	-	-	-	686	2414	3212
1710[4]	1294	918	688	988	-	1072	1020	-	336	-	-	-	6316
1711[5]	-	96	34	374	-	-	-	-	-	-	-	-	504
1712[4]	-	-	-	-	-	340	-	112	-	-	274	-	726
1713[6]	-	462	3126	2234	996	-	-	-	-	-	-	-	6818
1714[7]	-	-	-	-	114	938	820	762	810	206	1094	456	5198
1715	-	-	-	-	-	-	-	-	-	964	448	3332	4744
1716	-	2814	5692	3720	6692	3382	100	-	-	-	-	230	22630
1717	1918	10898	1054	4348	1496	536	606	744	2778	616	656	1906	27456
1718	430	-	2760	374	1618	1350	220	-	-	-	2492	13730	22974
1719	1724	1132	652	290	858	180	120	1150	1360	5862	7924	2326	23698
1720	810	2790	2460	2722	360	652	1886	7936	6356	7282	2962	3714	39982
1721	698	220	480	804	1022	136	2166	10742	14258	3816	2828	5888	41858
1722	3366	1810	918	2042	328	300	1668	9832	13798	6588	4654	2142	47446
1723	1056	1662	1440	2650	968	1330	4778	6540	5862	4110	2308	3882	36608
1724	1734	1576	2312	730	40	694	9242	8178	6288	5082	7172	4880	51128
1725	772	592	1206	1030	1054	2378	10804	24710	12822	13660	3934	2848	75840
1726	3186	604	2442	1624	724	1580	15800	12724	10890	6388	8930		73830
1727	2628	1758	2060	3146	680	96	19256	6288	7488	5618	2444	7342	58794
1728	1338	1774	1268	764	740	1158	25712	-	3612	21830	4328	2728	69242
1729	-	1714	1724	696	336	112	4188	16052	12294	11992	5752	2680	57540
1730	1276	1000	1432	1430	206	4728	23726	10226	8758	11444	14632	3458	82316
1731	962	704	1782	700	248	716	15612	23060	16834	9636	8862	8674	87810
1732	540	1972	2976	3558	1470	6948	23266	7590	12530	4036	14854	6306	86466
1733	788	1830	1384	1698	582	5122	24810	8660	8560	10864	18168	5210	83716
1734	968	3546	2480	4292	328	6554	24550	8498	14116	11390	17702	2714	94578
1735	2166	1400	1122	1054	180	18372	11978	9336	5978	5630	18560	4176	76952
1736	1128	200	1090	1222	1316	2134	12294	14414	10124	7424	16712	4604	72662
1737	458	636	774	6474	1876	4124	15020	12482	6286	18738	9536	4616	81020
1738	892	1524	3540	2576	316	5152	29144	14256	10972	18798	14052	6510	107732
1739	506	1500	2750	2352	1178	4240	12198	23330	11108	7284	19560	3374	89380
1740	2700	-	-	3734	444	1886	6350	26598	26234	5926	13296	12822	104390
1741	952	1220	2286	2392	994	3970	24610	17390	14466	7802	13506	6884	96674
1742	172	1476	2830	2258	1484	236	3804	19200	9922	19904	11102	5236	77624
1743[8]	2800	4736	4054	2340	2776	1208	26132	7270	5612	11188	18704	6538	90188
1744	1342	172	1288	2994	1370	2024	11626	22128	8294	4792	7276	3716	67022
1745	1066	616	1522	3830	1282	568	22184	7924	8462	6576	2944	13168	70142

SOURCE: GAA: PA 75/94-102

CONTINUED...

TABLE II.9 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1746	3572	404	3186	1368	806	1672	3872	12890	12016	9720	6674	7722	63290
1747	368	2464	2900	1896	744	1794	14310	9842	7366	5908	7976	3146	58714
1748	1610	436	-	4694	2638	946	4636	11856	10618	4162	8568	8064	59128
1749	416	296	1014	1716	756	1624	17016	6820	11868	13302	2392	7258	64378
1750	1138	576	1142	680	1654	1870	16316	9014	2960	18152	8302	6572	68076
1751	280	1710	-	1318	602	1142	13488	10740	5578	3808	18006	3426	60056
1752	1674	1844	2092	800	-	8462	8654	9944	12212	4968	10302	1270	62282
1753	128	314	4092	1956	1574	9336	15152	6424	3934	1608	14620	2704	61882
1754	1524	1790	3320	3698	876	698	11902	12840	9236	3858	9450	5490	64682
1755	312	-	454	8130	1906	1966	5028	11504	5782	10346	4730	2328	49486
1756	1012	254	2030	1826	360	1132	6746	4062	4292	2860	8016	2240	34830
1757	112	246	4698	2334	766	1916	3266	8372	4914	6400	4954	1126	38706
1758	1350	1502	4378	1944	572	-	5656	12730	4026	2966	1326	7628	44312
1759	2104	870	520	474	1546	1370	22394	2362	7598	14562	7368	1176	62342
1760	574	2360	4146	3110	108	450	7180	5694	10822	8316	8646	6180	54486
1761	2208	1986	896	2412	580	6548	6484	7738	11352	6964	11178	1130	59478
1762	2120	116	2226	604	-	420	7652	15348	7774	10392	13362	4658	64972
1763	434	634	5554	3064	2198	530	7776	10208	7494	5802	11196	6348	61236
1764	4160	1604	2284	8954	670	1868	15468	10568	2862	6880	4470	8814	68060
1765	4102	1170	2502	4300	2792	-	4844	11784	11076	3630	7690	7662	61722
1766	2604	2224	4622	4812	4024	1106	23406	8330	1834	11562	9124	5494	73870
1767	2796	928	2000	2192	1776	1112	7822	12648	9936	6816	2520	2014	52260
1768	666	1530	7734	6148	736	720	13002	9020	4464	13366	7642	2588	67636
1769	1970	2310	3852	4344	494	10970	13076	5630	13118	13282	8492	2954	80492
1770	672	2698	2178	4282	428	80	12170	15842	2896	8182	7538	7286	64252
1771	1986	-	1716	4404	568	1868	15938	9432	6712	1086	430	200	44328
1772	542	3474	3678	1914	3162	5662	15600	14846	5098	10068	5146	7562	76782
1773	2028	2110	2696	4072	1420	12946	15362	5632	11128	2404	682	11696	72412
1774	598	1800	5914	6242	1820	6870	18002	11386	9722	13498	4956	4522	85330
1775	-	374	918	1020	-	-	432	648	1170	336	388	-	5186
1776	2114	1188	4660	3160	2434	4804	12352	8826	11586	4146	7840	3152	64082
1777	1330	304	3050	2230	606	1844	29386	1330	6106	3488	15800	5380	70622
1778	524	382	5078	3312	448	926	13804	12156	11274	11868	5432	7854	72778
1779	2710	502	2890	1820	362	12124	11028	5296	3978	6092	12314	3018	61934
1780	438	1188	3450	3190	898	340	11052	14622	9078	3984	18122	1708	67768
1781	1382	760	3504	934	480	1196	700	2096	3850	3984	1920	-	20808
1782	2796	504	2246	2130	1326	1974	5640	6832	8068	4980	5834	5018	49318
1783	4360	986	2042	4840	1862	924	7442	12664	11184	6612	8036	10066	80020
1784	-	1050	5346	5524	1804	754	4566	16910	7660	8856	12046	8182	72298
1785	332	1414	120	4394	1816	1320	19114	10120	7166	6744	9388	5750	68678
1786	254	600	674	4728	3718	264	10458	13784	5630	4944	5164	8800	62718

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1787	460	1242	4666	2588	870	214	17994	7934	4610	6448	11390	4082	64804
1788	480	1158	3188	4504	736	1330	16182	7084	3626	17874	4108	2212	62842
1789	130	1898	3246	3576	744	92	15886	8418	6746	13084	8764	7690	72274
1790	786	896	2950	1464	894	2338/	10516	13108	11190	10998	9904	9880	74762
1791[13]	766	2120	612	610	428	994	9734	18736	5054	8168	13740	8302	66288
1792	922	3308	1292	1448	346	10330	12832	3704	11476	5272	15590	366	66886
1793	1050	876	2666	1384	350	786	1444	5104	6616	4968	4316	8160	37422
1794[13]	1698	798	1806	1048	1062	5100	15822	6742	7938	12170	4690	1900	60472
1795[14]	216	-	50	348	152	336	432	1686	1052	1880	1324	890	8336
1796[14]	2232	2126	1014	2458	2364	1772	9688	7304	6546	5930	2546	3028	47008
1797[15]	2326	1320	2914	2696	1432	1050	5688	4552	2030	5132	6924	4018	40080
1798	1704	510	1706	3810	3110	1022	2808	2076	2092	256	1030	374	20498
1799	318	-	124	254	-	208	356	-	-	100	-	-	1360
1800	-	214	-	190	550	810	2380	3252	4348	782	462	948	13906
1801	286	708	-	-	184	1580	2094	2622	900	992	1318	146	11030
1802	390	1402	2636	1440	2928	5446	10878	8200	13406	7794	12990	-	67714
1803[16]	2776	1536	914	3204	1728	6816	11632	2998	2082	3250	1070	1894	39640
1804	698	-	-	3832	-	-	2854	3026	-	3260	-	2760	16128
1805	-	216	3220	1674	1478	1258	4446	10626	4388	4484	3796	934	36390
1806	444	1032	1126	476	214	350	272	1192	2068	3864	922	558	13158
1807	-	116	-	384	430	448	208	1668	316	244	156	674	4644
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	1194	1368	3248	6574	2972	3342	2330	20966
1815	398	402	1800	1058	1484	1774	1480	6122	3288	4082	4744	2964	29836
1816[18]	256	146	1408	1736	1376	1022	4028	6514	6136	9816	7780	4238	44254
1817	1544	1900	1074	2016	3680	11680	20484	13458	24874	16842	6586	6142	116380
1818	1282	1292	-	130	1586	432	1184	6638	2808	2846	1804	3282	22920
1819	1604	290	392	178	340	1078	4194	7822	2816	2928	1824	1484	24980
1820	1586	1074	660	3986	540	946	2864	3754	3532	8150	1332	2216	27900
1821	-	446	1594	2812	116	1662	6110	3290	4092	5284	1134	460	26700
1822	274	2544	562	318	906	-	4868	-	670	900	2280	950	14012
1823[19]	-	-	42	1688	628	-	4644	4364	4420	2006	3110	986	21888
1824[20]	140	120	104	182	652	3378	1584	2954	5696	1980	-	388	16718
1825	-	-	290	-	742	1422	1692	4254	628	-	-	-	9028

SOURCE: GAA. PA 78/94-102

TABLE II.9.A TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	78	60	96	-	-	234
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	500	320	230	380	172	-	-	-	-	-	-	1602
1717	330	360	180	-	-	-	-	-	-	-	-	124	994
1718	-	-	-	-	220	520	90	-	-	-	-	1020	1850
1719	252	-	-	-	-	180	-	60	60	742	520	-	1814
1720	100	978	-	1000	240	-	148	320	350	50	220	88	3494
1721	130	-	80	240	36	-	236	176	346	-	136	96	1476
1722	212	512	-	220	-	100	120	-	70	826	256	80	2396
1723	220	500	674	550	-	-	100	-	452	384	162	96	3138
1724	732	400	1132	120	-	260	72	868	584	672	212	276	5328
1725	176	412	-	-	180	80	1114	548	696	732	328	496	4762
1726	334	304	580	232	250	100	518	1646	556	968	976	1934	8398
1727	542	108	288	836	138	-	-	1020	488	214	-	156	3790
1728	420	386	312	360	428	-	1438	-	378	1024	574	614	5934
1729	-	196	494	358	-	-	-	174	546	-	180	330	2278
1730	92	162	150	472	206	-	562	156	430	754	490	436	3910
1731	230	136	548	-	248	150	216	250	2130	638	172	612	5330
1732	108	98	1086	634	-	-	626	256	328	756	168	380	4438
1733	430	286	360	300	420	-	-	162	-	-	578	150	2686
1734	-	870	166	554	168	126	208	454	744	886	604	478	5258
1735	262	402	-	92	-	212	508	130	420	216	536	880	3658
1736	188	72	220	232	564	244	284	874	184	756	612	1036	5266
1737	-	276	86	1466	402	384	280	908	752	2832	2478	874	10708
1738	466	684	392	738	-	272	5886	3936	2436	1344	1070	862	18086
1739	-	450	412	1128	204	-	-	110	382	1152	1702	648	6188
1740	392	-	-	352	-	126	922	552	1920	1900	1032	1000	8196
1741	632	100	804	622	180	-	1934	3888	6122	2436	5054	2526	24298
1742	-	-	400	710	416	-	824	1400	246	1856	2208	1486	9546
1743	592	1966	424	616	1162	106	84	526	126	146	360	938	7044
1744	-	-	144	138	492	426	516	1078	1030	1208	1214	2034	8278
1745	-	-	568	262	572	-	446	208	506	996	128	260	3946

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.A TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	834	92	372	420	280	-	-	360	362	1138	696	1484	6038
1747	368	1184	1016	744	172	-	64	1564	818	1584	926	186	8626
1748	544	288	-	144	1034	276	-	-	302	864	84	964	4500
1749	104	132	242	252	294	504	134	626	940	1230	-	284	4702
1750	500	96	112	82	132	-	-	310	252	302	824	448	3058
1751	96	300	-	390	280	-	-	224	244	340	3026	1028	5898
1752	456	286	430	206	-	-	-	506	1872	1480	1338	-	6574
1753	9 &10	-	-	776	422	-	330	720	2556	404	442	784	244	6678
1754	176	324	536	106	472	-	570	374	986	786	222	118	4670
1755	156	-	60	774	214	146	-	588	394	220	266	-	2818
1756	86	254	290	532	360	-	-	220	748	-	2652	906	6048
1757	112	-	1398	428	276	288	344	730	536	1918	2472	-	8502
1758	190	120	950	828	430	-	128	820	1144	584	634	534	6362
1759	1018	140	200	-	-	172	1010	480	1562	2710	-	416	7708
1760	-	-	1004	716	-	-	-	292	204	1810	1000	828	5884
1761	642	300	184	876	-	-	180	72	380	120	572	-	3326
1762	652	-	310	290	-	-	464	200	696	1572	2972	520	7676
1763	200	632	3138	-	1772	252	192	200	160	540	1336	-	8422
1764	330	470	470	688	502	-	194	890	492	144	148	160	4188
1765	538	392	1200	710	264	-	-	470	724	440	774	728	6240
1766	-	-	410	1690	1072	160	-	300	630	926	1114	366	6668
1767	556	-	452	-	1140	694	1112	500	1852	2390	880	-	9546
1768	240	-	784	2424	340	500	1200	200	1690	740	916	-	9034
1769	140	220	500	1540	76	-	308	886	1780	2544	1076	1432	10522
1770	-	1482	122	830	-	-	192	284	770	764	590	-	5034
1771	-	-	1030	392	568	280	810	120	882	1056	430	200	5768
1772	224	-	-	886	-	1310	774	1064	1264	1246	506	-	7274
1773	416	-	280	1826	292	240	998	440	1898	178	280	668	7516
1774	234	1320	1500	1028	-	248	412	332	394	1886	214	474	8042
1775	-	374	618	1020	-	-	432	848	1170	336	388	-	5186
1776	220	240	-	-	298	-	-	1236	-	288	108	370	2760
1777	282	-	1110	268	224	-	1034	1330	1974	250	812	180	7444
1778	-	-	840	540	180	202	520	2146	2732	3228	640	2876	13904
1779	-	-	988	140	150	1100	376	2870	-	1206	1056	3018	10898
1780	-	424	1270	160	402	210	552	1236	3258	1072	996	1708	11288
1781	272	560	960	-	-	352	-	780	244	-	408	-	3576
1782	716	336	690	968	-	404	502	-	686	874	326	-	5502
1783	1134	72	218	226	500	-	-	-	1240	688	422	846	5346
1784	-	-	1668	2500	904	-	412	576	2934	3398	2028	342	14760
1785	-	494	120	464	-	210	160	410	524	300	-	-	2682
1786	-	-	-	548	340	-	456	812	924	610	216	100	4008

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.A TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1787	-	-	416	190	160	-	490	170	230	504	516	822	3498
1788	158	294	1456	1420	-	-	-	204	1298	1936	798	-	7564
1789	-	168	1260	574	584	-	370	-	2702	1094	1966	1410	10148
1790	584	338	842	522	252	-	-	-	1124	1832	1144	462	7100
1791	766	2120	612	226	-	160	132	1462	436	702	1108	978	8702
1792	346	434	240	-	-	-	-	208	1106	698	1218	366	4616
1793	-	-	-	-	-	146	256	416	752	586	1504	1290	4950
1794	760	-	388	274	272	-	268	566	954	926	-	140	4518
1795	216	-	50	-	-	-	-	168	-	-	-	268	702
1796	142	-	156	180	180	-	-	600	1508	1176	-	-	3942
1797[15]	NO DATA AVAILABLE												
1798	NO DATA AVAILABLE												
1799	NO DATA AVAILABLE												
1800	NO DATA AVAILABLE												
1801	NO DATA AVAILABLE												
1802	NO DATA AVAILABLE												
1803[16]	NO DATA AVAILABLE												
1804	NO DATA AVAILABLE												
1805	NO DATA AVAILABLE												
1806	NO DATA AVAILABLE												
1807	NO DATA AVAILABLE												
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814	-	-	-	-	-	-	120	112	1242	1552	1116	978	5120
1815	398	402	522	204	-	220	624	2166	-	1284	926	-	6746
1816	186	-	152	-	98	-	412	506	988	1354	-	1166	4842
1817	530	452	704	64	-	-	642	3514	12492	9236	2210	4182	33986
1818	368	776	-	130	184	186	-	632	358	170	388	-	3194
1819	140	-	174	178	-	-	-	214	382	958	378	206	2630
1820	520	-	224	170	-	-	-	-	780	1390	270	676	4030
1821	-	-	204	-	116	-	90	158	1186	358	88	286	2486
1822	-	-	374	-	-	-	-	-	262	182	268	116	1202
1823[19]	-	-	42	-	-	-	-	-	-	-	-	-	42

SOURCE: GAA, PA-78/94-102

TABLE II.9.B TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	290	-	-	-	-	-	-	2240	406	2936
1720	-	390	804	370	-	-	-	3468	788	1408	512	412	8142
1721	-	-	-	-	496	-	260	5976	5958	1230	280	3118	17318
1722	670	420	290	1128	-	-	420	6414	5096	2068	1136	414	18056
1723	-	-	452	-	348	400	2052	3380	1308	684	766	1712	11102
1724	-	-	80	-	-	-	7484	6106	3438	1664	5352	1652	25776
1725	252	-	276	718	342	672	7442	15680	4644	7424	2278	960	40688
1726	952	-	632	1016	-	-	12040	5048	3592	1212	5660	2740	32892
1727	752	-	1046	1768	542	-	15276	1662	936	1940	1478	3954	29354
1728	100	392	184	246	312	250	14762	-	2530	12162	2478	328	32744
1729	-	418	460	338	-	-	2616	11176	2462	6240	1856	1204	26790
1730	-	-	484	306	-	2484	17374	2720	2454	4276	8076	572	38746
1731	-	-	246	296	-	-	12194	11892	5450	6138	6558	2730	45504
1732	-	492	686	1044	1242	5846	21484	4358	6572	1398	11668	4960	59750
1733	-	286	280	832	-	3666	22752	4530	4426	7796	10592	3180	58340
1734	488	462	654	2564	-	9164	16634	2766	8258	8140	8212	658	58000
1735	1012	-	490	962	-	15882	4874	4432	290	940	9392	1292	39566
1736	-	-	324	-	266	320	7824	4058	2224	2852	7862	878	26608
1737	-	-	-	238	292	1724	13094	5736	1420	10408	3528	746	37186
1738	206	-	-	862	-	1942	18044	1690	3172	11036	10554	2836	50342
1739	-	-	248	278	248	-	7436	12254	3340	2498	13046	300	39646
1740	334	-	-	354	-	-	-	12680	5596	1986	6090	5360	32400
1741	-	-	-	680	242	-	12854	5558	2538	1282	4940	2848	30942
1742	-	-	516	308	-	-	1148	3316	5592	13560	5132	2680	32252
1743	294	400	1864	1282	572	712	24496	3012	1902	8090	11866	3518	58008
1744	340	-	-	1714	-	704	7734	11212	2602	650	1966	202	27124
1745	214	330	-	2170	-	-	17598	876	2586	2962	1886	10080	38702

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.8 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	1696	-	1282	674	280	448	638	4568	8524	6522	2636	1014	28282
1747	-	344	294	274	-	-	10014	3092	1846	1256	3228	1996	22344
1748	-	148	-	1652	-	174	3596	5120	5346	882	1892	1542	20352
1749	-	-	172	-	-	350	13508	2142	2982	8042	974	2340	30510
1750	-	-	-	324	-	440	12802	5430	792	13672	2834	3366	39660
1751	184	554	-	326	-	-	10798	8498	2246	1986	12544	1000	38136
1752	-	246	312	-	-	6026	6842	2604	7764	3128	5380	318	32620
1753	-	-	362	-	402	7296	10598	622	1392	392	9124	1992	32180
1754	344	312	1048	2584	226	-	9134	6726	2940	1966	6580	1928	33788
1755	-	-	-	2110	338	1034	4216	8958	3980	5234	2134	874	28878
1756	378	-	362	648	-	-	-	-	-	-	182	-	1570
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	4328	334	616	296	2664	8238
1759	-	-	-	-	552	-	8890	830	1020	3010	3148	-	17450
1760	338	294	262	1126	-	450	-	-	-	-	-	-	2460
1761	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	414	-	-	-	1128	5128	418	690	710	698	9186
1763	-	-	188	682	-	-	3682	6542	3062	2048	2174	1122	19500
1764	-	344	718	1524	-	100	11724	3072	808	2926	806	1396	23418
1765	472	-	-	452	1248	-	3178	3596	3190	164	3486	2950	18736
1766	-	756	820	1360	-	-	16432	226	-	1976	2890	2390	26850
1767	394	-	674	364	148	418	3828	7626	1028	2394	392	328	17594
1768	-	418	1444	1572	-	220	9198	3262	350	7532	2230	754	26980
1769	-	-	742	834	418	5922	5034	698	4412	1918	1422	-	21400
1770	-	-	742	364	-	-	8608	3620	-	4434	832	418	19018
1771	-	-	-	1096	-	432	6446	418	1252	-	-	-	9644
1772	-	-	400	-	-	366	2832	3162	-	2462	404	3666	13292
1773	-	636	-	404	426	7194	1548	-	4752	-	-	1490	16450
1774	-	-	1126	802	-	3042	6748	1572	-	3686	772	-	17748
1775	NO DATA AVAILABLE												
1776	432	-	418	-	-	2492	7164	836	5634	1696	2912	-	21584
1777	-	-	-	554	-	-	10142	-	846	424	4652	808	17426
1778	-	-	1654	-	-	-	5962	1304	826	1260	1338	450	12794
1779	-	-	890	-	-	5268	714	-	-	1754	1758	-	10384
1780	438	-	-	1728	-	-	1382	3404	878	416	2248	-	12494
1781	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	852	-	1254	416	-	-	-	2522
1783	436	-	-	376	-	434	4820	3798	1282	448	1688	1614	14896
1784	-	392	874	868	-	-	2186	10564	176	422	6398	3908	25788
1785	-	-	-	1120	728	-	13510	3064	128	4204	4248	2700	29702

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.8 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	478	-	1722	-	-	8902	7780	1498	2530	5484	2962	31356
1787	-	116	1764	498	-	-	14688	3194	468	6432	7802	1008	35970
1788	-	-	498	1864	-	1330	14324	2376	84	11292	142	1694	33604
1789	-	-	418	426	-	-	13984	1648	2568	8972	3810	2554	34380
1790	-	-	728	-	-	-	7936	7946	4116	4764	6142	6090	37722
1791[13]	-	-	-	-	162	76	8292	12576	270	3358	9162	5546	39442
1792	576	336	-	426	346	8984	10436	946	7120	1788	6108	-	37030
1793	-	-	922	-	-	-	-	538	2384	452	396	848	5540
1794	852	-	-	-	482	3088	11574	990	3676	9116	2248	-	32026
1795[13]	-	-	-	-	-	-	-	410	-	-	-	-	410
1796	-	-	-	410	-	-	2220	1774	968	1508	-	402	7282
1797	350	-	414	468	-	-	4174	1848	784	392	2166	916	11512
1798	-	-	-	2428	-	-	496	56	402	-	-	-	3382
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	602	1910	882	-	-	662	4056
1801	-	-	-	-	-	678	-	-	-	-	-	-	678
1802	-	-	498	760	-	518	3976	5294	7752	1852	7212	-	27862
1803	2002	-	-	706	1040	-	-	-	-	550	-	-	4298
1804	322	-	-	-	-	-	158	488	-	144	-	172	1284
1805	-	-	342	570	474	-	372	460	746	342	988	124	4418
1806	-	-	-	-	-	-	-	-	292	1316	812	-	2420
1807	-	-	-	-	-	-	-	468	208	-	156	324	1156
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	-	-	-	-	336	716	1052
1815	-	-	176	-	-	-	-	506	132	588	984	1292	3678
1816	-	-	-	196	510	-	356	1590	1654	2890	1442	580	9220
1817	-	-	-	934	612	-	2184	-	648	806	1366	-	6550
1818	718	-	-	-	204	-	598	3294	710	-	478	2758	8760
1819	1356	-	-	-	-	378	3150	2484	840	748	-	-	8956
1820	1066	628	-	2264	-	-	718	1744	-	1534	346	200	8500
1821	-	-	796	718	-	-	1750	1024	984	610	210	-	6092
1822	-	1676	-	-	78	-	2124	-	260	464	814	834	6250
1823	-	-	-	842	-	-	1332	1110	1924	658	1126	740	7732
1824	-	-	-	-	-	422	566	2030	2108	420	-	188	5734
1825[20]	-	-	-	-	-	376	594	1318	468	-	-	-	2756

SOURCE: GAA, PA 78/94-102

TABLE II.9.C TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	24	1032	1056
1710[3]	1294	918	324	630	-	710	560	-	196	-	-	-	4632
1711[4]	-	96	34	374	-	-	-	-	-	-	-	-	504
1712[5]	-	-	-	-	-	192	-	32	-	-	274	-	498
1713[4]	-	462	3062	2126	996	-	-	-	-	-	-	-	6646
1714[6]	-	-	-	-	72	520	540	684	652	-	1062	456	3986
1715[7]	-	-	-	-	-	-	-	-	-	964	448	2972	4384
1716	-	2214	2926	1754	4692	1930	100	-	-	-	-	230	13846
1717	1488	9062	874	2558	1156	536	250	744	2184	616	656	1610	21734
1718	430	-	2760	374	1188	830	130	-	-	-	2092	8472	16276
1719	982	1132	652	-	858	-	120	928	1200	3034	4368	974	14248
1720	710	1432	308	-	140	216	1652	2106	3658	3106	1640	684	15652
1721	568	220	400	264	490	136	1254	3602	4082	1558	1290	1994	15858
1722	2106	878	628	330	-	200	848	2386	4258	2882	2812	590	17918
1723	838	770	254	384	220	930	2262	3116	3162	2330	320	1242	15828
1724	1002	1124	1100	610	40	634	1618	1204	4298	2384	848	1112	15974
1725	344	180	930	92	532	1478	1496	7872	6242	4164	688	1092	25110
1726	1902	380	1230	376	418	1050	2562	4634	5534	2962	758	3896	25622
1727	1334	1650	716	184	-	96	2036	2944	5478	3464	746	1378	20026
1728	818	756	772	148	-	688	8738	-	1444	6148	1276	984	21772
1729	-	680	332	-	336	112	1172	3668	7378	4042	2612	1146	21478
1730	1184	838	214	-	-	1002	4252	5588	4376	5428	4288	1450	28620
1731	732	240	726	-	-	160	3202	7712	6278	1904	1166	3428	25548
1732	188	752	1204	866	228	1046	162	2220	4166	1474	1244	220	13770
1733	220	720	472	-	132	1176	1184	2598	2788	2254	3042	1272	15866
1734	480	2152	1090	858	160	-	3892	3862	4236	1208	2722	1336	21996
1735	892	766	632	-	-	1982	3996	3588	4646	3218	3164	1820	24704
1736	940	-	546	990	208	1570	3078	6580	6182	2430	2816	1192	26532
1737	456	240	368	3148	592	1676	840	3928	2996	3286	1888	1522	20942
1738	220	552	2230	976	118	1662	3188	6174	4288	4840	1916	1304	27468
1739	506	1050	1546	946	370	3052	3350	6026	6600	1812	2418	1486	29162
1740	1974	-	-	1460	444	1020	1914	7342	12940	3484	4744	4502	39824
1741	320	1120	1230	922	572	2050	6014	4228	4352	3640	3160	1510	29118
1742	172	1476	1644	642	1068	236	1634	10736	3658	3182	2452	336	27236
1743	1652	1856	1216	146	484	230	1256	2460	2614	1774	1552	1782	17022
1744	586	172	848	1142	576	702	2574	6122	3694	2262	2800	546	22024
1745	336	286	774	952	454	302	-	3910	4558	1770	176	2476	15994

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.C TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	388	-	868	264	-	1224	788	5942	3130	804	2996	2956	19360
1747	-	150	980	546	236	826	1892	2810	3522	2724	2048	296	16030
1748	1066	-	-	2586	786	496	150	1602	3774	782	1594	3132	15968
1749	-	164	518	1020	-	388	1282	2060	5260	1808	546	2662	15708
1750	638	180	620	-	1172	448	1846	1828	1314	1942	822	1970	12780
1751	-	684	-	82	166	800	880	1288	1858	370	1720	162	8010
1752	928	654	1266	372	-	1030	1520	4944	1712	268	920	614	14228
1753	128	80	2954	298	458	858	2080	2352	1724	774	4124	468	16298
1754	572	724	1326	520	-	546	1700	5110	4320	714	2238	3250	21020
1755	156	-	164	1790	658	786	-	1248	1056	3798	1388	1404	12448
1756	548	-	640	218	-	480	3614	1678	2776	1732	4112	1334	17132
1757	-	246	3300	1642	388	734	2220	5518	3244	4020	2482	1006	24800
1758	1160	1382	3116	724	142	-	5762	6248	2080	1602	396	4174	26786
1759	1086	460	320	474	994	1198	9934	1052	3890	8036	2980	760	31184
1760	236	2076	2784	1268	108	-	6270	4468	7162	5470	4198	5352	39392
1761	1566	1276	418	1536	580	6192	5530	6846	10250	5892	9714	970	50770
1762	708	116	892	-	-	240	4482	8762	5954	5792	8532	2970	38448
1763	234	-	1816	1880	196	78	3226	3208	3888	2098	6286	4786	27696
1764	3830	490	1088	3096	168	1540	2916	5706	1362	3254	3002	6502	32954
1765	3092	534	904	2898	1280	-	1210	6716	6366	1984	2756	3776	31516
1766	2516	974	3120	1318	308	946	5958	3888	654	7858	4350	2430	34320
1767	1546	760	874	1446	488	-	2378	3634	6538	1698	712	1446	21520
1768	426	330	4950	1822	204	-	2030	5028	1560	4560	3202	1310	25422
1769	1368	2090	2132	1754	-	4448	6178	2280	5954	7354	5122	1306	39986
1770	672	742	1314	2762	428	80	2092	10064	2126	2830	4696	4674	32480
1771	1354	-	686	2744	-	1176	5144	7680	2678	-	-	-	21462
1772	172	2356	2934	840	3162	2922	9756	9460	3398	4130	3644	2594	45368
1773	1468	1312	1626	1212	360	4442	11186	3836	3250	2226	402	5996	37316
1774	148	360	2716	3652	1752	3224	5730	8322	6940	6746	3366	2782	45738
1775[11]		NO	DATA	AVAILABLE									
1776	816	948	1816	2712	1738	722	2196	4410	5762	1204	3420	1362	27106
1777	492	132	1580	1408	162	1452	12596	-	2572	2816	9734	2848	35492
1778	340	-	1292	2516	268	434	4782	8026	5598	5888	2914	3434	35462
1779	1472	502	520	1448	212	5208	5980	1524	2476	2280	7604	-	29226
1780	-	764	1598	1016	320	130	6034	8138	4302	1954	12320	-	36576
1781	214	200	2030	508	480	508	700	1050	3176	3696	1342	-	13904
1782	1896	-	1556	636	894	584	2718	4834	5994	3512	4098	3524	30446
1783	1968	726	1572	1978	1362	296	1936	6652	7074	6016	2560	5854	37994
1784	-	658	2146	1808	792	618	1530	4450	4550	3792	2580	2980	25904
1785	332	666	-	422	824	1110	3870	4740	5006	2240	3650	2726	28586

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.C TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	122	674	7310	2810	264	526	4942	3052	1292	2484	5438	23914
1787	460	938	2082	1422	456	214	2268	3850	3624	1128	2534	2016	20992
1788	322	884	1234	882	736	-	1284	4012	1790	4538	2718	298	18678
1789	-	1200	1548	1786	160	92	1122	6056	2610	2196	2814	3310	22894
1790[13]	-	558	1112	742	320	2338	2980	5162	5950	4132	1806	2362	27462
1791[13]	-	-	-	296	266	758	1126	4088	3740	982	3202	1560	16018
1792	-	2208	844	1022	-	1248	2136	2550	3064	2228	6884	-	22184
1793	640	578	1620	1384	132	640	1020	3770	2732	3242	2058	5546	23362
1794[13]	84	798	904	360	-	1676	3116	4720	2488	992	1998	1600	18706
1795[13]	-	-	-	348	152	336	432	1108	1052	1850	1324	622	7224
1796	1714	1782	326	906	362	1238	6600	3786	2902	2184	1466	1712	24978
1797	1132	780	1746	1184	110	310	718	2246	1106	4324	3400	2218	19274
1798	1416	510	1272	546	988	668	1952	1830	1158	128	880	374	11722
1799	148	-	-	-	-	208	-	-	-	100	-	-	456
1800	-	214	-	190	402	-	1432	1230	1890	442	462	286	6548
1801	286	398	-	-	184	-	678	1800	578	474	898	-	5296
1802	390	1034	1806	408	814	4416	5888	2284	4690	5242	5330	-	32302
1803	292	1160	914	7332	426	3936	10128	2448	1452	2514	934	526	27062
1804	160	-	-	1458	-	-	2076	2012	-	1872	-	2462	10040
1805	-	216	2148	548	728	-	2382	8986	2590	3458	1952	624	23632
1806	300	918	844	-	-	132	130	828	1706	1856	110	222	7046
1807	-	116	-	226	212	-	-	480	64	244	-	102	1444
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	-	-	2280	3978	1420	1108	420	9206
1815	-	-	1102	854	756	844	608	2416	2126	804	2220	1002	12732
1816	90	146	594	1050	268	172	2660	3490	2698	5040	4900	2286	23394
1817	1014	846	192	542	732	10614	22370	9192	10392	6196	2896	1960	66946
1818	176	514	-	-	396	-	414	1964	1398	1780	360	380	7382
1819	-	130	218	-	156	546	642	2530	1222	1028	1296	1176	8944
1820	-	446	456	1104	508	384	1498	1322	2188	1714	716	948	11284
1821	-	332	452	186	-	1250	2854	1608	1664	3548	836	174	12902
1822	274	746	188	318	328	-	1710	-	82	124	1056	-	4826
1823	-	-	-	846	216	-	1962	2366	2048	852	1742	246	10278
1824	140	120	-	182	218	2144	478	650	1628	970	-	200	6730
1825[20]	-	-	290	-	-	600	844	1604	160	-	-	-	3498

SOURCE: GAA, PA 78/94-102

TABLE II.9.D TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM VIBORG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	112	-	-	-	-	-	662	1382	2156
1710[3]	-	-	364	358	-	260	460	-	140	-	-	-	1582
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	312	312
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	240	-	1464	-	-	-	-	-	-	-	172	1876
1718	-	-	-	-	-	-	-	-	-	-	400	3836	4236
1719	330	-	-	-	-	-	-	162	-	1266	796	946	3500
1720	-	-	832	1352	-	436	88	1542	1342	2638	460	1990	10680
1721	-	-	-	-	-	-	416	940	3872	668	822	380	7098
1722	200	-	-	364	328	-	-	1032	4374	812	450	1058	8618
1723	-	-	-	820	-	-	364	-	860	712	650	732	4138
1724	-	52	-	-	-	-	-	-	968	316	760	1668	3764
1725	-	-	-	220	-	-	452	572	1140	1670	640	-	4694
1726	-	-	-	-	-	350	680	1396	1148	1196	1572	360	6702
1727	-	-	-	358	-	-	1874	662	586	-	220	1854	5554
1728	-	240	-	-	-	-	470	-	260	2496	-	-	3466
1729	-	-	438	-	-	-	308	798	232	1146	606	-	3528
1730	-	-	584	332	-	140	620	874	878	280	1520	598	5826
1731	-	-	-	494	-	-	-	886	120	818	756	1592	4576
1732	-	-	-	686	-	-	770	902	1198	408	1682	746	6392
1733	138	230	249	566	-	280	504	1082	1238	514	794	606	6196
1734	-	82	570	196	-	-	2260	660	742	1156	-	242	5888
1735	-	232	-	-	-	296	2600	1186	516	1080	2468	-	8378
1736	-	-	-	-	278	-	630	2610	1534	856	5350	1498	12756
1737	-	-	-	1214	322	274	836	1792	704	1868	1372	1248	9630
1738	-	-	558	-	198	-	878	1632	244	738	428	1054	5730
1739	-	-	336	-	226	-	272	1300	354	590	482	744	4304
1740	-	-	-	-	-	-	216	256	614	-	316	856	2258
1741	-	-	-	-	-	330	-	2710	366	-	354	-	3760
1742	-	-	270	598	-	-	-	480	302	894	726	-	3270
1743	62	94	358	296	558	160	296	1114	620	-	852	300	4710
1744	100	-	-	-	302	-	-	1938	736	674	818	330	4898
1745	-	-	116	322	256	-	400	1596	244	582	754	-	4270

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.D : TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM VIBORG DISTRIBUTED ACORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	276	-	408	-	246	-	-	1016	-	304	344	1018	3612
1747	-	-	-	332	-	268	-	1666	336	-	696	-	3298
1748	-	-	-	-	694	-	296	618	720	214	260	208	3010
1749	-	-	-	-	502	-	208	1074	1050	306	-	-	3140
1750	-	-	178	-	-	320	1488	936	88	448	-	788	4246
1751	-	-	-	-	186	-	-	-	676	656	-	240	1758
1752	188	426	-	222	-	-	140	708	-	-	540	-	2224
1753	-	234	-	506	398	234	1078	382	414	-	588	-	3834
1754	164	264	410	488	-	-	498	332	350	264	346	-	3116
1755	-	-	230	392	696	-	668	84	-	716	942	-	3728
1756	-	-	238	264	-	252	3132	962	556	818	898	-	7120
1757	-	-	-	264	-	494	628	1362	452	462	-	-	3662
1758	-	-	312	392	-	-	-	516	370	-	-	-	1590
1759	-	270	-	-	-	-	992	-	-	230	852	-	2344
1760	-	-	-	-	-	-	240	418	2162	724	-	-	3544
1761	-	-	-	-	-	-	508	352	-	632	-	-	1492
1762	-	-	-	-	-	-	-	610	-	234	836	316	1996
1763	-	-	102	-	-	-	220	148	230	530	526	-	1756
1764	-	298	208	220	-	-	454	146	-	220	110	184	1840
1765	-	244	180	-	-	-	234	532	316	532	594	256	2888
1766	-	492	102	324	294	-	464	572	250	-	380	134	3012
1767	-	-	-	-	-	-	-	-	-	146	202	240	588
1768	-	298	-	-	-	-	-	140	386	276	-	412	1512
1769	-	-	238	-	-	-	154	478	-	656	156	-	1882
1770	-	474	-	156	-	-	-	-	-	-	-	608	1238
1771	-	-	-	-	-	-	-	-	264	-	-	-	264
1772	146	-	-	-	-	-	-	-	-	-	-	-	146
1773	-	-	150	-	-	-	-	-	316	-	-	636	1102
1774	-	-	-	196	-	-	-	198	314	132	-	-	840
1775[11]			NO DATA AVAILABLE										
1776	-	-	216	-	-	110	182	-	-	150	-	264	922
1777	-	-	-	-	-	-	350	-	-	-	-	-	350
1778	-	-	-	-	-	-	-	-	226	1046	-	-	1272
1779	-	-	-	-	-	-	660	788	-	404	630	-	2482
1780	-	-	-	-	-	-	-	-	-	-	452	-	452
1781	-	-	306	192	-	202	-	-	-	258	-	-	958
1782	-	168	-	-	-	-	-	346	362	116	642	928	2562
1783	148	-	88	-	-	-	238	442	528	160	-	-	1602
1784	-	-	-	-	108	136	-	214	-	198	260	246	1162
1785	-	-	-	-	-	-	-	552	-	-	516	324	1392

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.D TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM VIBORG DISTRIBUTED ACORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	254	-	-	-	264	-	-	250	-	114	800	-	1682
1787	-	188	204	-	254	-	-	368	-	322	238	-	1574
1788	-	-	-	-	-	-	144	-	454	-	186	220	1004
1789	-	-	-	446	-	-	-	618	-	-	-	220	1284
1790	-	-	34	-	-	-	-	-	-	-	198	256	488
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	176	208	-	-	-	180	-	-	300	270	-	1134
1793	232	-	-	-	-	-	-	380	748	568	358	316	2602
1794	-	-	544	210	-	336	-	140	488	264	268	460	2410
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	198	-	384	-	-	582
1797	-	-	198	-	-	-	-	-	-	-	340	-	538
1798	140	-	-	268	-	-	-	-	-	128	-	-	536
1799	-	-	-	134	-	-	120	-	-	-	-	-	254
1800	-	-	-	-	-	-	-	-	208	160	-	-	368
1801	-	-	-	-	-	416	-	-	-	102	-	146	664
1802	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	376	-	-	-	-	-	-	-	100	-	-	476
1804	-	-	-	400	-	-	-	110	-	104	-	-	614
1805	-	-	-	160	-	-	196	-	164	466	-	-	986
1806	-	-	-	-	-	-	-	-	-	-	-	336	336
1807	-	-	-	-	218	-	-	-	44	-	-	124	386
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[5]	-	-	-	-	-	-	-	-	518	-	510	-	1028
1815	-	-	-	-	-	406	64	-	176	-	276	670	1592
1816	-	-	184	-	364	-	-	-	-	184	-	-	732
1817	-	192	-	-	-	-	154	-	264	-	-	-	610
1818	-	-	-	-	-	-	-	-	152	184	578	144	1028
1819	-	-	-	-	-	-	-	814	-	-	-	102	916
1820	-	-	-	448	132	-	378	552	346	-	-	-	1856
1821	-	-	-	164	-	-	350	254	198	-	-	-	966
1822	-	-	-	-	250	-	340	-	-	-	-	-	590
1823	-	-	-	-	-	-	-	224	-	496	-	-	720
1824	-	-	-	-	-	-	-	274	1010	-	-	-	1284
1825[20]	-	-	-	-	-	-	-	372	-	-	-	-	372

SOURCE: GAA. PA 78/94-102

TABLE II.9.E TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	102	-	-	-	-	-	-	102
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	148	-	80	-	-	-	-	228
1713[4]	-	-	64	108	-	-	-	-	-	-	-	-	172
1714[6]	-	-	-	-	40	418	280	-	98	110	32	-	978
1715[7]	-	-	-	-	-	-	-	-	-	-	-	48	48
1716	-	100	2446	1736	1620	1210	-	-	-	-	-	-	7112
1717	-	1236	-	326	340	-	356	-	544	-	-	-	2802
1718	-	-	-	-	210	-	-	-	-	-	-	-	210
1719	160	-	-	-	-	-	-	-	100	-	-	-	260
1720	-	-	-	-	-	-	-	-	30	80	60	-	170
1721	-	-	-	-	-	-	-	48	-	60	-	-	108
1722	180	-	-	-	-	-	280	-	-	-	-	-	460
1723	-	-	60	-	-	-	-	44	100	-	-	100	304
1724	-	-	-	-	-	-	68	-	-	46	-	72	186
1725	-	-	-	-	-	148	-	-	100	-	-	-	248
1726	-	-	-	-	56	80	-	-	60	20	-	-	216
1727	-	-	-	-	-	-	70	-	-	-	-	-	70
1728	-	-	-	-	-	220	220	-	-	-	-	802	1242
1729	-	400	-	-	-	-	92	-	1462	318	498	-	2770
1730	-	-	-	320	-	1102	466	888	-	300	164	402	3642
1731	-	328	262	-	-	406	-	1872	2342	138	-	-	5348
1732	244	632	-	328	-	56	244	124	126	-	-	-	1754
1733	-	-	-	-	-	-	70	-	108	-	-	-	178
1734	-	-	-	120	-	144	1786	756	-	-	164	-	2970
1735	-	-	-	-	180	-	-	-	106	-	-	-	286
1736	-	-	-	-	-	-	280	292	-	196	72	-	840
1737	-	120	-	-	268	66	-	118	414	234	270	-	1490
1738	-	-	360	-	-	1166	1148	584	108	176	-	-	3542
1739	-	-	208	-	-	1024	1044	2680	432	1126	132	196	6842
1740	-	-	-	1568	-	740	2224	5218	3958	1932	560	736	16936
1741	-	-	172	168	-	1316	2744	284	188	-	-	-	4872
1742	-	-	-	-	-	-	198	-	124	-	-	206	528
1743	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	172	244	-	-	-	-	416
1745	-	-	-	-	-	-	-	380	-	-	-	-	380

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.E TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												TOTAL FOR
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	THE YEAR
1746	-	-	256	-	-	-	2146	124	-	-	-	-	2526
1747	-	-	298	-	-	-	84	-	-	-	40	-	422
1748	-	-	-	-	124	-	140	136	68	-	104	-	572
1749	-	-	-	106	-	-	-	120	-	-	-	-	226
1750	-	-	-	-	-	124	92	234	196	84	-	-	730
1751	-	-	-	520	-	108	92	-	-	-	-	-	720
1752	102	-	84	-	-	-	152	-	-	-	-	-	338
1753	-	-	-	-	-	190	716	186	-	-	-	-	1092
1754	-	-	-	-	-	-	-	136	230	-	-	-	366
1755	-	-	-	-	-	-	-	100	-	-	-	-	100
1756	-	-	500	164	-	118	-	-	212	-	-	-	988
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	114	-	-	-	-	114
1759	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	78	188	-	266
1761	-	-	-	-	-	-	90	298	130	-	438	-	956
1762	216	-	272	144	-	-	-	452	370	504	312	454	2724
1763	-	-	-	-	-	200	-	-	154	-	124	162	640
1764	-	-	-	-	-	-	-	180	220	160	-	156	716
1765	-	-	-	-	-	-	-	-	-	-	-	152	152
1766	-	-	-	120	-	-	-	-	-	-	140	174	434
1767	300	-	-	-	-	-	-	-	-	-	-	-	300
1768	-	-	-	-	-	-	-	-	-	120	-	-	120
1769	-	-	-	-	-	252	-	192	-	-	-	-	444
1770	-	-	-	-	-	-	-	180	-	-	-	152	332
1771	-	-	-	-	-	-	736	-	136	-	-	-	872
1772	-	-	-	-	-	288	-	256	-	-	-	-	544
1773	-	168	-	-	-	-	-	162	-	-	-	-	330
1774	-	-	138	-	76	-	-	140	340	-	444	164	1302
1775	NO DATA AVAILABLE												
1776	180	-	-	-	-	-	308	62	-	-	-	-	550
1777	-	-	-	-	-	122	186	-	-	-	-	-	308
1778	-	-	-	-	-	290	-	-	-	-	-	-	290
1779	246	-	-	-	-	-	-	-	-	-	-	-	246
1780	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	130	-	-	-	130
1782	-	-	-	-	-	134	-	-	388	-	-	-	522
1783	-	-	-	-	-	-	-	-	-	124	-	718	842
1784	-	-	-	-	-	-	-	-	-	-	246	-	246
1785	-	-	-	-	-	-	188	-	-	-	-	-	188

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.E TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	154	-	-	-	-	154
1789	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	80	-	-	-	-	-	80
1793	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	-	-	-	-	-	-	176	-	176
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	388	336	106	438	-	100	-	1368
1797	122	-	-	-	-	-	96	-	-	-	-	-	218
1798	-	-	-	258	-	-	-	-	-	-	60	-	318
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	614	-	-	-	-	-	614
1802	-	-	-	-	-	-	162	224	268	-	106	-	760
1803	-	-	-	-	-	-	166	-	-	-	-	228	394
1804	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	212	146	-	-	-	-	358
1815	-	-	-	-	-	-	-	-	236	684	-	-	920
1816	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	178	-	-	354	118	-	144	-	-	-	794
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	170	170
1821	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA, PA 78/94-102

TABLE II.9.F TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	70	-	-	-	-	-	-	70
1717	-	-	-	-	-	-	-	-	50	-	-	-	50
1718	-	-	-	-	-	-	-	-	-	-	-	400	400
1719	-	-	-	-	-	-	-	-	-	840	-	-	840
1720	-	-	516	-	-	-	-	500	188	-	70	540	1814
1721	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	392	-	896	400	-	-	-	-	-	410	-	2098
1724	-	-	-	-	-	-	-	-	-	-	-	100	100
1725	-	-	-	-	-	-	-	38	-	-	-	-	38
1726	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	84	-	-	-	-	-	84
1729	-	-	-	-	-	-	-	236	214	246	-	-	696
1730	-	-	-	-	-	-	482	-	620	406	94	-	1572
1731	-	-	-	-	-	-	-	468	514	-	210	312	1504
1732	-	-	-	-	-	-	-	130	140	-	92	-	362
1733	-	-	-	-	-	-	-	288	-	-	162	-	450
1734	-	-	-	-	-	120	210	-	136	-	-	-	466
1735	-	-	-	-	-	-	-	-	-	176	-	184	360
1736	-	128	-	-	-	-	198	-	-	334	-	-	660
1737	-	-	320	408	-	-	-	-	-	110	-	226	1064
1738	-	286	-	-	-	110	-	240	724	664	84	454	2564
1739	-	-	-	-	132	184	96	960	-	106	1780	-	3238
1740	-	-	-	-	-	-	1074	950	1206	624	584	368	4776
1741	-	-	80	-	-	274	1264	722	900	444	-	-	3684
1742	-	-	-	-	-	-	-	3268	-	412	584	528	4792
1743	-	420	192	-	-	-	-	158	350	1180	1074	-	3374
1744	316	-	296	-	-	192	630	1534	-	-	478	604	4050
1745	516	-	-	124	-	-	3382	954	324	266	-	352	5918

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.9.F TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	378	312	-	-	-	-	-	-	-	712	-	1002	2404
1747	-	786	-	-	-	700	1736	414	88	344	320	668	5056
1748	-	-	-	312	-	-	390	3868	-	1380	1634	1590	9174
1749	-	-	82	338	-	582	1394	250	1636	1682	664	1878	8506
1750	-	300	232	274	350	-	90	-	318	1152	822	-	3538
1751	-	172	-	-	-	-	1718	600	554	214	716	996	4970
1752	-	-	-	-	-	1406	-	826	562	122	1952	338	5206
1753	-	-	-	730	316	428	-	-	-	-	-	-	1474
1754	268	166	-	-	-	152	-	162	68	-	64	194	1074
1755	-	-	-	-	-	-	144	420	-	160	-	50	774
1756	-	-	-	-	-	182	-	-	-	-	-	-	182
1757	-	-	-	-	-	-	74	-	-	-	-	-	74
1758	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	470	-	600	436	126	-	1632
1760	-	-	96	-	-	-	670	-	160	-	260	-	1186
1761	-	412	294	-	-	356	176	-	276	320	62	160	2056
1762	844	-	-	-	-	180	952	198	336	738	-	-	2948
1763	-	-	310	332	230	-	-	110	-	450	750	-	2182
1764	-	-	100	170	-	248	200	176	-	176	-	416	1486
1765	-	-	218	-	-	-	222	-	480	510	80	-	1510
1766	88	-	-	-	-	-	160	-	-	684	-	-	932
1767	-	188	-	-	-	-	204	410	518	188	364	-	1852
1768	-	186	180	160	192	-	350	220	478	158	1294	112	3330
1769	442	-	-	-	-	200	1000	1096	694	348	716	-	4496
1770	-	-	-	-	-	-	868	1444	-	154	1420	1194	5080
1771	632	-	-	-	-	-	2260	1214	1500	-	-	-	5606
1772	-	1118	238	188	-	776	2022	734	436	2260	-	1302	9074
1773	144	-	840	460	142	920	1310	800	912	-	-	2756	8484
1774	216	120	-	374	-	266	4896	820	1568	878	160	886	9884
1775		NO DATA AVAILABLE											
1776	488	-	210	468	198	1480	2502	2282	190	268	1400	1156	10620
1777	576	170	360	-	220	270	5048	-	714	298	602	1544	9802
1778	184	382	1292	256	-	-	1648	680	1892	196	540	1094	8164
1779	786	-	198	232	-	468	2598	214	1502	448	852	-	7278
1780	-	-	382	246	174	-	216	1406	640	512	1474	-	5050
1781	896	-	208	238	-	134	-	-	-	-	-	-	1476
1782	184	-	-	170	432	-	166	228	222	-	410	566	2378
1783	676	190	166	126	-	194	158	1038	736	1004	366	1032	5686
1784	-	-	658	-	-	-	-	702	-	374	-	706	2440
1785	-	254	-	388	-	-	194	540	1508	-	784	-	3638

SOURCE: GAR. PA 78/94-102

CONTINUED...

TABLE II.9.F TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	-	-	148	304	-	338	-	-	398	180	-	1368
1787	-	-	200	478	-	-	302	156	288	62	120	236	1842
1788	-	-	-	-	-	-	298	338	-	108	-	-	744
1789	130	166	-	344	-	-	410	96	866	822	174	196	3204
1790	172	-	234	-	322	-	-	-	-	268	614	380	1990
1791[13]	-	-	-	88	-	-	184	458	608	126	268	218	1950
1792	-	160	-	-	-	98	-	-	186	288	1110	-	1842
1793	178	-	124	-	216	-	168	-	-	120	-	-	808
1794	-	-	-	-	308	-	442	326	254	414	-	-	1744
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	344	-	-	-	-	-	144	730	174	-	-	1392
1797	442	-	176	-	-	-	148	74	-	-	362	-	1202
1798	148	-	-	-	-	-	-	80	166	-	-	-	394
1799	-	-	124	-	-	-	-	-	-	-	-	-	124
1800	-	-	-	-	-	-	-	-	380	-	-	-	380
1801	-	-	-	-	-	-	-	-	-	322	-	-	322
1802	-	-	-	-	-	-	360	-	696	372	156	-	1584
1803	368	-	-	-	-	226	122	472	206	126	-	-	1520
1804	-	-	-	-	-	-	-	-	-	634	-	-	634
1805	-	-	-	-	-	-	578	370	888	-	442	186	2464
1806	144	-	282	260	-	-	-	-	314	-	-	-	1000
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	-	182	-	-	-	-	182
1815	-	-	-	-	-	-	-	186	322	-	-	-	508
1816	-	-	278	-	-	-	196	314	-	252	350	-	1390
1817	-	114	-	-	-	416	256	420	414	180	-	-	1800
1818	-	-	-	-	-	-	78	580	-	280	-	-	938
1819	-	160	-	-	-	-	-	1056	372	194	-	-	1782
1820	-	-	-	-	-	-	-	-	218	-	-	158	376
1821	-	-	-	-	-	-	452	128	-	260	-	-	840
1822	-	-	-	-	-	-	106	-	66	-	142	-	314
1823	-	-	-	-	-	-	290	-	120	-	242	-	652
1824	-	-	-	-	-	-	204	-	452	-	-	-	656
1825[20]	-	-	-	-	-	-	-	244	-	-	-	-	244

SOURCE: GAA. PA 78/94-102

TABLE II.9.5 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM FREDERIKSHAMN DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1744	-	-	-	-	-	-	-	280	528	304	-	-	1112
1745	-	-	64	-	-	266	358	-	244	-	-	-	932
1746	-	-	-	-	-	-	-	580	-	240	-	248	1068
1747	-	-	312	-	336	-	520	296	756	-	718	-	2938
1748	-	-	-	-	-	-	64	512	408	-	-	648	1632
1749	312	-	-	-	-	-	490	248	-	234	208	94	1586
1750	-	-	-	-	-	238	-	276	-	552	-	-	1066
1751	-	-	-	-	-	234	-	130	-	242	-	-	606
1752	-	232	-	-	-	-	-	356	302	-	172	-	1062
1753	-	-	-	-	-	-	-	326	-	-	-	-	326
1754	-	-	-	-	178	-	-	-	342	128	-	-	648
1755	-	-	-	64	-	-	-	106	352	218	-	-	740
1756	-	-	-	-	-	106	-	1202	-	-	172	-	1480
1757	-	-	-	-	104	-	-	762	682	-	-	120	1668
1758	-	-	-	-	-	-	-	704	98	164	-	256	1222
1759	-	-	-	-	-	-	1096	-	526	140	262	-	2024
1760	-	-	-	-	-	-	-	416	1134	234	-	-	1784
1761	-	-	-	-	-	-	-	170	316	-	392	-	878
1762	-	-	338	170	-	-	626	-	-	862	-	-	1996
1763	-	-	-	170	-	-	456	-	-	136	-	278	1040
1764	-	-	-	256	-	-	-	398	-	-	404	-	1058
1765	-	-	-	240	-	-	-	440	-	-	-	-	680
1766	-	-	170	-	350	-	392	344	-	148	250	-	1654
1767	-	-	-	382	-	-	-	478	-	-	-	-	860
1768	-	298	376	170	-	-	224	170	-	-	-	-	1238
1769	-	-	240	216	-	148	402	-	278	262	-	216	1762
1770	-	-	-	170	-	-	410	250	-	-	-	240	1070
1771	-	-	-	170	-	-	542	-	-	-	-	-	712
1772	-	-	186	-	-	-	216	170	-	-	592	-	1084
1773	-	-	-	170	-	150	350	394	-	-	-	150	1214
1774	-	-	432	170	-	90	216	302	166	170	-	216	1762
1775	NO DATA AVAILABLE												
1776	-	-	-	-	-	-	-	-	-	540	-	-	540
1777	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	892	-	-	-	-	-	892
1779	226	-	-	-	-	80	700	-	-	-	414	-	1420
1780	-	-	-	-	-	-	868	438	-	-	632	-	1938
1781	-	-	-	-	-	-	-	266	-	-	170	-	436
1782	-	-	-	156	-	-	254	170	-	448	358	-	1386
1783	-	-	-	134	-	-	290	734	324	172	-	-	1654

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.9.5 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM FREDERIKSHAVN DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1784	-	-	-	148	-	-	438	404	-	472	536	-	1998
1785	-	-	-	-	264	-	1192	814	-	-	220	-	2490
1786	-	-	-	-	-	-	234	-	156	-	-	-	390
1787	-	-	-	-	-	-	246	196	-	-	186	-	628
1788	-	-	-	398	-	-	132	-	-	-	264	-	794
1789	-	364	-	-	-	-	-	-	-	-	-	-	364
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	-	-	-	146	-	-	-	-	146
1792	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	160	160
1794	-	-	-	204	-	-	122	-	108	458	-	-	892
1795	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	238	454	-	692
1797	-	-	-	-	-	180	248	-	-	-	-	-	428
1798	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	152	150	-	-	302
1801	-	186	-	-	-	328	-	-	-	-	-	-	514
1802	-	-	186	-	-	-	-	-	-	-	-	-	186
1803	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	82	-	142	-	-	224
1805	-	-	-	-	-	-	-	72	-	-	256	-	328
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	392	-	-	-	-	392
1808		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	274	-	-	-	-	-	-	616	-	890
1817	-	-	-	-	-	102	-	-	-	-	-	-	102
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	410	-	-	410
1821	-	-	-	212	-	-	520	-	-	-	-	-	732
1822	-	-	-	-	-	-	328	-	-	-	-	-	328
1823	-	-	-	-	-	-	-	250	328	-	-	-	578
1824	-	-	-	-	-	-	276	-	302	-	-	-	578
1825	-	-	-	-	-	-	-	216	-	-	-	-	216

SOURCE: GAA. PA 78/96-102

TABLE II.9.H TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM COURLAND DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1796[14]	944	1168	1896	3726	6332	12080	7222	5890	4366	2230	3508	2704	52066
1797	200	540	378	1844	1322	560	274	384	148	416	656	884	6878
1798	-	-	434	318	2122	354	360	110	366	-	90	-	4146
1799	178	-	-	120	-	-	236	-	-	-	-	-	526
1800	-	-	-	-	148	810	346	112	836	-	-	-	2252
1801	-	124	-	-	-	158	802	1022	322	94	420	-	2942
1802	-	358	348	272	2114	512	492	398	-	328	186	-	5018
1803	114	-	-	166	262	2654	1216	78	424	-	136	840	5890
1804	214	-	-	1974	-	-	320	334	-	364	-	126	3332
1805	-	-	730	296	276	1258	918	738	-	188	158	-	4562
1806	-	114	-	216	214	218	142	364	376	712	-	-	2356
1807	-	-	-	158	-	448	208	328	-	-	-	124	1266
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	1192	976	528	836	-	272	216	4020
1815	-	-	-	-	728	304	154	848	296	692	338	-	3360
1816	-	-	-	216	136	858	402	612	796	96	472	206	3786
1817	-	296	-	476	2636	194	760	372	560	124	114	-	5532
1818	-	-	-	-	762	246	94	164	190	162	-	-	1618
1819	188	-	-	-	184	154	402	724	-	-	150	-	1722
1820	-	-	-	-	-	562	370	136	-	142	-	64	1274
1821	-	114	142	1232	-	412	94	118	60	510	-	-	2682
1822	-	122	-	-	250	-	-	-	-	130	-	-	502
1823[19]	-	-	-	-	412	-	1040	414	-	-	-	-	1866
1824	-	-	104	-	434	812	-	-	196	190	-	-	1736
1825[20]	-	-	-	-	742	446	254	500	-	-	-	-	1942

SOURCE: GAA. PA 78/94-102

TABLE II.13 AVERAGE TONNAGE OF CARGO SHIPPED FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO	DATA	AVAILABLE									
1709[2]	-	-	-	-	112.0	-	-	-	-	-	228.7	301.7	267.7
1710[3]	323.5	229.5	229.3	329.3	-	178.7	340.0	-	112.0	-	-	-	242.9
1711[4]	-	98.0	34.0	93.5	-	-	-	-	-	-	-	-	84.0
1712[5]	-	-	-	-	-	85.0	-	56.0	-	-	91.3	-	80.7
1713[4]	-	154.0	223.3	223.4	249.0	-	-	-	-	-	-	-	219.0
1714[6]	-	-	-	-	56.0	187.6	285.0	127.0	162.0	103.0	182.3	91.2	148.5
1715[7]	-	-	-	-	-	-	-	-	-	160.7	149.3	138.8	143.8
1716	-	166.5	183.6	177.1	267.7	260.2	100.0	-	-	-	-	230.0	207.6
1717	181.8	209.6	175.7	289.9	249.3	268.0	303.0	248.0	213.7	285.3	131.2	146.6	211.2
1718	215.0	-	230.0	187.8	269.7	192.9	110.0	-	-	-	191.7	264.0	239.3
1719	215.5	188.7	217.3	290.0	214.5	180.0	720.0	127.8	194.3	226.2	240.1	332.3	222.6
1720	292.5	199.3	351.4	388.9	190.0	163.0	165.2	385.2	198.6	260.1	246.8	265.3	245.1
1721	115.3	228.0	120.0	168.0	146.0	136.0	144.4	268.5	297.0	251.1	210.7	310.4	247.7
1722	168.4	235.2	183.6	291.7	328.0	150.0	185.3	289.2	306.6	235.3	244.9	214.2	252.4
1723	151.1	277.0	180.0	331.2	193.6	221.7	251.5	251.5	217.9	216.3	288.5	242.6	236.2
1724	157.6	197.0	144.5	182.5	48.0	169.0	280.1	292.1	211.1	169.4	286.9	221.8	224.2
1725	150.4	148.0	172.3	257.5	131.7	139.9	283.9	244.7	218.2	241.2	245.9	159.2	226.2
1726	187.5	151.0	174.4	232.0	103.4	158.0	298.1	240.1	213.5	187.0	263.7	207.7	225.8
1727	187.7	146.5	205.0	242.0	226.7	96.0	275.1	179.7	202.4	234.1	244.4	271.9	229.7
1728	148.7	147.8	115.3	158.8	148.0	144.7	244.9	-	180.6	245.3	227.8	209.8	220.4
1729	-	204.9	172.8	232.0	168.0	112.0	220.4	272.1	241.1	244.7	287.6	268.0	249.1
1730	162.3	166.7	179.0	238.3	286.0	236.4	244.6	213.0	218.9	228.9	256.7	203.4	230.6
1731	137.4	176.0	178.2	233.3	248.0	238.7	255.9	235.5	215.8	235.0	260.6	222.4	231.7
1732	188.8	197.2	198.4	222.4	245.0	231.6	277.2	210.3	232.0	192.2	280.3	286.6	245.6
1733	157.6	153.0	193.4	242.6	276.0	204.9	291.8	247.4	225.3	257.7	257.1	248.1	250.6
1734	193.6	188.4	248.0	225.9	164.0	289.5	274.6	193.1	227.7	258.9	272.1	208.8	245.7
1735	278.7	208.0	220.4	263.5	180.0	291.6	266.2	282.9	199.3	208.5	273.0	232.0	258.2
1736	225.6	180.0	218.0	178.6	188.0	194.0	261.6	248.5	253.1	239.5	274.0	242.3	248.0
1737	229.0	159.0	193.5	223.2	208.4	242.6	294.5	265.6	196.4	253.2	257.7	242.9	249.3
1738	223.8	169.3	221.2	234.2	158.0	214.7	285.7	241.6	211.0	257.5	270.2	250.4	250.5
1739	253.0	214.3	229.2	213.8	196.3	223.2	304.9	277.7	226.7	220.7	275.5	224.9	256.1
1740	245.5	-	-	233.4	222.0	188.6	192.4	278.3	236.3	220.6	260.7	251.4	244.5
1741	238.0	178.3	163.3	239.2	198.8	152.7	231.9	241.5	212.7	210.9	281.4	286.8	229.1
1742	172.0	164.0	188.7	225.8	212.0	118.0	200.2	213.3	220.5	251.9	209.5	238.0	220.5
1743	200.0	189.4	225.2	268.0	231.3	151.0	293.6	213.8	200.4	279.7	268.2	242.1	249.1
1744[8]	268.4	172.8	214.7	238.3	195.7	168.7	264.2	237.9	202.3	171.1	214.8	206.4	221.9
1745	213.2	205.3	152.2	201.6	213.7	189.3	308.1	240.1	196.8	226.8	267.6	299.3	252.3

SOURCE: GAA. PA 78/94-182

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TABLE II.18 AVERAGE TONNAGE OF CARGO SHIPPED FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	255.1	202.0	227.6	271.6	268.7	209.0	297.7	273.7	273.1	277.7	222.4	241.3	250.3
1747	122.7	180.5	223.1	189.6	248.0	199.3	286.2	234.3	210.5	184.6	241.7	262.2	230.3
1748	268.3	145.3	-	268.8	175.9	157.7	272.7	269.5	221.2	187.4	253.1	212.7	231.0
1749	208.0	148.0	126.7	214.5	169.0	260.6	303.9	191.8	208.2	246.3	268.8	234.1	236.7
1750	227.6	115.2	190.3	226.7	206.7	174.4	296.7	219.9	174.1	259.3	252.5	234.7	242.8
1751	148.0	171.0	-	219.7	158.5	190.3	308.5	290.3	223.1	211.6	277.8	263.5	261.3
1752	139.5	188.4	198.2	168.8	-	382.2	254.5	207.2	254.4	238.0	278.4	211.7	239.4
1753[9610]	128.0	157.8	186.8	244.5	224.9	282.9	281.3	169.1	196.7	178.7	278.7	245.8	238.9
1754	169.3	179.8	221.3	264.1	148.8	139.6	290.3	237.8	209.9	214.3	286.4	211.2	235.2
1755	158.8	-	113.5	233.2	238.2	245.7	314.2	250.1	262.8	240.6	248.9	194.0	245.8
1756	282.4	127.0	225.6	228.2	180.8	188.7	249.9	270.8	214.6	231.8	198.9	224.8	219.9
1757	112.8	123.8	195.7	212.2	153.6	216.6	233.3	279.1	273.0	220.7	291.4	225.2	237.5
1758	158.8	187.7	257.5	243.8	143.0	-	257.7	259.8	183.0	228.2	189.4	272.4	237.8
1759	191.3	217.5	260.8	237.8	228.9	228.3	298.6	236.2	245.1	269.7	272.9	235.2	266.4
1760	191.3	196.7	218.2	282.7	188.8	450.8	312.2	294.4	277.5	231.8	245.5	309.8	263.2
1761	245.3	284.8	224.8	268.8	193.3	311.8	281.9	227.6	270.3	199.8	272.6	226.8	255.3
1762	212.8	116.8	318.8	201.3	-	218.8	294.3	333.7	277.6	247.4	252.1	309.9	277.7
1763	217.8	316.8	264.5	255.3	219.8	176.7	277.7	283.6	258.4	223.2	228.5	253.9	252.8
1764	208.8	228.9	228.4	278.6	167.5	188.8	316.1	264.2	248.2	299.1	248.3	259.2	263.7
1765	293.8	234.8	227.5	286.7	348.8	-	322.9	293.8	270.1	213.5	265.2	291.2	278.8
1766	217.8	246.9	256.8	253.3	253.8	221.2	285.4	222.1	219.1	276.8	304.1	249.7	265.7
1767	279.6	232.8	250.8	274.8	253.7	222.4	327.8	281.1	254.8	272.6	252.8	223.8	270.8
1768	222.8	218.5	234.4	279.5	245.3	248.8	325.8	250.6	223.2	291.8	254.7	258.8	267.3
1769	197.8	256.7	256.8	271.5	247.8	296.5	298.6	244.8	279.1	246.8	283.1	268.5	269.2
1770	224.8	228.8	242.8	305.9	214.8	88.8	320.3	318.6	263.3	348.9	289.9	242.9	298.7
1771	228.7	-	245.1	275.1	284.8	289.8	285.6	248.2	248.6	211.2	215.8	288.8	251.9
1772	135.5	217.1	245.2	239.2	316.2	188.7	255.7	268.5	242.8	288.5	214.4	278.1	248.5
1773	253.5	235.1	289.6	228.2	284.8	269.7	307.8	244.9	285.3	288.3	227.3	212.7	258.6
1774	199.3	257.1	268.7	248.9	261.1	236.9	321.5	284.6	231.5	293.4	275.3	226.1	278.8
1775[11]	-	187.8	286.8	284.8	-	-	216.8	169.6	195.8	168.8	194.8	-	192.1
1776	192.2	297.8	295.6	265.8	223.4	282.6	316.7	267.5	313.1	259.1	313.6	197.8	279.8
1777	221.7	151.8	234.6	278.7	282.8	284.9	319.1	166.2	218.6	249.1	329.2	336.2	285.6
1778	262.8	191.8	253.9	301.1	224.8	154.3	328.7	289.4	221.1	275.9	319.5	288.5	274.6
1779[12]	338.7	167.3	259.8	227.5	181.8	303.1	282.8	199.9	284.1	298.1	283.2	274.4	278.3
1780	438.8	198.8	216.7	358.8	178.2	178.8	381.1	298.4	283.7	282.4	312.4	244.8	298.7
1781	345.5	198.8	269.5	312.7	248.8	149.5	116.7	161.2	154.3	218.7	213.3	-	198.8
1782	186.4	168.8	284.2	193.6	189.4	246.7	158.3	287.8	192.1	176.8	216.1	295.2	281.4
1783	287.6	247.8	185.6	258.2	318.3	231.8	297.7	287.8	268.1	269.1	219.8	228.8	253.8
1784	-	358.8	267.3	213.8	164.8	188.5	268.6	345.1	247.1	248.4	388.9	348.9	278.1
1785	166.8	282.8	128.8	299.2	382.7	228.8	313.3	253.8	238.9	386.5	347.7	338.2	289.3
1786	254.8	388.8	168.5	278.1	286.8	264.8	373.5	344.6	244.8	247.2	316.8	274.2	388.1

SOURCE: GAA. PA 78/84-182

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TABLE II.10 AVERAGE TONNAGE OF CARGO SHIPPED FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1787	230.0	207.0	233.3	258.8	174.0	214.0	352.8	264.5	192.1	324.9	316.6	204.1	279.2
1788	160.0	193.0	199.2	268.5	368.0	443.3	394.7	262.4	213.3	325.0	241.8	316.0	298.4
1789	138.8	189.8	216.4	255.4	248.0	92.0	397.1	271.5	291.5	327.1	282.7	295.8	298.7
1790	252.0	224.0	210.7	252.8	149.8	233.8	330.8	327.7	272.9	281.9	309.5	272.9	285.4
1791[13]	255.3	265.0	306.0	152.5	142.7	165.7	360.5	322.9	229.7	304.0	335.1	332.1	306.7
1792	307.3	220.5	184.6	289.6	348.0	368.9	346.8	246.9	337.5	263.6	283.5	366.8	302.7
1793	218.0	192.7	333.2	276.8	175.8	157.2	144.4	189.8	264.6	207.8	166.0	170.0	199.1
1794	282.7	133.0	180.6	149.7	354.0	242.9	323.4	198.3	248.1	320.3	260.6	158.3	257.3
1795[13]	216.0	-	50.0	116.0	152.0	112.0	144.8	168.6	150.3	154.2	220.7	222.5	163.5
1796[14]	186.0	236.2	144.9	175.6	131.3	161.1	190.0	197.4	159.7	211.8	169.7	189.2	181.5
1797[15]	258.4	165.0	194.1	224.7	179.8	175.0	282.9	227.6	184.5	190.1	238.8	236.4	220.1
1798	178.4	170.8	189.6	317.5	163.7	146.0	280.6	122.1	190.2	128.0	171.7	374.8	184.7
1799	159.8	-	124.8	127.0	-	208.0	178.0	-	-	100.0	-	-	151.1
1800	-	214.8	-	190.8	275.8	162.0	216.4	295.6	189.0	158.4	231.8	474.8	220.7
1801	206.8	177.8	-	-	184.0	395.8	261.7	158.8	150.8	165.3	164.7	148.8	193.5
1802	195.8	208.3	236.5	288.8	162.7	181.5	265.3	372.7	394.3	236.2	341.8	-	279.8
1803[16]	347.8	768.8	228.5	267.8	345.6	170.4	190.7	176.4	260.2	205.6	133.7	199.2	209.7
1804	232.8	-	-	212.9	-	-	178.3	168.1	-	181.1	-	162.4	181.2
1805	-	216.8	201.2	224.9	246.3	157.2	171.8	180.1	219.4	165.6	180.8	133.4	186.6
1806	148.8	206.4	160.9	238.8	214.8	116.7	136.8	170.3	206.8	204.4	307.3	279.8	196.4
1807	-	116.8	-	128.8	215.8	149.3	184.8	166.8	79.8	244.8	156.8	134.8	145.1
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	198.7	130.8	162.4	162.6	198.1	222.8	194.2	183.9
1815	398.8	201.8	200.8	151.1	212.8	221.7	145.8	178.1	164.4	176.2	206.3	329.3	198.6
1816[18]	128.8	146.9	172.6	192.9	196.6	178.3	183.1	283.1	211.6	196.3	194.5	211.9	204.9
1817	228.6	172.7	358.8	224.8	188.9	191.5	218.2	218.9	185.6	212.1	205.8	204.7	201.6
1818	315.5	188.6	-	138.8	171.8	144.8	197.3	315.9	216.8	181.9	208.4	364.7	238.7
1819	481.8	145.8	196.8	178.8	113.3	134.7	299.6	288.6	187.7	195.2	165.8	164.9	282.8
1826	317.2	214.8	136.8	386.6	213.3	157.7	197.6	288.8	176.6	225.7	166.5	178.5	216.3
1821	-	148.7	318.8	289.3	116.8	184.7	254.6	285.6	186.8	195.7	189.8	153.3	288.8
1822	137.8	318.8	112.4	158.8	151.8	-	271.1	-	111.7	188.8	253.3	475.8	226.8
1823[19]	-	-	42.8	337.6	289.3	-	192.7	181.8	268.8	288.6	239.2	328.7	218.7
1824	148.8	128.8	184.8	182.8	163.8	177.8	217.7	246.2	189.9	175.6	-	194.8	192.2
1825[20]	-	-	145.8	-	123.7	158.8	188.8	178.2	289.3	-	-	-	167.2

SOURCE: GAA. PA 78/94-182

TABLE II.10.A AVERAGE TONNAGE OF CARGO SHIPPED FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	78.0	60.0	96.0	-	-	78.0
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	250.0	160.0	115.0	190.0	172.0	-	-	-	-	-	-	178.0
1717	165.0	120.0	180.0	-	-	-	-	-	-	-	-	62.0	124.2
1718	-	-	-	-	220.0	260.0	90.0	-	-	-	-	255.0	231.2
1719	252.0	-	-	-	-	180.0	-	60.0	60.0	123.7	104.0	-	120.9
1720	180.0	163.0	-	333.3	240.0	-	148.0	320.0	116.7	50.0	220.0	88.0	183.9
1721	130.0	-	80.0	240.0	36.0	-	78.7	86.0	173.0	-	68.0	96.0	105.4
1722	106.0	256.0	-	220.0	-	100.0	120.0	-	70.0	137.7	85.3	80.0	133.1
1723	220.0	250.0	168.5	275.0	-	-	108.0	-	113.0	96.0	81.0	96.0	149.4
1724	146.4	200.0	125.8	120.0	-	260.0	72.0	173.6	116.8	96.0	106.0	69.0	126.9
1725	88.0	137.3	-	-	90.0	80.0	185.7	137.0	99.4	104.6	82.0	82.7	113.4
1726	111.3	152.0	145.0	232.0	125.0	100.0	129.5	182.9	139.0	121.0	122.0	148.6	142.3
1727	135.5	100.0	144.0	167.2	138.0	-	-	127.5	162.7	214.0	-	156.0	145.8
1728	140.0	128.7	104.0	180.0	107.0	-	179.7	-	126.0	128.0	143.5	122.8	138.0
1729	-	196.0	164.7	179.0	-	-	-	174.0	182.0	-	90.0	165.0	162.7
1730	92.0	162.0	150.0	157.3	206.0	-	140.5	78.0	143.3	150.8	163.3	145.3	144.8
1731	230.0	136.0	182.7	-	248.0	150.0	216.0	125.0	193.6	127.6	86.0	153.0	166.6
1732	188.0	96.0	271.5	158.5	-	-	156.5	256.0	164.0	151.2	84.0	190.0	170.7
1733	143.3	143.0	188.0	150.0	420.0	-	-	81.0	-	-	115.6	75.0	141.4
1734	-	174.0	166.0	138.5	168.0	126.0	208.0	113.5	148.8	147.7	151.0	119.5	146.1
1735	131.0	201.0	-	92.0	-	106.0	127.0	130.0	210.0	216.0	134.0	176.0	152.4
1736	188.0	72.0	110.0	232.0	188.0	122.0	94.7	145.7	92.0	151.2	204.0	172.7	150.5
1737	-	138.0	86.0	209.4	134.0	192.0	250.0	227.0	150.4	217.8	275.3	174.8	205.9
1738	233.0	136.0	196.0	246.0	-	272.0	267.5	231.5	187.4	192.0	178.3	143.7	215.3
1739	-	225.0	206.0	188.0	204.0	-	-	110.0	191.0	164.6	212.7	216.0	193.4
1740	392.0	-	-	176.0	-	126.0	153.7	276.0	147.7	190.0	258.0	200.0	186.3
1741	218.7	100.0	201.0	207.3	180.0	-	276.3	228.7	235.5	221.5	297.3	315.7	247.9
1742	-	-	200.0	236.7	416.0	-	274.7	175.0	123.0	206.2	184.0	212.3	203.1
1743	296.0	196.6	141.3	205.3	232.4	186.0	84.0	175.3	126.0	144.0	90.0	156.3	176.1
1744[8]	-	-	144.0	138.0	164.0	142.0	172.0	119.8	128.7	134.0	173.4	226.0	156.2
1745	-	-	142.0	131.0	190.7	-	111.5	104.0	126.5	124.5	128.0	86.7	127.3

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.10.A

AVERAGE TONNAGE OF CARGO SHIPPED FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	166.8	92.0	186.0	210.0	280.0	-	-	180.0	120.7	227.6	174.0	247.3	194.8
1747	122.7	169.1	283.2	186.0	172.0	-	64.0	130.3	136.3	144.0	185.2	93.0	151.3
1748	544.0	164.0	-	144.0	172.3	138.0	-	-	100.7	123.4	84.0	137.7	158.0
1749	104.0	132.0	121.0	126.0	127.0	252.0	134.0	125.2	117.5	153.7	-	284.0	142.5
1750	258.0	96.0	112.0	82.0	132.0	-	-	103.3	126.0	151.0	206.0	149.3	152.9
1751	96.0	188.0	-	130.0	125.0	-	-	112.0	122.0	113.3	189.1	205.6	159.4
1752	114.0	143.0	143.3	183.0	-	-	-	126.5	156.0	185.0	167.2	-	152.9
1753 9&10	-	-	129.3	211.0	-	110.0	144.0	142.0	134.7	147.3	156.8	122.0	142.1
1754	176.0	162.0	134.0	106.0	118.0	-	142.5	124.7	123.2	157.2	111.0	118.8	133.4
1755	156.0	-	60.0	129.0	107.0	146.0	-	98.0	131.3	220.0	133.0	-	122.5
1756	86.0	127.0	145.0	177.3	180.0	-	-	110.0	124.7	-	115.3	181.2	131.5
1757	112.0	-	174.7	142.7	138.0	144.0	114.7	146.0	134.0	174.4	309.0	-	180.9
1758	95.0	128.0	190.8	165.6	143.3	-	128.8	164.0	190.7	194.7	211.3	178.0	171.9
1759	169.7	140.0	200.0	-	-	172.0	202.0	160.0	195.2	193.6	-	208.0	188.0
1760	-	-	208.8	238.7	-	-	-	146.0	204.8	201.1	208.8	276.0	209.1
1761	214.8	308.0	184.8	292.0	-	-	180.0	72.0	380.0	120.0	190.7	-	221.7
1762	163.8	-	318.0	290.0	-	-	154.7	200.0	232.0	196.5	212.3	260.0	207.5
1763	208.8	316.0	285.3	-	221.5	252.8	192.0	200.8	160.8	188.0	167.0	-	227.6
1764	165.8	235.8	170.8	172.0	167.3	-	194.8	222.5	164.8	144.0	148.0	160.0	182.1
1765	269.8	196.0	240.0	355.0	264.0	-	-	235.0	181.0	228.8	258.0	242.7	240.0
1766	-	-	205.0	241.4	214.4	160.0	-	150.0	210.0	231.5	278.5	183.0	222.3
1767	278.0	-	226.0	-	285.0	173.5	222.4	166.7	231.5	217.3	212.5	-	222.0
1768	248.8	-	261.3	269.3	348.0	250.0	300.0	200.0	241.4	246.7	183.2	-	250.9
1769	168.8	220.0	258.8	220.0	76.0	-	154.0	221.5	222.5	212.0	358.7	358.0	233.8
1770	-	247.8	122.8	276.7	-	-	192.8	142.0	256.7	254.7	196.7	-	228.8
1771	-	-	257.5	196.0	284.0	280.0	270.0	120.0	147.0	211.2	215.0	200.0	213.6
1772	224.8	-	-	221.5	-	187.1	258.0	177.3	210.7	207.7	168.7	-	202.1
1773	288.8	-	288.8	202.9	146.0	240.0	199.6	146.7	189.8	89.0	280.0	167.0	187.9
1774	234.8	330.8	214.3	205.6	-	248.0	137.3	166.0	197.0	209.6	214.0	237.8	217.4
1775	-	187.8	206.8	204.0	-	-	216.0	169.6	195.8	168.8	194.8	-	192.1
1776	228.8	248.8	-	-	149.8	-	-	176.6	-	144.8	108.8	185.8	172.5
1777	131.8	-	185.8	268.8	224.8	-	206.8	166.2	164.5	125.8	203.8	180.8	177.2
1778	-	-	218.8	278.8	188.8	202.8	173.3	165.1	168.7	215.2	213.3	239.7	195.8
1779	-	-	196.4	148.8	158.8	157.1	188.8	159.4	-	201.8	264.8	274.4	198.1
1788	-	141.3	181.4	168.8	134.8	218.8	184.8	176.6	258.6	214.4	332.8	244.8	213.8
1781	272.8	186.7	248.8	-	-	176.8	-	195.8	122.8	-	284.8	-	198.7
1782	238.7	168.8	238.8	193.6	-	282.8	167.3	-	114.3	174.8	163.8	-	177.5
1783	189.8	72.8	218.8	226.8	588.8	-	-	-	318.8	229.3	211.8	212.8	232.4
1784	-	-	238.3	227.3	188.8	-	286.8	192.8	244.5	242.7	253.2	171.8	238.8
1785	-	247.8	128.8	232.8	-	218.8	168.8	285.8	262.8	388.8	-	-	223.5
1786	-	-	-	182.7	178.8	-	229.8	283.8	184.8	152.5	216.8	188.8	182.2

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.10.A

AVERAGE TONNAGE OF CARGO SHIPPED FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1787	-	-	208.0	190.0	160.0	-	245.0	85.0	230.0	160.0	172.0	205.5	184.1
1788	158.0	147.0	182.0	202.9	-	-	-	204.0	216.3	215.1	190.5	-	190.1
1789	-	168.0	182.9	191.3	292.0	-	185.0	-	225.2	136.7	198.6	238.0	199.0
1790	292.0	169.0	218.5	261.0	252.0	-	-	-	224.8	183.2	228.8	231.0	215.2
1791	255.3	265.0	306.0	226.0	-	160.0	132.0	243.7	218.0	234.0	221.6	195.6	236.2
1792	346.0	217.0	248.0	-	-	-	-	208.0	221.2	232.7	243.6	366.0	242.9
1793	-	-	-	-	-	146.0	128.0	208.8	188.0	195.3	188.0	215.0	190.4
1794	283.3	-	179.0	137.0	272.0	-	268.0	283.0	190.8	154.3	-	140.0	196.4
1795	216.0	-	58.0	-	-	-	-	168.0	-	-	-	268.0	176.5
1796	142.0	-	156.0	180.0	180.0	-	-	200.0	150.8	196.0	-	-	171.4
1797[15]			NO DATA AVAILABLE										
1798			NO DATA AVAILABLE										
1799			NO DATA AVAILABLE										
1800			NO DATA AVAILABLE										
1801			NO DATA AVAILABLE										
1802			NO DATA AVAILABLE										
1803[16]			NO DATA AVAILABLE										
1804			NO DATA AVAILABLE										
1805			NO DATA AVAILABLE										
1806			NO DATA AVAILABLE										
1807			NO DATA AVAILABLE										
1808			NO DATA AVAILABLE										
1809			NO DATA AVAILABLE										
1810			NO DATA AVAILABLE										
1811			NO DATA AVAILABLE										
1812			NO DATA AVAILABLE										
1813			NO DATA AVAILABLE										
1814[6]	-	-	-	-	-	-	120.0	112.0	155.2	172.4	223.2	195.6	176.6
1815	398.0	201.0	261.0	102.0	-	220.0	156.0	196.9	-	128.4	186.2	-	177.5
1816	166.0	-	152.0	-	98.0	-	206.0	168.7	197.6	135.4	-	166.6	161.4
1817	268.0	228.0	784.0	64.0	-	-	107.0	184.9	172.9	209.9	170.0	232.3	190.9
1818	184.0	194.5	-	130.0	184.0	186.0	-	210.7	179.0	170.0	194.0	-	187.9
1819	146.0	-	174.0	178.0	-	-	-	214.0	191.0	191.6	128.0	103.0	164.4
1820	173.3	-	112.0	170.0	-	-	-	-	111.4	173.7	135.0	169.0	149.3
1821	-	-	284.0	-	116.0	-	90.0	79.0	148.2	119.3	88.0	143.0	130.8
1822	-	-	124.7	-	-	-	-	-	131.0	182.0	134.0	116.0	133.6
1823[19]	-	-	42.0	-	-	-	-	-	-	-	-	-	42.0

SOURCE: GAA. PA 78/94-102

TABLE II.10.B

AVERAGE TONNAGE OF CARGO SHIPPED FROM NARVA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1700[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1701[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO	DATA	AVAILABLE									
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	290.0	-	-	-	-	-	-	320.0	406.0	326.2
1720	-	380.0	402.0	378.0	-	-	-	433.5	197.0	352.0	256.0	412.0	384.0
1721	-	-	-	-	496.0	-	280.0	373.5	372.4	410.0	140.0	389.7	368.5
1722	223.3	210.0	290.0	376.0	-	-	420.0	386.3	392.0	295.4	378.7	414.0	347.2
1723	-	-	452.0	-	348.0	400.0	418.4	375.6	327.0	342.0	383.0	342.4	370.1
1724	-	-	80.0	-	-	-	356.4	381.6	343.6	277.3	356.8	330.4	348.3
1725	252.0	-	276.0	359.0	342.0	336.0	354.4	333.6	331.7	309.3	379.7	320.0	333.5
1726	317.3	-	316.0	338.7	-	-	344.0	360.6	299.3	303.0	353.7	342.8	339.1
1727	376.0	-	348.7	294.7	271.0	-	305.8	237.4	234.0	323.3	296.6	384.2	299.8
1728	188.0	196.0	184.0	246.0	312.0	250.0	283.9	-	218.6	289.6	278.3	328.0	277.8
1729	-	219.0	230.0	338.0	-	-	290.7	310.4	307.7	271.3	268.1	301.0	291.2
1730	-	-	242.0	306.0	-	276.0	280.2	272.0	245.4	286.1	299.1	286.0	280.8
1731	-	-	246.0	296.0	-	-	277.1	283.1	286.8	279.0	298.1	303.3	284.4
1732	-	246.0	228.7	261.0	310.5	265.7	294.3	242.1	273.8	279.6	307.1	310.0	285.9
1733	-	288.0	280.0	277.3	-	244.4	303.4	302.0	276.6	288.7	311.5	289.1	294.6
1734	244.0	231.0	327.0	320.5	-	305.5	308.0	251.5	284.8	313.1	315.8	329.0	302.1
1735	337.5	-	245.0	329.7	-	317.6	304.6	316.6	290.0	313.3	313.1	323.0	314.0
1736	-	-	324.0	-	266.0	320.0	313.0	312.2	317.7	316.9	314.5	292.7	313.0
1737	-	-	-	238.0	292.0	287.3	304.5	318.7	236.7	315.4	320.7	373.0	307.3
1738	206.0	-	-	287.3	-	277.4	316.6	241.4	288.4	306.6	319.8	315.1	307.0
1739	-	-	248.0	278.0	246.0	-	309.8	314.2	303.6	312.2	319.6	300.0	309.7
1740	334.0	-	-	354.0	-	-	-	333.7	329.2	331.0	304.5	318.3	324.0
1741	-	-	-	348.0	242.0	-	321.3	306.6	282.0	328.5	329.3	356.0	319.0
1742	-	-	172.0	308.0	-	-	287.0	276.3	279.6	294.8	285.1	268.0	282.9
1743	147.0	200.0	266.3	320.5	286.0	178.0	310.1	251.0	271.7	311.2	304.3	319.6	297.8
1744	348.0	-	-	285.7	-	352.0	336.3	320.3	325.2	325.0	280.9	101.0	318.4
1745	214.0	330.0	-	271.2	-	-	325.9	292.0	287.3	329.1	314.3	336.0	319.9

SOURCE: GAA, PA 78/94-182

CONTINUED...

TABLE II.10.B

AVERAGE TONNAGE OF CARGO SHIPPED FROM NARVA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	339.2	-	320.5	337.0	280.0	448.0	319.0	326.3	327.8	326.1	329.5	338.0	328.9
1747	-	344.0	294.0	274.0	-	-	333.8	343.6	307.7	314.0	322.6	332.7	328.6
1748	-	148.0	-	330.4	-	178.0	326.9	320.8	314.5	294.0	315.3	308.4	313.1
1749	-	-	172.0	-	-	350.0	329.5	306.0	331.3	321.7	324.7	292.8	321.2
1750	-	-	-	324.0	-	220.0	320.6	301.7	158.4	297.2	314.9	306.0	300.5
1751	184.0	277.0	-	326.0	-	-	327.2	326.8	280.7	248.2	330.1	333.3	317.8
1752	-	246.0	312.0	-	-	334.6	342.1	325.5	337.6	312.8	336.2	318.0	332.9
1753	-	-	362.0	-	402.0	331.6	341.9	311.0	278.4	392.0	337.9	332.0	336.2
1754	344.8	312.0	349.3	323.0	226.0	-	351.3	336.3	294.0	327.7	346.3	278.4	331.3
1755	-	-	-	351.7	338.0	344.7	351.3	331.8	361.8	307.9	355.7	437.0	339.7
1756	378.0	-	362.0	324.8	-	-	-	-	-	-	182.0	-	314.0
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	332.9	167.0	308.0	296.0	380.6	329.8
1759	-	-	-	-	276.0	-	341.9	415.0	340.0	334.4	314.8	-	335.6
1760	338.0	284.0	262.0	375.3	-	450.0	-	-	-	-	-	-	351.4
1761	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	414.6	-	-	-	376.0	366.3	418.0	345.0	385.0	349.0	367.4
1763	-	-	189.0	341.0	-	-	368.2	344.3	382.7	341.3	382.3	374.0	364.5
1764	-	344.0	389.0	381.0	-	100.0	366.4	341.3	404.8	385.7	403.8	349.0	360.3
1765	472.0	-	-	226.0	416.0	-	353.1	359.6	364.4	164.0	348.6	368.7	353.5
1766	-	378.0	410.0	340.0	-	-	365.2	226.0	-	329.3	361.2	341.4	358.0
1767	394.0	-	337.0	364.0	148.0	416.0	382.8	381.3	342.7	399.0	392.0	328.0	374.3
1768	-	418.0	361.0	393.8	-	220.0	383.2	362.4	350.0	376.6	371.7	377.0	374.7
1769	-	-	371.8	417.0	418.0	394.8	387.2	349.0	401.1	383.6	388.5	-	389.1
1770	-	-	371.0	364.0	-	-	391.3	402.2	-	403.1	416.0	418.0	396.2
1771	-	-	-	345.3	-	432.0	379.2	418.0	417.3	-	-	-	388.8
1772	-	-	408.0	-	-	366.0	404.6	398.2	-	410.3	404.0	407.3	402.8
1773	-	318.0	-	404.0	426.0	399.7	387.0	-	396.0	-	-	372.5	391.7
1774	-	-	378.3	401.0	-	380.2	396.9	393.0	-	409.6	386.0	-	394.4
1775	NO DATA AVAILABLE												
1776	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	432.8	-	418.0	-	-	415.3	421.4	418.0	402.4	424.0	416.0	-	415.1
1778	-	-	-	554.0	-	-	422.6	-	423.0	424.0	422.9	404.0	425.0
1779	-	-	413.5	-	-	-	425.9	434.7	413.0	420.0	446.0	450.0	426.5
1780	438.0	-	485.0	-	-	439.0	357.0	-	-	438.5	439.5	-	432.7
1781	-	-	-	432.0	-	-	483.1	425.5	439.0	416.0	449.6	-	446.2
1782	-	-	-	-	-	-	-	-	-	-	-	-	-
1783	436.0	-	-	376.0	-	426.0	-	418.0	416.0	-	-	-	420.3
1784	-	392.0	437.0	434.0	-	434.0	438.2	422.0	427.3	448.0	422.0	403.5	425.6
1785	-	-	-	373.3	364.0	-	422.2	383.0	128.0	420.4	424.8	434.2	415.9
												450.0	412.5

SOURCE: GAA. PA 78/94-102

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TABLE II.10.B AVERAGE TONNAGE OF CARGO SHIPPED FROM NARVA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1786	-	478.0	-	430.5	-	-	404.6	432.2	374.5	361.4	421.8	370.2	407.2
1787	-	116.0	441.0	498.0	-	-	465.1	399.2	234.0	428.8	410.6	336.8	418.3
1788	-	-	498.0	466.0	-	443.3	434.1	339.4	84.0	434.3	142.0	423.5	420.0
1789	-	-	418.0	426.0	-	-	437.0	412.0	428.0	427.2	423.3	425.7	429.7
1790	-	-	364.0	-	-	-	440.9	441.4	316.6	433.1	438.7	435.0	419.1
1791[13]	-	-	-	-	162.0	76.0	414.6	393.0	270.0	419.7	398.3	426.6	398.4
1792	288.0	330.0	-	426.0	346.0	427.8	434.8	315.3	445.0	439.5	436.3	-	425.6
1793	-	-	461.0	-	-	-	-	134.5	397.3	452.0	396.0	424.0	346.2
1794	426.0	-	-	-	482.0	441.1	428.7	330.0	367.6	434.1	449.6	-	421.4
1795[13]	-	-	-	-	-	-	-	410.0	-	-	-	-	410.0
1796	-	-	-	410.0	-	-	444.0	443.5	322.7	377.0	-	402.0	404.6
1797	350.0	-	414.0	468.0	-	-	417.4	308.0	261.3	392.0	433.2	458.0	383.7
1798	-	-	-	404.7	-	-	496.0	56.0	402.0	-	-	-	375.8
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	602.0	636.7	441.0	-	-	662.0	579.4
1801	-	-	-	-	-	678.0	-	-	-	-	-	-	678.0
1802	-	-	498.0	380.0	-	518.0	662.7	661.7	646.0	617.3	655.6	-	633.2
1803	667.3	-	-	706.0	520.0	-	-	-	-	550.0	-	-	614.0
1804	322.0	-	-	-	-	-	158.0	162.7	-	144.0	-	172.0	183.4
1805	-	-	171.0	285.0	474.0	-	372.0	183.3	373.0	85.5	247.0	124.0	220.9
1806	-	-	-	-	-	-	-	-	292.0	329.0	406.0	-	345.7
1807	-	-	-	-	-	-	-	234.0	104.0	-	156.0	162.0	165.1
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	-	-	-	-	336.0	179.0	210.4
1815	-	-	176.0	-	-	-	-	506.0	132.0	588.0	328.0	646.0	408.7
1816	-	-	-	196.0	510.0	-	119.3	530.0	413.5	361.2	360.8	580.0	368.8
1817	-	-	-	934.0	612.0	-	728.0	-	648.0	806.0	683.0	-	727.8
1818	718.0	-	-	-	204.0	-	299.0	658.8	710.0	-	159.3	581.6	466.7
1819	678.0	-	-	-	-	126.0	450.0	276.0	140.0	249.3	-	-	298.5
1820	533.0	314.0	-	754.7	-	-	718.0	581.3	-	383.5	173.0	200.0	472.2
1821	-	-	796.0	718.0	-	-	875.0	512.0	492.0	308.0	210.0	-	553.8
1822	-	838.0	-	-	78.0	-	424.8	-	130.0	232.0	814.0	834.0	446.4
1823	-	-	-	842.0	-	-	444.0	277.5	481.0	164.5	563.0	370.0	386.6
1824	-	-	-	-	-	211.0	283.0	290.0	191.6	140.8	-	188.0	220.5
1825[20]	-	-	-	-	-	188.0	148.5	164.7	234.0	-	-	-	172.2

SOURCE: GAA. PA 78/94-102

TABLE II.10.C

AVERAGE TONNAGE OF CARGO SHIPPED FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN.	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	24.0	206.4	176.0
1710[3]	323.5	229.5	182.0	318.0	-	236.7	280.0	-	98.0	-	-	-	243.8
1711[4]	-	96.0	34.0	93.5	-	-	-	-	-	-	-	-	84.0
1712[5]	-	-	-	-	-	96.0	-	32.0	-	-	91.3	-	83.0
1713[4]	-	154.0	235.5	236.2	249.0	-	-	-	-	-	-	-	229.2
1714[6]	-	-	-	-	72.0	173.3	180.0	136.8	217.3	-	212.4	91.2	159.4
1715[7]	-	-	-	-	-	-	-	-	-	160.7	149.3	141.5	146.1
1716	-	158.1	139.3	148.2	246.9	241.2	100.0	-	-	-	-	230.0	182.2
1717	186.0	210.7	174.8	232.5	231.2	268.0	250.0	248.0	218.4	205.3	131.2	161.0	205.0
1718	215.0	-	230.0	187.0	297.0	166.0	130.0	-	-	-	174.3	238.3	219.9
1719	196.4	188.7	217.3	-	214.5	-	120.0	184.7	240.0	216.7	229.9	243.5	212.7
1720	236.7	204.6	308.0	-	140.0	72.0	150.2	191.5	215.2	221.9	273.3	136.8	198.1
1721	113.6	220.0	133.3	132.0	98.0	136.0	139.3	200.1	204.1	194.7	215.0	249.2	184.4
1722	162.0	219.5	157.0	165.0	-	200.0	189.6	198.8	212.9	221.7	234.3	118.0	196.9
1723	139.7	256.7	127.0	192.0	73.3	186.0	188.5	194.7	197.6	211.8	320.0	177.4	188.4
1724	167.0	226.8	183.3	203.3	40.0	126.8	151.8	172.0	185.3	158.9	169.6	158.9	166.4
1725	172.0	180.0	155.0	92.0	106.4	123.2	166.2	174.9	178.3	189.3	172.0	156.0	168.5
1726	172.9	190.0	153.7	125.3	104.5	150.0	213.5	178.2	184.5	174.2	189.8	185.5	176.7
1727	164.7	159.0	143.2	184.0	-	96.0	156.6	196.3	195.6	203.8	186.5	196.9	182.1
1728	163.6	126.0	110.3	74.0	-	137.6	213.1	-	160.4	204.9	212.7	196.8	187.7
1729	-	226.7	110.7	-	168.0	112.0	146.5	203.8	230.6	224.6	326.5	286.5	221.4
1730	197.3	167.6	71.3	-	-	167.0	170.1	199.6	198.9	226.2	225.7	181.2	196.0
1731	122.0	120.0	181.5	-	-	160.0	200.1	183.6	190.2	190.4	194.3	180.4	183.8
1732	186.0	150.4	150.5	216.5	114.0	149.4	152.0	165.0	208.3	184.2	207.3	220.0	183.6
1733	228.0	121.3	157.3	-	132.0	130.7	197.3	216.5	214.5	225.4	190.1	212.0	191.2
1734	160.0	195.6	218.0	171.6	169.0	-	185.3	175.5	184.2	172.6	226.8	222.7	189.6
1735	297.3	191.5	210.7	-	-	198.2	249.7	256.3	193.6	178.8	210.9	227.5	214.8
1736	235.0	-	273.0	165.0	104.0	196.2	205.2	243.7	247.3	220.9	201.1	238.4	223.0
1737	229.0	240.0	184.0	224.9	197.3	239.4	210.0	231.1	199.7	182.6	188.8	253.7	211.5
1738	220.0	184.0	223.0	195.2	118.0	207.7	212.5	257.2	194.9	210.4	191.6	260.8	216.3
1739	253.0	218.0	220.9	236.5	185.0	234.8	335.0	262.0	206.2	201.3	201.5	212.3	231.4
1740	219.3	-	-	182.5	222.0	204.0	147.2	209.8	215.7	193.6	228.9	214.4	207.4
1741	320.0	186.7	153.7	230.5	190.7	128.1	154.2	192.2	181.3	191.6	210.7	188.7	176.5
1742	172.0	164.0	182.7	160.5	178.0	118.0	163.4	188.4	174.2	176.8	144.2	168.0	174.6
1743	206.5	185.6	243.2	146.0	161.3	115.0	179.4	189.2	163.4	197.1	172.4	198.0	185.0
1744	293.0	172.0	212.0	190.3	192.0	117.0	171.6	180.1	184.7	161.6	186.7	182.0	179.1
1745	168.8	143.0	193.5	158.7	227.0	151.0	-	230.0	168.8	221.2	176.0	247.6	197.5

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.18.C

AVERAGE TONNAGE OF CARGO SHIPPED FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	194.0	-	217.0	264.0	-	174.9	157.6	258.3	208.7	160.8	176.2	211.1	208.2
1747	-	75.0	196.0	136.5	236.0	165.2	172.0	216.2	195.7	170.2	186.2	148.0	182.2
1748	213.2	-	-	235.1	157.2	165.3	150.0	200.2	164.1	111.7	199.2	184.2	181.5
1749	-	164.0	129.5	255.0	-	194.0	213.7	158.5	175.3	150.7	182.0	190.1	176.5
1750	212.7	98.0	206.7	-	195.3	149.3	230.7	166.2	187.7	194.2	164.4	164.2	182.6
1751	-	171.0	-	82.0	166.0	200.0	220.0	214.7	168.9	185.0	215.0	162.0	190.7
1752	154.7	163.5	211.0	186.0	-	206.0	138.2	176.6	190.2	134.0	230.0	153.5	175.7
1753	128.0	88.0	196.9	149.0	152.7	214.5	208.0	196.0	172.4	154.8	206.2	156.0	169.5
1754	143.0	144.8	189.4	173.3	-	136.5	188.9	182.5	227.4	142.8	223.8	283.1	191.1
1755	156.0	-	82.0	223.7	219.3	196.5	-	208.0	176.0	199.9	277.6	156.0	197.6
1756	182.7	-	160.0	218.0	-	240.0	212.6	279.7	252.4	216.5	293.7	266.8	241.3
1757	-	123.0	206.2	234.6	194.0	244.7	277.5	306.6	324.4	251.2	275.8	251.5	261.1
1758	165.7	197.4	283.3	362.0	142.0	-	274.4	240.3	173.3	228.9	132.0	245.5	235.0
1759	217.2	238.0	320.0	237.0	198.8	239.6	283.8	210.4	277.9	297.6	248.3	253.3	268.8
1760	118.0	188.7	232.0	253.6	188.0	-	313.5	319.1	255.8	237.8	279.9	314.8	266.2
1761	261.8 #	255.2	209.0	256.0	193.3	325.9	325.3	244.5	277.0	196.4	285.7	242.5	265.8
1762	236.0	116.0	297.3	-	-	240.0	298.8	324.5	270.6	251.8	258.5	297.0	278.6
1763	234.0	-	259.4	235.0	196.0	78.0	230.4	229.1	216.0	174.8	232.8	239.3	225.2
1764	212.8	163.3	217.6	281.5	168.0	192.5	224.3	259.4	227.8	295.8	250.2	270.9	245.9
1765	281.1	267.0	226.0	289.8	328.0	-	302.5	279.8	265.2	220.4	229.7	269.7	267.1
1766	228.7	243.5	260.0	263.5	308.0	236.5	186.2	228.7	218.0	302.2	310.7	220.9	245.1
1767	257.7	253.3	218.5	289.2	244.0	-	339.7	213.8	261.5	283.0	356.0	206.6	256.2
1768	213.0	165.0	206.2	260.3	204.0	-	225.6	218.6	222.9	228.0	228.7	262.0	223.0
1769	228.0	261.2	236.9	282.3	*	247.1	280.8	253.3	258.9	253.6	284.6	217.7	259.6
1770	224.0	185.5	219.0	345.2	214.0	80.0	232.4	305.0	265.7	314.4	293.5	246.0	275.3
1771	225.7	-	228.7	278.4	-	168.0	214.3	256.0	223.2	-	-	-	233.3
1772	86.0	235.6	266.7	288.0	316.2	182.6	238.0	255.7	261.4	242.9	202.4	216.2	238.8
1773	283.6	218.7	325.2	242.4	360.0	193.1	329.0	255.7	250.0	222.6	201.0	214.1	253.9
1774	148.0	188.0	271.6	268.9	292.0	189.6	286.5	306.2	247.9	293.3	280.5	252.9	267.5
1775		NO DATA AVAILABLE											
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	163.2	316.0	302.7	271.2	248.3	240.7	244.0	275.6	261.9	240.8	285.0	227.0	260.6
1777	246.0	132.0	263.3	234.7	162.0	207.4	286.3	-	233.6	251.6	324.5	356.0	241.7
1778	348.0	-	215.3	314.5	268.0	144.7	281.3	364.8	233.2	292.9	323.8	286.2	288.3
1779	294.4	167.3	268.0	241.3	212.0	289.3	250.0	254.0	309.5	285.0	281.6	-	273.1
1780	-	254.7	266.3	338.7	320.0	130.0	402.3	280.6	307.3	325.7	308.0	-	310.0
1781	214.0	280.0	298.0	508.0	248.0	127.0	116.7	150.0	158.8	217.4	223.7	-	193.1
1782	172.4	-	194.5	209.0	149.0	194.7	159.9	193.4	206.7	175.6	241.1	293.7	200.3
1783	196.8	363.0	196.5	282.6	272.4	148.0	176.0	277.2	235.8	273.5	170.7	195.1	228.9
1784	-	329.0	268.2	164.4	158.4	286.0	218.6	261.8	252.8	223.1	258.0	270.9	237.7
1785	166.0	166.5	-	211.0	274.7	222.0	193.5	225.7	227.5	203.6	304.2	272.6	228.4

SOURCE: GAA: PA [illegible]-182

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TABLE II.10.C

AVERAGE TONNAGE OF CARGO SHIPPED FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	-	182.0	168.5	256.7	351.2	264.0	263.0	290.7	234.8	215.3	248.4	247.2	257.1
1787	238.0	234.5	173.5	283.1	228.0	214.0	189.0	240.6	190.7	225.6	230.4	183.3	205.8
1788	161.0	216.0	176.3	220.5	368.0	-	256.8	258.7	223.7	238.8	271.8	149.0	236.4
1789	-	171.4	221.1	223.2	168.0	92.0	224.4	252.3	298.0	274.5	255.8	275.8	246.2
1790	-	279.0	222.4	247.3	106.7	233.8	198.7	234.6	258.7	258.2	200.7	168.7	225.1
1791[13]	-	-	-	148.0	133.0	189.5	225.2	255.5	233.7	245.5	291.1	260.0	242.7
1792	-	228.8	168.8	255.5	-	288.0	213.6	231.8	255.3	222.8	229.5	-	226.4
1793	213.3	192.7	324.8	276.8	132.8	168.8	145.7	198.4	218.2	202.6	137.2	149.9	182.5
1794	84.8	133.8	158.7	128.8	-	139.7	173.1	174.8	189.1	165.3	199.8	168.8	167.8
1795[13]	-	-	-	116.8	152.8	112.8	144.8	138.5	150.3	154.2	228.7	207.3	157.8
1796	198.4	222.7	188.7	181.2	362.8	154.7	169.2	188.3	145.1	182.8	269.4	214.8	177.1
1797	283.8	156.8	194.8	236.8	118.8	318.8	179.5	208.2	158.8	188.8	288.8	201.6	196.7
1798	177.8	178.3	212.8	182.8	197.6	133.6	177.5	138.7	165.4	128.8	228.8	374.8	172.4
1799	148.8	-	-	-	-	288.8	-	-	-	188.8	-	-	152.8
1888	-	214.8	-	198.8	482.8	-	179.8	175.7	171.8	147.3	231.8	286.8	187.1
1881	286.8	198.8	-	-	184.8	-	226.8	163.6	144.5	158.8	178.6	-	176.5
1882	195.8	286.8	258.8	284.8	283.5	169.8	218.3	287.6	246.8	281.6	222.1	-	289.8
1883	146.8	1168.8	228.5	233.2	213.8	178.9	198.6	188.3	298.4	193.4	133.4	175.3	283.5
1884	168.8	-	-	364.5	-	-	173.8	281.2	-	187.2	-	164.1	193.1
1885	-	216.8	214.8	274.8	242.7	-	158.8	183.4	185.8	283.4	162.7	124.8	184.6
1886	158.8	229.5	168.8	-	-	132.8	138.8	287.8	189.6	168.7	118.8	222.8	188.7
1887	-	116.8	-	113.8	212.8	-	-	128.8	64.8	244.8	-	182.8	131.3
1888[17]		NO	DATA	AVAILABLE									
1889		NO	DATA	AVAILABLE									
1818		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	-	175.4	189.4	236.7	221.6	218.8	195.9
1815	-	-	183.7	178.8	252.8	211.8	152.8	142.1	163.5	168.8	281.8	288.4	174.4
1816	98.8	146.8	148.5	218.8	134.8	172.8	221.7	298.8	192.7	173.8	163.3	287.8	191.8
1817	282.8	189.2	192.8	188.7	183.8	288.3	287.1	224.2	196.1	199.9	188.8	163.3	281.6
1818	178.8	171.3	-	-	198.8	-	287.8	196.4	199.7	222.5	128.8	126.7	189.3
1819	-	138.8	218.8	-	156.8	182.8	158.5	158.1	283.7	171.3	185.1	194.8	175.4
1828	-	148.7	152.8	138.8	254.8	192.8	166.4	188.9	198.9	198.4	179.8	189.6	179.1
1821	-	166.8	226.8	186.8	-	288.3	178.4	178.7	166.4	197.8	289.8	174.8	187.8
1822	137.8	148.2	94.8	159.8	164.8	-	198.8	-	82.8	124.8	211.2	-	166.4
1823	-	-	-	211.5	216.8	-	153.5	157.7	186.2	178.4	174.2	246.8	174.2
1824	148.8	128.8	-	182.8	189.8	164.9	159.3	162.5	162.8	194.8	-	288.8	164.1
1825[20]	-	-	145.8	-	-	288.8	281.3	168.4	168.8	-	-	-	184.1

SOURCE: GAA. PA 78/98-182

TABLE II.10.3

AVERAGE TONNAGE OF CARGO SHIPPED FROM VIBORG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	112.0	-	-	-	-	-	331.0	460.7	359.3
1710[3]	-	-	364.0	358.0	-	260.0	460.0	-	140.0	-	-	-	316.4
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	156.0	156.0
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	240.0	-	488.0	-	-	-	-	-	-	-	172.0	375.2
1718	-	-	-	-	-	-	-	-	-	-	480.0	348.9	353.2
1719	330.0	-	-	-	-	-	-	81.0	-	316.5	398.0	473.0	318.2
1720	-	-	415.0	458.7	-	436.0	80.0	385.5	268.4	329.7	460.0	398.0	356.0
1721	-	-	-	-	-	-	288.0	313.3	387.2	334.0	411.0	388.0	354.9
1722	288.0	-	-	388.0	328.0	-	-	258.0	397.6	486.0	458.0	352.7	359.1
1723	-	-	-	478.0	-	-	364.0	-	430.0	356.0	325.0	366.0	376.2
1724	-	52.0	-	-	-	-	-	-	322.7	316.0	253.3	417.0	313.7
1725	-	-	-	228.0	-	-	452.0	143.0	285.0	334.0	320.0	-	276.1
1726	-	-	-	-	-	350.0	340.0	349.0	287.0	299.0	262.0	368.0	304.6
1727	-	-	-	358.0	-	-	312.3	132.4	293.0	-	228.0	389.0	264.5
1728	-	240.0	-	-	-	-	235.0	-	260.0	277.3	-	-	266.6
1729	-	-	219.0	-	-	-	308.0	266.0	232.0	229.2	383.0	-	252.0
1730	-	-	282.0	332.0	-	140.0	318.0	218.5	292.7	280.0	253.3	298.0	264.8
1731	-	-	-	282.0	-	-	-	295.3	120.0	272.7	252.0	265.3	254.2
1732	-	-	-	228.7	-	-	192.5	188.4	239.6	136.0	288.3	248.7	220.4
1733	138.0	238.0	242.0	283.0	-	280.0	252.0	216.4	154.7	128.5	264.7	304.0	206.5
1734	-	62.0	285.0	196.0	-	-	251.1	228.0	185.5	231.2	-	242.0	226.5
1735	-	232.0	-	-	-	296.0	288.0	296.5	258.0	278.0	388.5	-	288.9
1736	-	-	-	-	278.0	-	315.0	298.0	255.7	285.3	297.2	299.6	289.9
1737	-	-	-	242.0	322.0	274.0	278.7	256.0	234.7	266.9	278.4	249.6	260.3
1738	-	-	273.0	-	198.0	-	292.7	233.1	204.0	246.0	214.0	263.5	249.1
1739	-	-	336.0	-	226.0	-	272.0	268.0	177.0	295.0	241.0	248.0	253.2
1740	-	-	-	-	-	-	216.0	256.0	307.0	-	316.0	285.3	282.2
1741	-	-	-	-	-	330.0	-	301.1	183.0	-	358.0	-	289.2
1742	-	-	278.0	299.0	-	-	-	248.0	302.0	223.5	242.0	-	251.5
1743	62.0	90.0	179.0	296.0	278.0	160.0	148.0	222.8	318.0	-	288.0	308.0	224.3
1744	188.0	-	-	-	382.0	-	-	215.3	184.0	224.7	272.7	165.0	213.0
1745	-	-	116.0	161.0	256.0	-	480.0	286.0	244.0	291.0	251.3	-	251.2

SOURCE: GAA. PA 7879-182

CONTINUED...

TABLE II.10.3

AVERAGE TONNAGE OF CARGO SHIPPED FROM VIBORG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												YEARLY
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
1746	276.0	-	284.0	-	246.0	-	-	254.0	-	304.0	344.0	339.3	277.8
1747	-	-	-	332.0	-	268.0	-	333.2	336.0	-	348.0	-	329.8
1748	-	-	-	-	231.3	-	296.0	286.0	240.0	214.0	260.0	184.0	215.0
1749	-	-	-	-	251.0	-	298.0	214.8	262.5	306.0	-	-	241.5
1750	-	-	178.0	-	-	168.0	297.6	156.0	88.0	224.0	-	394.0	223.5
1751	-	-	-	-	186.0	-	-	-	338.0	218.7	-	248.0	251.1
1752	188.0	213.0	-	222.0	-	-	148.0	236.0	-	-	278.0	-	222.4
1753	-	238.0	-	253.0	199.0	234.0	269.5	191.0	287.0	-	294.0	-	239.0
1754	154.0	268.0	418.0	244.0	-	-	269.0	332.0	350.0	264.0	346.0	-	283.3
1755	-	-	238.0	392.0	348.0	-	222.7	84.0	-	238.7	157.0	-	219.3
1756	-	-	238.0	284.0	-	252.0	313.2	328.7	278.0	272.7	299.3	-	296.7
1757	-	-	-	264.0	-	247.0	314.0	340.5	226.0	231.0	-	-	281.7
1758	-	-	312.0	392.0	-	-	-	258.0	370.0	-	-	-	318.0
1759	-	278.0	-	-	-	-	330.7	-	-	238.0	284.0	-	293.0
1760	-	-	-	-	-	-	268.0	418.0	368.3	362.0	-	-	354.4
1761	-	-	-	-	-	-	159.3	352.0	-	316.0	-	-	248.7
1762	-	-	-	-	-	-	-	385.0	-	234.0	278.7	316.0	285.1
1763	-	-	182.0	-	-	-	228.0	148.0	238.0	265.0	175.3	-	195.1
1764	-	298.0	298.0	228.0	-	-	227.0	146.0	-	228.0	118.0	184.0	204.4
1765	-	268.0	188.0	-	-	-	234.0	266.0	316.0	266.0	198.0	256.0	240.7
1766	-	168.0	182.0	162.0	296.0	-	232.0	288.0	258.0	-	198.0	134.0	200.8
1767	-	-	-	-	-	-	-	-	-	146.0	282.0	244.0	196.0
1768	-	298.0	-	-	-	-	-	148.0	193.0	276.0	-	206.0	216.0
1769	-	-	238.0	-	-	-	154.0	239.0	-	214.0	156.0	-	209.1
1770	-	237.0	-	156.0	-	-	-	-	-	-	-	304.0	247.6
1771	-	-	-	-	-	-	-	-	264.0	-	-	-	264.0
1772	146.0	-	-	-	-	-	-	-	-	-	-	-	146.0
1773	-	-	158.0	-	-	-	-	-	316.0	-	-	212.0	229.4
1774	-	-	-	196.0	-	-	-	198.0	314.0	132.0	-	-	210.0
1775		NO	DATA	AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	216.0	-	-	118.0	192.0	-	-	150.0	-	264.0	184.4
1777	-	-	-	-	-	-	175.0	-	-	-	-	-	175.0
1778	-	-	-	-	-	-	-	-	113.0	308.7	-	-	254.4
1779	-	-	-	-	-	-	338.0	394.0	-	484.0	315.0	-	354.6
1780	-	-	-	-	-	-	-	-	-	-	452.0	-	452.0
1781	-	-	306.0	192.0	-	282.0	-	-	-	258.0	-	-	239.5
1782	-	168.0	-	-	-	-	-	115.3	120.7	116.0	128.4	309.3	160.1
1783	146.0	-	88.0	-	-	-	238.0	221.0	264.0	168.8	-	-	200.2
1784	-	-	-	-	188.0	136.0	-	214.0	-	198.0	268.0	246.0	193.7
1785	-	-	-	-	-	-	-	184.0	-	-	258.0	324.0	232.0

SOURCE: GAA. PA 78/79-182

CONTINUED...

TABLE II.18.3

AVERAGE TONNAGE OF CARGO SHIPPED FROM VISORS TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1706	234.0	-	-	-	264.0	-	-	258.0	-	114.0	200.0	-	210.2
1707	-	188.0	284.0	-	127.0	-	-	184.0	-	161.0	238.0	-	176.9
1708	-	-	-	-	-	-	144.0	-	227.0	-	186.0	229.0	208.8
1709	-	-	-	446.0	-	-	-	349.0	-	-	-	228.0	321.0
1710	-	-	34.0	-	-	-	-	-	-	-	198.0	128.0	122.0
1711[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	176.0	288.0	-	-	-	98.0	-	-	150.0	278.0	-	162.0
1713	232.0	-	-	-	-	-	-	196.0	374.0	189.3	179.0	158.0	216.8
1714	-	-	272.0	218.0	-	168.0	-	148.0	284.0	132.0	134.0	168.0	185.4
1715[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	198.0	-	192.0	-	-	194.0
1717	-	-	198.0	-	-	-	-	-	-	-	178.0	-	178.3
1718	168.0	-	-	268.0	-	-	-	-	-	128.0	-	-	178.7
1719	-	-	-	134.0	-	-	128.0	-	-	-	-	-	127.0
1720	-	-	-	-	-	-	-	-	288.0	168.0	-	-	184.0
1721	-	-	-	-	-	418.0	-	-	-	182.0	-	146.0	221.3
1722	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	336.0	-	-	-	-	-	-	-	188.0	-	-	238.0
1724	-	-	-	498.0	-	-	-	118.0	-	184.0	-	-	204.7
1725	-	-	-	168.0	-	-	196.0	-	164.0	233.0	-	-	197.2
1726	-	-	-	-	-	-	-	-	-	-	-	336.0	336.0
1727	-	-	-	-	218.0	-	-	-	44.0	-	-	124.0	128.7
1728[17]		NO	DATA	AVAILABLE									
1729		NO	DATA	AVAILABLE									
1730		NO	DATA	AVAILABLE									
1731		NO	DATA	AVAILABLE									
1732		NO	DATA	AVAILABLE									
1733		NO	DATA	AVAILABLE									
1734[6]	-	-	-	-	-	-	-	-	259.0	-	255.0	-	257.0
1735	-	-	-	-	-	486.0	64.0	-	176.0	-	138.0	335.0	227.4
1736	-	-	184.0	-	182.0	-	-	-	-	184.0	-	-	183.0
1737	-	192.0	-	-	-	-	154.0	-	264.0	-	-	-	203.3
1738	-	-	-	-	-	-	-	-	152.0	154.0	578.0	144.0	257.0
1739	-	-	-	-	-	-	-	263.5	-	-	-	162.0	183.2
1740	-	-	-	448.0	132.0	-	189.0	276.0	346.0	-	-	-	265.1
1741	-	-	-	164.0	-	-	358.0	254.0	198.0	-	-	-	241.5
1742	-	-	-	-	258.0	-	340.0	-	-	-	-	-	295.0
1743	-	-	-	-	-	-	-	224.0	-	496.0	-	-	360.0
1744	-	-	-	-	-	-	-	278.0	252.5	-	-	-	256.8
1745[20]	-	-	-	-	-	-	-	322.0	-	-	-	-	372.0

SOURCE: CAA. PA 78/59-102

TABLE II.10.E

AVERAGE TONNAGE OF CARGO SHIPPED FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	51.0	-	-	-	-	-	-	51.0
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	76.0	-	66.0	-	-	-	-	76.0
1713[4]	-	-	66.0	106.0	-	-	-	-	-	-	-	-	86.0
1714[6]	-	-	-	-	48.0	280.0	280.0	-	98.0	110.0	32.0	-	139.7
1715[7]	-	-	-	-	-	-	-	-	-	-	-	48.0	48.0
1716	-	108.0	385.7	248.0	485.0	483.3	-	-	-	-	-	-	309.2
1717	-	267.2	-	326.0	348.0	-	356.0	-	272.0	-	-	-	288.2
1718	-	-	-	-	218.0	-	-	-	-	-	-	-	218.0
1719	168.0	-	-	-	-	-	-	-	108.0	-	-	-	138.0
1720	-	-	-	-	-	-	-	-	38.0	88.0	68.0	-	56.7
1721	-	-	-	-	-	-	-	48.0	-	68.0	-	-	54.0
1722	188.0	-	-	-	-	-	148.0	-	-	-	-	-	153.3
1723	-	-	68.0	-	-	-	-	84.0	108.0	-	-	108.0	76.0
1724	-	-	-	-	-	-	68.0	-	-	46.0	-	72.0	62.0
1725	-	-	-	-	-	78.0	-	-	108.0	-	-	-	82.7
1726	-	-	-	-	56.0	88.0	-	-	68.0	28.0	-	-	54.0
1727	-	-	-	-	-	-	78.0	-	-	-	-	-	78.0
1728	-	-	-	-	-	118.0	228.0	-	-	-	-	401.0	248.4
1729	-	488.0	-	-	-	-	92.0	-	243.7	159.0	498.0	-	251.8
1730	-	-	-	328.0	-	275.5	233.0	222.0	-	158.0	164.0	201.0	227.6
1731	-	328.0	131.0	-	-	486.0	-	267.4	212.9	138.0	-	-	232.5
1732	244.0	386.0	-	328.0	-	56.0	122.0	129.0	126.0	-	-	-	194.9
1733	-	-	-	-	-	-	78.0	-	108.0	-	-	-	89.0
1734	-	-	-	128.0	-	144.0	357.2	189.0	-	-	164.0	-	247.5
1735	-	-	-	-	188.0	-	-	-	106.0	-	-	-	143.0
1736	-	-	-	-	-	-	288.0	97.3	-	196.0	72.0	-	140.0
1737	-	128.0	-	-	268.0	66.0	-	118.0	138.0	117.0	135.0	-	135.5
1738	-	-	188.0	-	-	166.6	229.6	232.0	108.0	176.0	-	-	196.8
1739	-	-	288.0	-	-	284.8	261.0	268.0	216.0	187.7	132.0	196.0	228.1
1740	-	-	-	313.6	-	185.0	556.0	347.9	384.5	276.0	568.0	245.3	325.7
1741	-	-	172.0	168.0	-	219.3	249.5	142.0	94.0	-	-	-	211.8
1742	-	-	-	-	-	-	99.0	-	124.0	-	-	206.0	132.4
1743	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	172.0	244.0	-	-	-	-	208.0
1745	-	-	-	-	-	-	-	198.0	-	-	-	-	198.0

SOURCE: GAA. PA 78/99-102

CONTINUED...

TABLE II.10.E

AVERAGE TONNAGE OF CARGO SHIPPED FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	-	-	128.0	-	-	-	429.2	124.0	-	-	-	-	315.7
1747	-	-	288.0	-	-	-	84.0	-	-	-	40.0	-	140.7
1748	-	-	-	-	120.0	-	148.0	136.0	68.0	-	104.0	-	114.4
1749	-	-	-	186.0	-	-	-	128.0	-	-	-	-	113.0
1750	-	-	-	-	-	128.0	92.0	238.0	196.0	84.0	-	-	146.0
1751	-	-	-	520.0	-	108.0	92.0	-	-	-	-	-	240.0
1752	108.0	-	84.0	-	-	-	76.0	-	-	-	-	-	84.5
1753	-	-	-	-	-	198.0	179.0	93.0	-	-	-	-	156.0
1754	-	-	-	-	-	-	-	136.0	115.0	-	-	-	122.0
1755	-	-	-	-	-	-	-	50.0	-	-	-	-	50.0
1756	-	-	500.0	164.0	-	112.0	-	-	212.0	-	-	-	247.0
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	114.0	-	-	-	-	114.0
1759	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	78.0	188.0	-	133.0
1761	-	-	-	-	-	-	90.0	99.3	130.0	-	219.0	-	136.6
1762	216.0	-	272.0	104.0	-	-	-	452.0	370.0	168.0	312.0	454.0	272.4
1763	-	-	-	-	-	200.0	-	-	154.0	-	124.0	162.0	160.0
1764	-	-	-	-	-	-	-	108.0	220.0	168.0	-	156.0	170.0
1765	-	-	-	-	-	-	-	-	-	-	-	152.0	152.0
1766	-	-	-	120.0	-	-	-	-	-	-	140.0	174.0	144.7
1767	300.0	-	-	-	-	-	-	-	-	-	-	-	300.0
1768	-	-	-	-	-	-	-	-	-	120.0	-	-	120.0
1769	-	-	-	-	-	126.0	-	192.0	-	-	-	-	148.0
1770	-	-	-	-	-	-	-	180.0	-	-	-	152.0	166.0
1771	-	-	-	-	-	-	184.0	-	136.0	-	-	-	174.4
1772	-	-	-	-	-	144.0	-	128.0	-	-	-	-	136.0
1773	-	168.0	-	-	-	-	-	162.0	-	-	-	-	165.0
1774	-	-	138.0	-	76.0	-	-	140.0	170.0	-	222.0	164.0	162.7
1775			NO DATA AVAILABLE										
1776	188.0	-	-	-	-	-	154.0	62.0	-	-	-	-	137.5
1777	-	-	-	-	-	122.0	186.0	-	-	-	-	-	154.0
1778	-	-	-	-	-	145.0	-	-	-	-	-	-	145.0
1779	246.0	-	-	-	-	-	-	-	-	-	-	-	246.0
1780	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	130.0	-	-	-	130.0
1782	-	-	-	-	-	154.0	-	-	194.0	-	-	-	174.0
1783	-	-	-	-	-	-	-	-	-	124.0	-	389.0	280.7
1784	-	-	-	-	-	-	-	-	-	-	246.0	-	246.0
1785	-	-	-	-	-	-	188.0	-	-	-	-	-	188.0

SOURCE: CAA. PA 78/96-102

CONTINUED...

TABLE II.19.E

AVERAGE TONNAGE OF CARGO SHIPPED FROM REVAL TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	150.0	-	-	-	-	154.0
1789	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	80.0	-	-	-	-	-	80.0
1793	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	-	-	-	-	-	-	176.0	-	176.0
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	190.0	112.0	186.0	146.0	-	100.0	-	136.8
1797	122.0	-	-	-	-	-	96.0	-	-	-	-	-	109.0
1798	-	-	-	250.0	-	-	-	-	-	-	60.0	-	159.0
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	614.0	-	-	-	-	-	614.0
1802	-	-	-	-	-	-	152.0	224.0	268.0	-	186.0	-	190.0
1803	-	-	-	-	-	-	166.0	-	-	-	-	228.0	197.0
1804	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	106.0	146.0	-	-	-	-	119.3
1815	-	-	-	-	-	-	-	-	118.0	171.0	-	-	153.3
1816	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	178.0	-	-	177.0	118.0	-	144.0	-	-	-	158.8
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	170.0	170.0
1821	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GHA. PA 78/90-102

TABLE II.10.F

AVERAGE TONNAGE OF CARGO SHIPPED FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												YEARLY
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	70.0	-	-	-	-	-	-	70.0
1717	-	-	-	-	-	-	-	-	50.0	-	-	-	50.0
1718	-	-	-	-	-	-	-	-	-	-	-	480.0	480.0
1719	-	-	-	-	-	-	-	-	-	420.0	-	-	420.0
1720	-	-	250.0	-	-	-	-	250.0	94.0	-	70.0	270.0	201.6
1721	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	392.0	-	448.0	400.0	-	-	-	-	-	410.0	-	419.6
1724	-	-	-	-	-	-	-	-	-	-	-	100.0	100.0
1725	-	-	-	-	-	-	-	38.0	-	-	-	-	38.0
1726	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	84.0	-	-	-	-	-	84.0
1729	-	-	-	-	-	-	-	236.0	214.0	246.0	-	-	232.0
1730	-	-	-	-	-	-	226.0	-	318.0	135.3	94.0	-	196.5
1731	-	-	-	-	-	-	-	234.0	171.3	-	218.0	312.0	214.9
1732	-	-	-	-	-	-	-	138.0	70.0	-	92.0	-	90.5
1733	-	-	-	-	-	-	-	288.0	-	-	162.0	-	225.0
1734	-	-	-	-	-	120.0	210.0	-	136.0	-	-	-	155.3
1735	-	-	-	-	-	-	-	-	-	176.0	-	184.0	180.0
1736	-	128.0	-	-	-	-	198.0	-	-	167.0	-	-	165.0
1737	-	-	320.0	204.0	-	-	-	-	-	110.0	-	226.0	212.8
1738	-	208.0	-	-	-	110.0	-	120.0	181.0	221.3	84.0	227.0	183.1
1739	-	-	-	-	132.0	164.0	96.0	160.0	-	186.0	298.7	-	202.4
1740	-	-	-	-	-	-	119.3	158.3	201.0	156.0	138.5	184.0	154.1
1741	-	-	88.0	-	-	91.3	126.4	180.5	180.0	148.0	-	-	141.7
1742	-	-	-	-	-	-	-	297.1	-	206.0	194.7	264.0	266.2
1743	-	210.0	192.0	-	-	-	-	158.0	175.0	295.0	268.5	-	241.0
1744	316.0	-	296.0	-	-	182.0	315.0	306.8	-	-	239.0	382.0	289.3
1745	258.0	-	-	120.0	-	-	397.5	318.0	324.0	133.0	-	352.0	281.8

SOURCE: GAA. PA 70/90-102

CONTINUED...

TABLE II.10.F

AVERAGE TONNAGE OF CARGO SHIPPED FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	378.0	312.0	-	-	-	-	-	-	-	237.3	-	288.4	240.4
1747	-	262.0	-	-	-	233.3	347.2	287.0	88.0	344.0	328.0	334.0	288.9
1748	-	-	-	312.0	-	-	195.0	287.5	-	345.0	326.0	318.0	305.6
1749	-	-	82.0	338.0	-	291.0	348.5	125.0	272.7	248.3	332.0	268.3	265.8
1750	-	158.0	232.0	278.0	358.0	-	98.0	-	318.0	238.4	278.0	-	235.9
1751	-	172.0	-	-	-	-	284.3	388.0	277.0	214.0	238.7	332.0	276.1
1752	-	-	-	-	-	281.2	-	275.3	281.0	122.0	325.3	338.0	289.2
1753	-	-	-	365.0	316.0	214.0	-	-	-	-	-	-	294.8
1754	134.0	166.0	-	-	-	152.0	-	162.0	68.0	-	64.0	97.0	119.3
1755	-	-	-	-	-	-	144.0	148.0	-	160.0	-	58.0	129.0
1756	-	-	-	-	-	182.0	-	-	-	-	-	-	182.0
1757	-	-	-	-	-	-	74.0	-	-	-	-	-	74.0
1758	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	235.0	-	150.0	218.0	126.0	-	181.3
1760	-	-	96.0	-	-	-	335.0	-	160.0	-	130.0	-	197.7
1761	-	412.0	294.0	-	-	178.0	176.0	-	138.0	160.0	62.0	160.0	186.9
1762	272.0	-	-	-	-	180.0	317.3	196.0	336.0	246.0	-	-	267.8
1763	-	-	318.0	332.0	230.0	-	-	110.0	-	225.0	187.5	-	218.2
1764	-	-	188.0	178.0	-	248.0	208.0	176.0	-	176.0	-	138.7	165.1
1765	-	-	218.0	-	-	-	222.0	-	160.0	170.0	80.0	-	167.8
1766	88.0	-	-	-	-	-	168.0	-	-	136.8	-	-	133.1
1767	-	168.0	-	-	-	-	204.0	285.0	172.7	188.0	182.0	-	185.2
1768	-	186.0	188.0	168.0	192.0	-	175.0	220.0	150.3	158.0	258.0	112.0	195.9
1769	147.3	-	-	-	-	200.0	200.0	219.2	173.5	178.0	178.0	-	187.3
1770	-	-	-	-	-	-	217.0	288.0	-	154.0	284.0	190.0	241.9
1771	218.7	-	-	-	-	-	226.0	282.3	375.0	-	-	-	243.7
1772	-	186.3	219.0	188.0	-	194.0	224.7	244.7	218.0	376.7	-	186.0	226.8
1773	140.0	-	288.0	238.0	342.0	184.0	218.3	266.7	304.0	-	-	183.7	217.5
1774	216.0	126.0	-	187.0	-	133.0	326.4	173.3	196.0	292.7	168.0	177.2	241.1
1775			NO DATA AVAILABLE										
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	155.3	-	218.0	234.0	198.0	211.4	258.2	326.0	198.0	268.0	288.0	165.1	236.0
1777	288.0	178.0	368.0	-	228.0	278.0	315.5	-	178.5	298.0	288.7	308.8	288.1
1778	184.0	191.0	215.3	256.0	-	-	274.7	178.0	315.3	196.0	278.0	364.7	255.1
1779	768.0	-	198.0	232.0	-	234.0	371.1	214.0	258.3	224.0	213.0	-	291.1
1780	-	-	191.0	246.0	174.0	-	216.0	358.5	213.3	256.0	218.6	-	248.5
1781	448.0	-	288.0	238.0	-	134.0	-	-	-	-	-	-	295.2
1782	184.0	-	-	178.0	432.0	-	166.0	228.0	222.0	-	285.0	283.0	237.8
1783	225.3	198.0	166.0	126.0	-	194.0	158.0	173.0	245.3	334.7	183.0	288.0	218.7
1784	-	-	219.3	-	-	-	-	351.0	-	374.0	-	786.0	348.6
1785	-	254.0	-	388.0	-	-	194.0	278.0	301.6	-	377.0	-	383.2

SOURCE: GAA. PA 78/99-182

CONTINUED...

TABLE II.10.F

AVERAGE TONNAGE OF CARGO SHIPPED FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	-	-	-	148.0	152.0	-	338.0	-	-	199.0	180.0	-	195.4
1787	-	-	200.0	478.0	-	-	151.0	156.0	144.0	62.0	120.0	118.0	167.5
1788	-	-	-	-	-	-	298.0	169.0	-	108.0	-	-	186.0
1789	138.0	166.0	-	344.0	-	-	418.0	96.0	288.7	274.0	174.0	196.0	246.5
1790	172.0	-	117.0	-	161.0	-	-	-	-	134.0	204.7	126.7	153.1
1791[13]	-	-	-	68.0	-	-	184.0	152.7	202.7	63.0	134.0	218.0	150.0
1792	-	160.0	-	-	-	98.0	-	-	186.0	288.0	222.0	-	204.7
1793	178.0	-	124.0	-	218.0	-	168.0	-	-	120.0	-	-	161.6
1794	-	-	-	-	308.0	-	442.0	326.0	254.0	414.0	-	-	348.8
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	344.0	-	-	-	-	-	144.0	146.0	174.0	-	-	174.0
1797	442.0	-	176.0	-	-	-	148.0	76.0	-	-	362.0	-	240.4
1798	148.0	-	-	-	-	-	-	80.0	166.0	-	-	-	131.3
1799	-	-	124.0	-	-	-	-	-	-	-	-	-	124.0
1800	-	-	-	-	-	-	-	-	126.7	-	-	-	126.7
1801	-	-	-	-	-	-	-	-	-	322.0	-	-	322.0
1802	-	-	-	-	-	-	188.0	-	348.0	186.0	156.0	-	226.3
1803	184.0	-	-	-	-	113.0	122.0	157.3	206.0	126.0	-	-	152.0
1804	-	-	-	-	-	-	-	-	-	211.3	-	-	211.3
1805	-	-	-	-	-	-	192.7	185.0	296.0	-	221.0	186.0	224.6
1806	144.0	-	141.0	268.0	-	-	-	-	314.0	-	-	-	280.0
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]			NO DATA AVAILABLE										
1809			NO DATA AVAILABLE										
1810			NO DATA AVAILABLE										
1811			NO DATA AVAILABLE										
1812			NO DATA AVAILABLE										
1813			NO DATA AVAILABLE										
1814[6]	-	-	-	-	-	-	-	182.0	-	-	-	-	182.0
1815	-	-	-	-	-	-	-	186.0	322.0	-	-	-	254.0
1816	-	-	278.0	-	-	-	196.0	314.0	-	252.0	350.0	-	278.0
1817	-	114.0	-	-	-	138.7	256.0	420.0	287.0	180.0	-	-	200.0
1818	-	-	-	-	-	-	78.0	580.0	-	140.0	-	-	234.5
1819	-	160.0	-	-	-	-	-	352.0	372.0	194.0	-	-	297.0
1820	-	-	-	-	-	-	-	-	218.0	-	-	158.0	188.0
1821	-	-	-	-	-	-	226.0	128.0	-	268.0	-	-	210.0
1822	-	-	-	-	-	-	186.0	-	66.0	-	142.0	-	184.7
1823	-	-	-	-	-	-	298.0	-	120.0	-	242.0	-	217.3
1824	-	-	-	-	-	-	284.0	-	150.7	-	-	-	164.0
1825[20]	-	-	-	-	-	-	-	122.0	-	-	-	-	122.0

SOURCE: GAA. PA 78/94-102

TABLE II.18.5 AVERAGE TONNAGE OF CARGO SHIPPED FROM FREDERIKSHAVN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1742			64.0			264.0	176.0		232.0				232.0
1743			312.0		336.0		250.0		244.0			248.0	186.4
1744							64.0		352.0			324.0	267.0
1745	312.0					288.0	163.3		408.0		288.0	84.0	267.1
1746						256.0							233.1
1747													198.2
1748													152.3
1749													202.8
1750													177.0
1751													163.0
1752													128.6
1753													123.3
1754													246.7
1755													238.3
1756													244.4
1757													253.0
1758													297.3
1759													282.7
1760													332.7
1761													288.0
1762													211.0
1763													226.7
1764													286.7
1765													172.0
1766													206.3
1767													195.4
1768													214.0
1769													237.3
1770													216.0
1771													242.0
1772													195.0
1773													
1774													180.0
1775													
1776													445.0
1777													236.7
1778													223.0
1779													145.3
1780													198.0
1781													236.3

DATA AVAILABLE

SOURCE: SAA. IN PAPA-102

CONTINUED...

TABLE II.10.6 AVERAGE TONNAGE OF CARGO SHIPPED FROM FREDERIKSHAVN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1784	-	-	-	148.0	-	-	146.0	404.0	-	236.0	178.7	-	199.8
1785	-	-	-	-	264.0	-	198.7	283.5	-	-	220.8	-	207.5
1786	-	-	-	-	-	-	234.0	-	156.0	-	-	-	195.0
1787	-	-	-	-	-	-	123.0	196.0	-	-	186.0	-	157.0
1788	-	-	-	199.0	-	-	132.0	-	-	-	264.0	-	198.5
1789	-	364.0	-	-	-	-	-	-	-	-	-	-	364.0
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	146.0	-	-	-	-	146.0
1792	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	160.0	160.0
1794	-	-	-	204.0	-	-	122.0	-	108.0	229.0	-	-	178.4
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	238.0	151.3	-	173.0
1797	-	-	-	-	-	108.0	124.0	-	-	-	-	-	142.7
1798	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	152.0	150.0	-	-	151.0
1801	-	186.0	-	-	-	328.0	-	-	-	-	-	-	257.0
1802	-	-	186.0	-	-	-	-	-	-	-	-	-	186.0
1803	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	82.0	-	142.0	-	-	112.0
1805	-	-	-	-	-	-	-	72.0	-	-	256.0	-	164.0
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	392.0	-	-	-	-	392.0
1808[17]			NO DATA AVAILABLE										
1809			NO DATA AVAILABLE										
1810			NO DATA AVAILABLE										
1811			NO DATA AVAILABLE										
1812			NO DATA AVAILABLE										
1813			NO DATA AVAILABLE										
1814[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-
1816[18]	-	-	-	274.0	-	-	-	-	-	-	308.0	-	296.7
1817	-	-	-	-	-	102.0	-	-	-	-	-	-	102.0
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	410.0	-	-	410.0
1821	-	-	-	212.0	-	-	520.0	-	-	-	-	-	366.0
1822	-	-	-	-	-	-	328.0	-	-	-	-	-	328.0
1823	-	-	-	-	-	-	-	280.0	328.0	-	-	-	289.0
1824	-	-	-	-	-	-	276.0	-	302.0	-	-	-	289.0
1825[20]	-	-	-	-	-	-	-	216.0	-	-	-	-	216.0

SOURCE: RAA. PA 70/94-102

TABLE II.10.N

AVERAGE TONNAGE OF CARGO SHIPPED FROM COURLAND TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1796[14]	188.0	-	177.3	137.4	113.9	146.0	133.0	116.0	-	133.0	131.5	130.6	138.2
1797	188.0	188.0	126.0	174.0	188.9	140.0	137.0	192.0	148.0	138.7	164.0	221.0	167.8
1798	-	-	144.7	310.0	151.6	177.0	188.0	110.0	183.0	-	90.0	-	150.5
1799	178.0	-	-	120.0	-	-	286.0	-	-	-	-	-	175.3
1800	-	-	-	-	148.0	162.0	173.0	112.0	167.2	-	-	-	160.9
1801	-	124.0	-	-	-	158.0	200.5	146.0	161.0	94.0	149.0	-	154.8
1802	-	188.0	116.0	272.0	151.0	170.7	123.0	199.0	-	164.0	186.0	-	156.0
1803	114.0	-	-	166.0	262.0	165.9	152.0	78.0	212.0	-	136.0	210.0	168.3
1804	214.0	-	-	151.0	-	-	160.0	117.3	-	182.0	-	126.0	151.5
1805	-	-	182.5	148.0	138.0	157.2	153.0	188.5	-	188.0	79.0	-	157.3
1806	-	114.0	-	216.0	214.0	189.0	142.0	121.3	188.0	178.0	-	-	157.1
1807	-	-	-	158.0	-	149.3	184.0	189.3	-	-	-	124.0	126.6
1808[15]			NO DATA AVAILABLE										
1809			NO DATA AVAILABLE										
1810			NO DATA AVAILABLE										
1811			NO DATA AVAILABLE										
1812			NO DATA AVAILABLE										
1813			NO DATA AVAILABLE										
1814[16]	-	-	-	-	-	198.7	139.4	132.0	167.2	-	136.0	216.0	160.8
1815	-	-	-	-	182.0	152.0	154.0	141.3	148.0	230.7	169.0	-	168.0
1816	-	-	-	188.0	136.0	178.0	188.5	153.0	132.7	96.0	157.3	206.0	148.2
1817	-	148.0	-	119.0	155.1	97.0	126.7	124.0	148.0	126.0	114.0	-	138.3
1818	-	-	-	-	152.4	123.0	94.0	82.0	95.0	81.0	-	-	115.6
1819	188.0	-	-	-	92.0	77.0	134.0	128.7	-	-	150.0	-	114.0
1820	-	-	-	-	-	148.5	123.3	136.0	-	142.0	-	64.0	127.4
1821	-	114.0	142.0	154.0	-	137.3	94.0	118.0	60.0	170.0	-	-	141.2
1822	-	122.0	-	-	125.0	-	-	-	-	130.0	-	-	125.5
1823	-	-	-	-	206.0	-	138.0	138.0	-	-	-	-	143.5
1824	-	-	184.0	-	217.0	283.0	-	-	196.0	190.0	-	-	192.9
1825[20]	-	-	-	-	123.7	111.5	127.0	166.7	-	-	-	-	129.5

SOURCE: GAA, PA 78/84-182

TABLE II.11 PERCENTAGE OF TOTAL TONNAGE OF CARGO SHIPPED FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709	-	-	-	-	3.5	-	-	-	-	-	21.4	75.2
1710	28.5	34.5	18.9	15.6	-	17.8	16.1	-	5.3	-	-	-
1711	-	93.8	6.7	78.2	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	46.8	-	15.4	-	-	37.7	-
1713	-	6.8	45.8	32.8	14.6	-	-	-	-	-	-	-
1714	-	-	-	-	2.2	18.8	15.8	14.7	15.6	4.8	21.8	8.8
1715	-	-	-	-	-	-	-	-	-	28.3	9.4	78.2
1716	-	82.4	25.2	16.4	29.6	14.9	8.4	-	-	-	-	1.8
1717	8.8	38.7	3.8	15.8	5.4	2.8	2.2	2.7	18.1	2.2	2.4	6.8
1718	1.9	-	12.8	1.6	7.8	5.8	1.8	-	-	-	18.8	59.8
1719	7.3	4.8	2.8	1.2	3.6	8.8	8.5	4.9	5.8	24.9	33.6	9.9
1720	2.8	7.8	6.2	6.8	1.8	1.6	6.7	28.9	15.9	18.2	7.4	9.3
1721	1.7	8.5	1.1	1.2	2.4	8.3	6.2	25.7	38.1	8.4	6.8	13.3
1722	7.1	3.8	1.9	4.3	8.7	8.6	3.5	28.7	28.1	13.9	9.8	4.5
1723	2.9	4.5	3.9	7.2	2.6	3.5	13.1	17.9	16.1	11.2	6.3	10.6
1724	3.4	3.1	4.5	1.4	8.1	1.7	18.1	36.8	18.2	9.9	14.8	9.5
1725	1.8	8.8	1.6	1.4	1.4	3.1	13.9	32.7	17.8	18.5	5.2	3.4
1726	8.3	8.8	3.3	2.2	1.8	2.1	21.4	17.2	14.8	8.6	12.1	12.1
1727	4.5	3.8	3.5	5.4	1.2	8.2	32.8	18.7	12.7	9.6	4.2	12.5
1728	2.1	2.7	1.9	1.2	1.1	1.8	39.4	-	5.5	33.5	6.6	4.2
1729	-	3.8	3.8	1.2	8.6	8.2	7.3	27.9	21.4	28.8	18.8	4.7
1730	1.6	1.2	1.7	1.7	8.3	5.7	28.8	12.4	18.6	13.9	17.8	4.2
1731	1.1	8.8	2.8	8.8	8.3	8.8	17.8	26.3	19.2	11.8	18.1	9.9
1732	8.6	2.3	3.4	4.1	1.7	8.8	26.9	9.2	14.5	4.7	17.2	7.3
1733	8.9	1.8	1.6	2.8	8.7	6.1	29.3	18.3	18.2	12.6	18.1	6.2
1734	1.8	3.7	2.6	4.5	8.3	18.1	26.4	9.8	14.9	12.8	12.4	2.9
1735	2.8	1.8	1.5	1.4	8.2	23.9	15.6	12.1	7.8	7.3	28.2	5.4
1736	1.6	8.3	1.5	1.7	1.8	2.9	16.9	29.8	13.9	18.2	23.8	6.3
1737	8.6	8.8	1.8	8.8	2.3	5.1	18.5	15.4	7.8	23.1	11.6	5.7
1738	8.8	1.5	3.3	2.4	8.3	4.8	27.1	13.2	18.2	17.4	13.8	6.8
1739	8.6	1.7	3.1	2.6	1.3	4.7	13.6	28.1	12.4	8.1	21.9	3.8
1740	2.6	-	-	3.8	8.4	1.8	6.1	25.9	25.1	9.5	12.7	12.3
1741	1.8	1.3	2.4	2.5	1.8	4.1	25.7	18.8	15.8	8.1	14.8	7.1
1742	8.2	1.8	3.6	2.9	1.9	8.3	4.9	28.7	12.8	25.6	14.3	6.7
1743	2.9	5.3	6.5	2.6	3.1	1.3	29.8	8.1	6.2	12.4	17.4	7.3
1744	8.8	8.3	1.9	3.5	2.8	3.8	17.3	33.8	12.4	7.1	18.9	5.5
1745	1.5	8.8	2.2	5.5	1.8	8.8	31.6	11.3	12.1	9.4	4.2	18.8

SOURCE CMA, FR 70/59-102

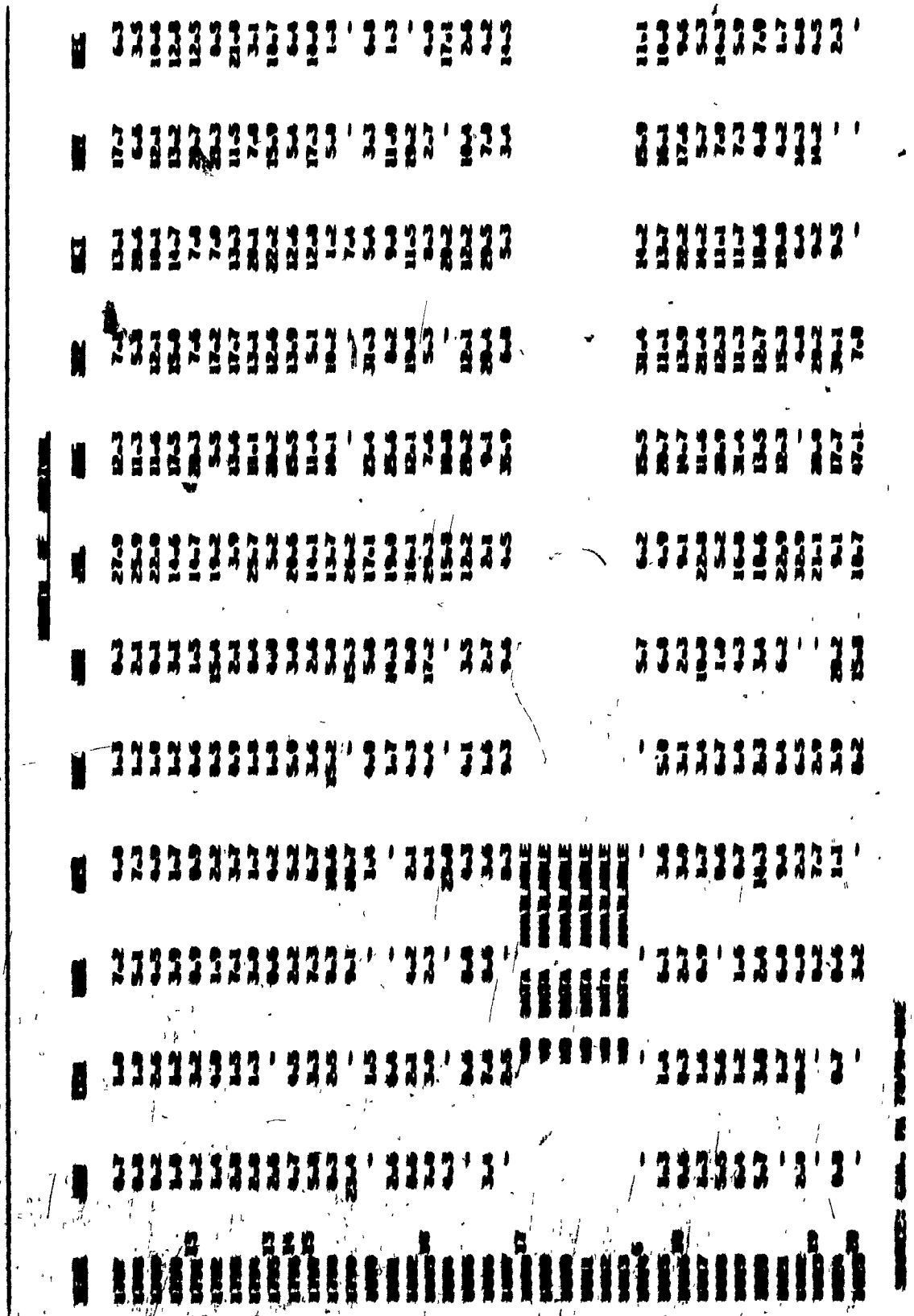
CONTINUED...

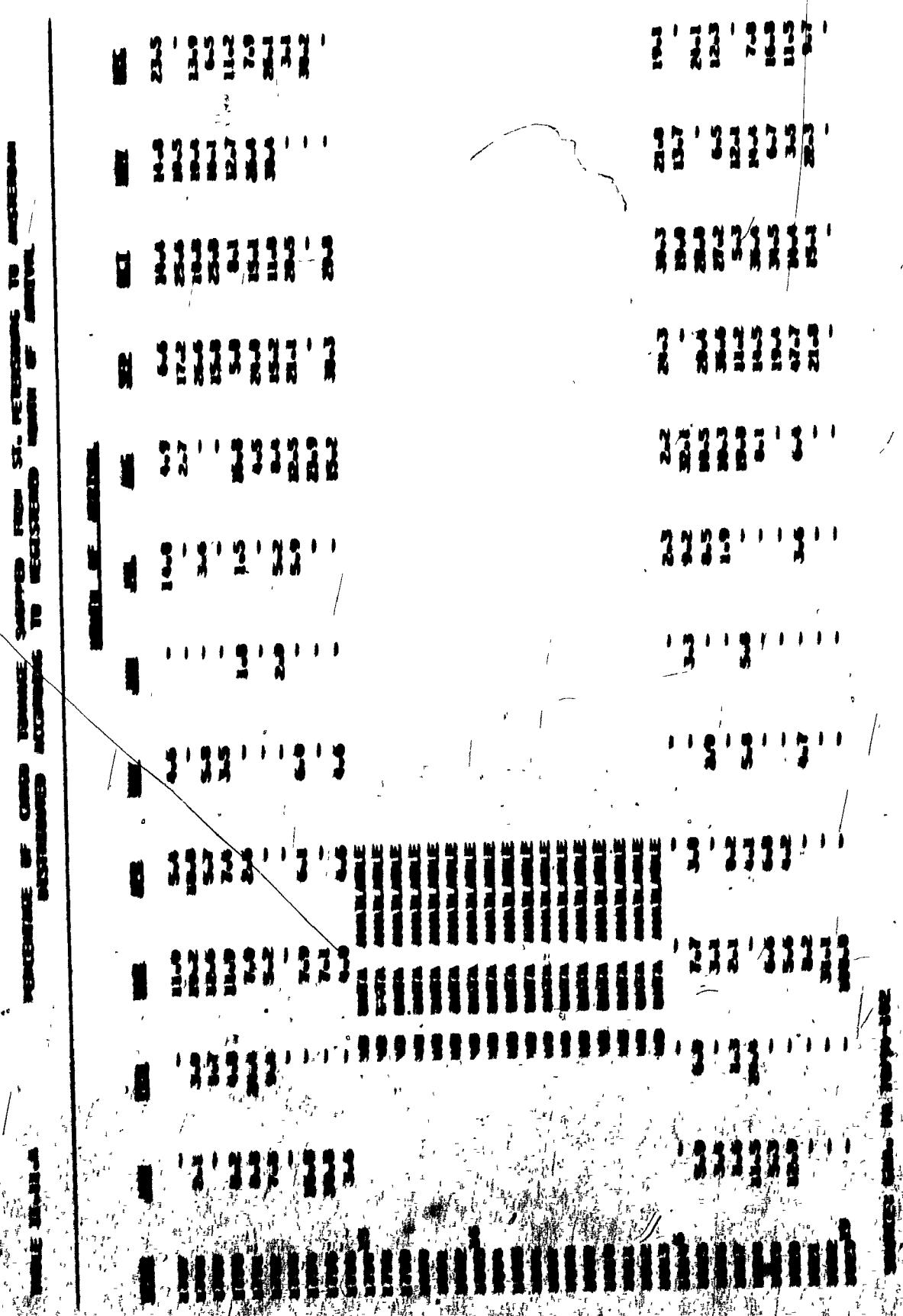
TABLE [illegible] PERCENTAGE OF TOTAL TONNAGE OF CARGO SHIPPED FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

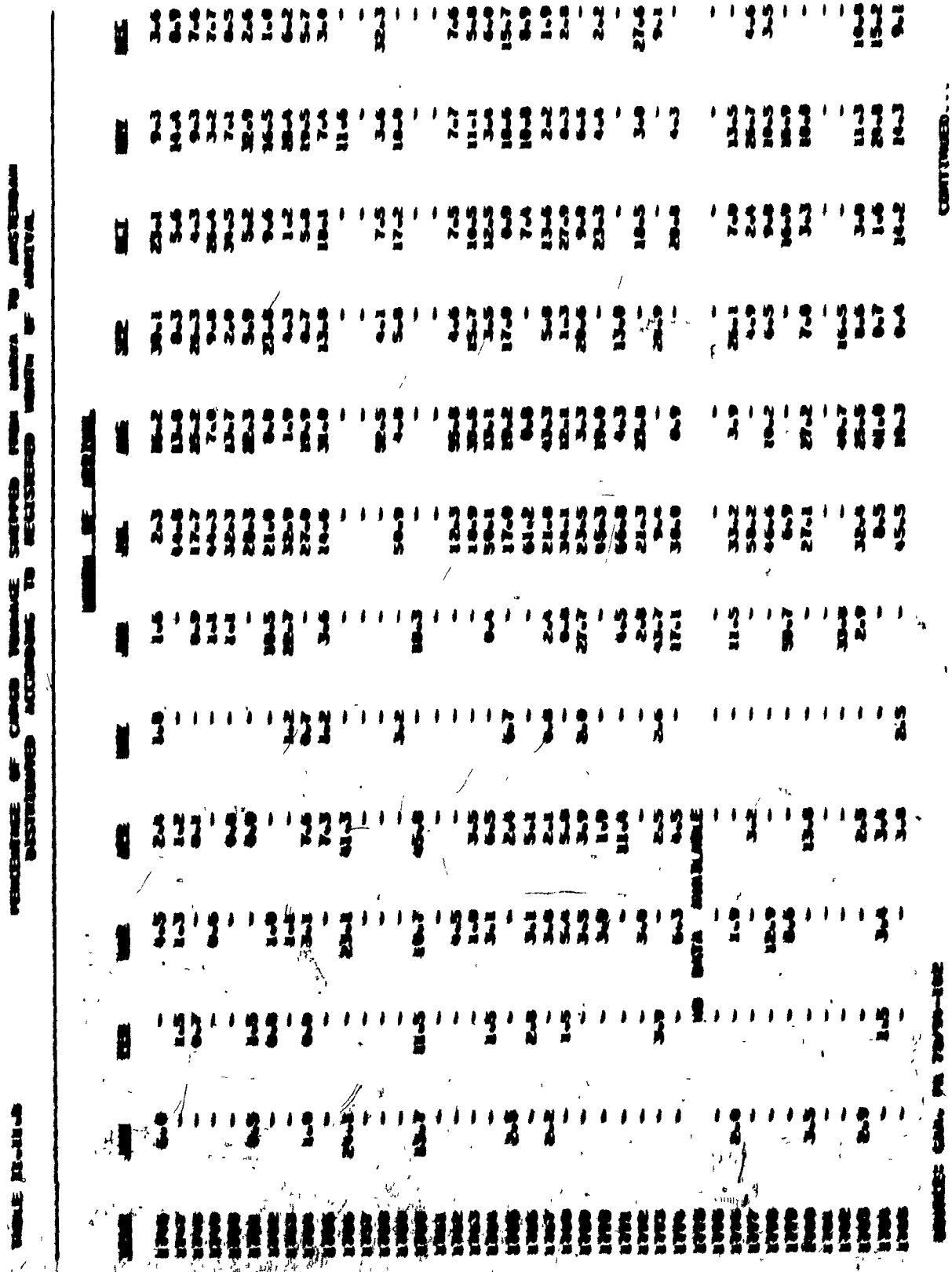
[illegible]

[illegible]

[illegible]







[redacted]

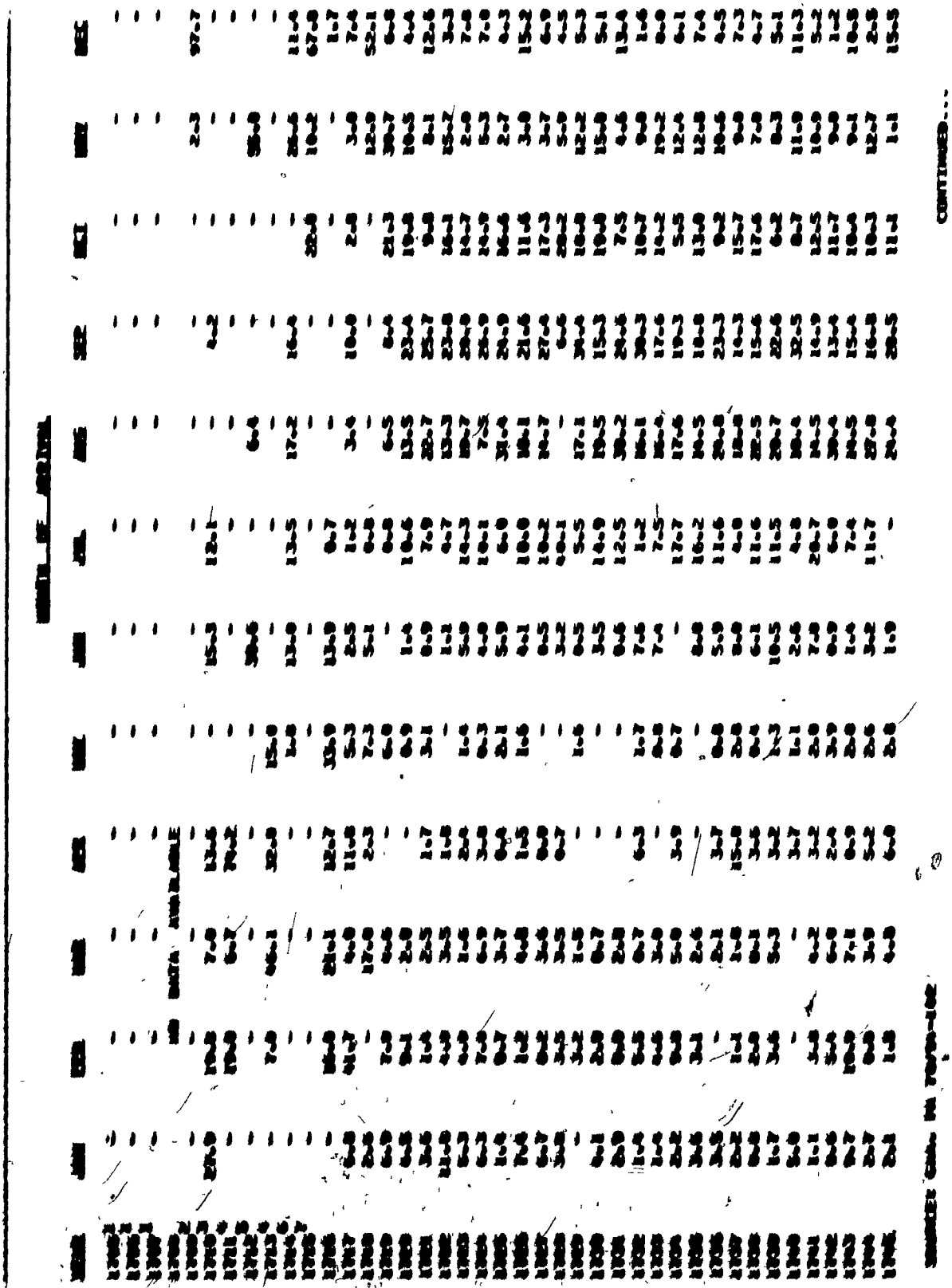


TABLE 11.1.1.C

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM RICA TO ANTENNAE DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

MONTH OF ARRIVAL												
JAN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
FEB	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MAR	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
APR	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MAY	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
JUN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
JUL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
AUG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
SEP	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OCT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NOV	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
DEC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CONTINUED...

SOURCE: [illegible] ANALYSIS

TABLE II-11-C

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM RICA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

[redacted]

TABLE II.11.b

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM VIBORG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1700	-	-	-	-	-	-	-	-	-	-	-	-
1701	-	-	-	-	-	-	-	-	-	-	-	-
1702	-	-	-	-	-	-	-	-	-	-	-	-
1703	-	-	NO DATA AVAILABLE									
1704	-	-	-	-	5.2	-	-	-	-	-	38.7	64.1
1705	-	-	23.8	22.6	-	16.4	29.1	-	8.8	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-
1708	-	-	-	-	-	-	-	-	-	-	-	-
1709	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	-	-	-	-	-	-	100.0
1711	-	12.8	-	76.8	-	-	-	-	-	-	-	9.2
1712	-	-	-	-	-	-	-	-	-	9.4	90.6	
1713	9.6	-	-	-	-	-	-	4.6	-	36.2	22.7	27.0
1714	-	-	7.8	12.7	-	4.1	8.8	24.4	12.6	28.7	4.3	18.6
1715	-	-	-	-	-	-	5.9	13.2	38.6	9.4	11.6	5.4
1716	8.2	-	-	8.2	-	3.8	-	12.9	38.8	9.4	5.2	12.3
1717	-	-	-	19.8	-	-	8.8	-	20.8	17.2	15.7	17.7
1718	-	1.6	-	-	-	-	-	-	25.7	8.4	28.2	44.3
1719	-	-	-	4.7	-	-	9.6	12.2	24.3	35.6	13.6	-
1720	-	-	-	-	-	5.2	10.1	28.8	17.1	17.8	23.5	5.4
1721	-	-	-	6.4	-	-	33.7	11.9	10.6	-	4.8	33.4
1722	-	6.9	-	-	-	-	13.6	-	7.5	72.9	-	-
1723	-	-	12.4	-	-	-	8.7	22.6	6.6	32.5	17.2	-
1724	-	-	16.9	5.7	-	2.4	10.6	15.9	15.1	4.8	25.1	10.3
1725	-	-	-	8.8	-	-	-	19.4	2.6	17.9	16.5	39.8
1726	-	-	-	10.7	-	-	12.8	14.1	18.7	6.4	25.3	11.7
1727	8.2	3.7	3.9	9.1	-	6.5	8.1	17.5	20.9	8.3	12.8	9.8
1728	-	1.1	9.7	3.3	-	-	38.4	11.2	12.6	19.6	-	4.1
1729	-	2.8	-	-	-	3.5	31.8	14.2	6.2	12.9	29.5	-
1730	-	-	-	-	-	-	4.9	28.5	12.8	6.7	41.9	11.7
1731	-	-	-	12.6	-	3.3	8.7	18.6	7.3	19.4	16.2	13.8
1732	-	-	-	-	-	3.5	15.3	28.5	4.3	12.9	7.5	18.8
1733	-	-	9.7	-	-	-	6.3	38.2	8.2	13.7	11.2	17.3
1734	-	-	7.8	-	-	5.3	-	11.3	27.2	-	14.8	37.9
1735	-	-	-	-	-	-	9.6	72.1	9.7	-	9.4	-
1736	-	-	-	-	-	8.8	-	14.7	9.2	27.3	28.2	-
1737	-	-	8.3	18.3	-	-	-	23.7	13.2	-	18.1	6.4
1738	5.3	2.8	7.6	6.3	11.8	3.4	6.3	38.6	15.8	13.8	16.7	6.7
1739	2.8	-	-	-	6.2	-	-	37.4	5.7	13.6	17.7	-
1740	-	-	2.7	7.5	6.8	-	9.4					

SOURCE: GAAL PA 70/89-102

CONTINUED...

TABLE II.11.B

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM VIENNA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	
1766	7.6	-	11.3	-	6.8	-	-	28.1	-	8.4	9.5	28.2	
1767	-	-	-	18.1	-	8.1	-	58.5	18.2	-	21.1	-	
1768	-	-	-	-	23.1	-	9.8	20.5	23.9	7.1	8.6	6.9	
1769	-	-	4.2	-	14.9	-	6.6	31.2	33.4	9.7	-	-	
1770	-	-	-	-	-	7.5	35.9	22.0	2.6	10.6	-	10.6	
1771	8.6	19.2	-	10.8	18.6	-	-	-	30.5	37.3	-	13.7	
1772	-	8.1	-	13.2	-	-	6.3	31.8	-	-	24.3	-	
1773	5.3	8.5	13.2	15.7	16.4	6.1	28.1	18.0	10.8	-	15.3	-	
1774	-	-	6.2	10.5	18.7	-	16.9	10.7	11.2	8.5	11.1	-	
1775	-	-	3.3	3.7	-	-	17.9	2.3	-	19.2	25.3	-	
1776	-	-	-	-	-	3.5	44.8	13.5	7.8	11.5	12.6	-	
1777	-	-	-	7.2	-	13.5	17.1	37.2	12.3	12.6	-	-	
1778	-	-	19.6	20.7	-	-	-	32.5	23.3	-	-	-	
1779	-	11.5	-	-	-	-	42.3	-	-	9.8	36.3	-	
1780	-	-	-	-	-	-	6.8	11.8	61.8	20.4	-	-	
1781	-	-	-	-	-	-	34.8	23.6	-	42.4	-	-	
1782	-	-	-	-	-	-	-	38.6	-	11.7	41.9	15.8	
1783	-	-	5.8	-	-	-	12.5	8.4	13.1	38.2	38.8	-	
1784	-	15.2	11.3	12.8	-	-	24.7	7.9	-	12.8	6.8	16.8	
1785	-	8.4	6.2	-	-	-	8.1	18.4	16.9	18.4	28.6	8.9	
1786	-	16.3	3.4	10.8	9.6	-	15.4	19.8	8.3	-	12.6	4.4	
1787	-	-	-	-	-	-	-	-	-	24.8	36.6	48.8	
1788	-	19.7	-	-	-	-	-	9.3	25.5	18.3	-	27.2	
1789	-	-	12.6	-	-	-	-	-	-	-	-	-	
1790	-	38.3	-	12.6	-	-	8.2	25.4	-	45.5	8.3	-	
1791	-	-	-	-	-	-	-	-	-	-	-	49.1	
1792	100.0	-	-	-	-	-	-	-	100.0	-	-	-	
1793	-	-	13.6	-	-	-	-	-	-	-	-	-	
1794	-	-	-	23.3	-	-	-	-	28.7	-	-	-	
1795	-	-	NO DATA AVAILABLE					23.6	37.4	15.7	-	57.7	
1796	-	-	-	-	-	-	-	-	-	-	-	-	
1797	-	-	23.4	-	-	11.9	19.7	-	-	-	-	-	
1798	-	-	-	-	-	-	100.0	-	-	16.3	-	28.6	
1799	-	-	-	-	-	-	-	-	17.8	82.2	-	-	
1800	-	-	-	-	-	-	26.6	31.7	-	16.3	25.4	-	
1801	-	-	-	-	-	-	-	-	-	-	100.0	-	
1802	-	-	31.9	20.8	-	21.1	-	-	-	26.9	-	-	
1803	-	6.8	-	-	-	-	-	13.5	14.1	4.5	25.1	36.2	
1804	9.1	-	5.5	-	-	-	14.9	27.6	33.8	10.8	-	-	
1805	-	-	-	-	9.3	11.7	-	18.4	-	17.8	22.4	21.2	
1806	-	-	-	-	-	-	-	36.7	-	-	37.1	23.3	

SOURCE: CAHL PA 70/50-102

CONTINUED...

TABLE 11.11.3

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM VIBORG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	15.1	-	-	-	15.7	-	-	14.9	-	8.8	47.6	-
1787	-	11.9	13.0	-	18.1	-	-	23.4	-	20.5	15.1	-
1788	-	-	-	-	-	-	14.3	-	45.2	-	18.5	21.9
1789	-	-	-	34.7	-	-	-	48.1	-	-	-	17.1
1790	-	-	7.0	-	-	-	-	-	-	-	40.6	52.5
1791 13	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	15.5	18.3	-	-	-	15.9	-	-	26.5	23.8	-
1793	8.9	-	-	-	-	-	-	14.8	28.7	21.8	13.8	12.1
1794	-	-	22.8	8.7	-	13.9	-	9.8	20.2	11.0	11.1	8.8
1795 13	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	34.0	-	66.0	-	-
1797	-	-	36.8	-	-	-	-	-	-	-	63.2	-
1798	26.1	-	-	50.0	-	-	-	-	-	23.9	-	-
1799	-	-	-	52.8	-	-	47.2	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	56.5	43.5	-	-
1801	-	-	-	-	-	82.7	-	-	-	15.4	-	22.0
1802	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	79.8	-	-	-	-	-	-	-	21.0	-	-
1804	-	-	-	65.1	-	-	-	17.9	-	18.9	-	-
1805	-	-	-	18.2	-	-	19.9	-	18.8	47.3	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	100.0
1807	-	-	-	-	98.5	-	-	-	11.4	-	-	32.1
1808 17		NO	DATA	AVAILABLE								
1809		NO	DATA	AVAILABLE								
1810		NO	DATA	AVAILABLE								
1811		NO	DATA	AVAILABLE								
1812		NO	DATA	AVAILABLE								
1813		NO	DATA	AVAILABLE								
1814 6	-	-	-	-	-	-	-	-	50.4	-	49.6	-
1815	-	-	-	-	-	25.5	4.0	-	11.1	-	17.3	42.1
1816	-	-	25.1	-	49.7	-	-	-	-	25.1	-	-
1817	-	31.5	-	-	-	-	25.2	-	43.3	-	-	-
1818	-	-	-	-	-	-	-	-	14.8	15.8	56.2	14.8
1819	-	-	-	-	-	-	-	88.9	-	-	-	11.1
1820	-	-	-	24.1	7.1	-	20.4	29.7	18.6	-	-	-
1821	-	-	-	17.0	-	-	36.2	26.3	20.5	-	-	-
1822	-	-	-	-	42.4	-	57.6	-	-	-	-	-
1823	-	-	-	-	-	-	-	31.1	-	68.9	-	-
1824	-	-	-	-	-	-	-	21.3	78.7	-	-	-
1825 20	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.11.E

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM REVAL TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	100.0	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	64.9	-	35.1	-	-	-	-
1713[4]	-	-	37.2	62.8	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	4.1	42.7	28.6	-	10.0	11.2	3.3	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	100.0
1716	-	1.4	34.4	24.4	22.8	17.0	-	-	-	-	-	-
1717[8]	-	44.1	-	11.6	12.1	-	12.7	-	19.4	-	-	-
1718	-	-	-	-	100.0	-	-	-	-	-	-	-
1719	61.5	-	-	-	-	-	-	-	38.5	-	-	-
1720	-	-	-	-	-	-	-	-	17.6	47.1	35.3	-
1721	-	-	-	-	-	-	-	44.4	-	55.6	-	-
1722	39.1	-	-	-	-	-	60.9	-	-	-	-	-
1723	-	-	19.7	-	-	-	-	14.5	32.9	-	-	32.9
1724	-	-	-	-	-	-	36.6	-	-	24.7	-	38.7
1725	-	-	-	-	-	59.7	-	-	40.3	-	-	-
1726	-	-	-	-	29.9	37.0	-	-	27.8	9.3	-	-
1727	-	-	-	-	-	-	100.0	-	-	-	-	-
1728	-	-	-	-	-	17.7	17.7	-	-	-	-	64.6
1729	-	14.4	-	-	-	-	3.3	-	52.8	11.5	18.0	-
1730	-	-	-	8.8	-	30.3	12.8	24.4	-	8.2	4.5	11.0
1731	-	6.1	4.9	-	-	7.6	-	35.0	43.8	2.6	-	-
1732	13.9	36.0	-	18.7	-	3.2	13.9	7.1	7.2	-	-	-
1733	-	-	-	-	-	-	39.3	-	60.7	-	-	-
1734	-	-	-	4.0	-	4.8	60.1	25.5	-	-	5.5	-
1735	-	-	-	-	62.9	-	-	-	37.1	-	-	-
1736	-	-	-	-	-	-	33.3	34.8	-	23.3	8.6	-
1737	-	8.1	-	-	18.0	4.4	-	7.9	27.8	19.7	16.1	-
1738	-	-	10.2	-	-	32.9	32.4	16.5	3.0	5.0	-	-
1739	-	-	3.0	-	-	15.0	15.3	39.2	8.3	10.5	1.9	2.9
1740	-	-	-	9.3	-	4.4	13.1	30.8	23.4	11.4	3.3	4.3
1741	-	-	3.5	3.4	-	27.0	56.3	5.8	3.9	-	-	-
1742	-	-	-	-	-	-	37.5	-	23.5	-	-	39.0
1743	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	41.3	58.7	-	-	-	-
1745	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.11.E

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	-	-	10.1	-	-	-	85.0	4.9	-	-	-	-
1747	-	-	70.6	-	-	-	19.9	-	-	-	9.5	-
1748	-	-	-	-	21.7	-	24.5	23.8	11.9	-	18.2	-
1749	-	-	-	46.9	-	-	-	53.1	-	-	-	-
1750	-	-	-	-	-	17.0	12.6	22.1	26.8	11.5	-	-
1751	-	-	-	72.2	-	15.0	12.8	-	-	-	-	-
1752	30.2	-	24.9	-	-	-	45.0	-	-	-	-	-
1753	-	-	-	-	-	17.4	65.6	17.0	-	-	-	-
1754	-	-	-	-	-	-	-	37.2	62.8	-	-	-
1755	-	-	-	-	-	-	-	100.0	-	-	-	-
1756	-	-	90.6	10.6	-	11.3	-	-	21.9	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	100.0	-	-	-	-
1759	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	29.3	70.7	-
1761	-	-	-	-	-	-	9.4	31.2	13.6	-	45.8	-
1762	7.9	-	10.0	5.3	-	-	-	18.6	13.8	18.5	11.5	18.7
1763	-	-	-	-	-	31.3	-	-	24.1	-	19.4	25.3
1764	-	-	-	-	-	-	-	25.1	30.7	22.3	-	21.8
1765	-	-	-	-	-	-	-	-	-	-	-	100.0
1766	-	-	-	27.8	-	-	-	-	-	-	32.3	40.1
1767	100.0	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	-	-	-	-	-	100.0	-	-
1769	-	-	-	-	-	56.8	-	43.2	-	-	-	-
1770	-	-	-	-	-	-	-	94.2	-	-	-	49.8
1771	-	-	-	-	-	-	84.4	-	15.6	-	-	-
1772	-	-	-	-	-	52.9	-	47.1	-	-	-	-
1773	-	50.9	-	-	-	-	-	49.1	-	-	-	-
1774	-	-	10.6	-	5.8	-	-	10.8	26.1	-	34.1	12.6
1775		NO DATA AVAILABLE										
1776	-	-	-	-	-	-	-	-	-	-	-	-
1777	32.7	-	-	-	-	-	56.0	11.3	-	-	-	-
1778	-	-	-	-	-	39.6	60.4	-	-	-	-	-
1779	-	-	-	-	-	100.0	-	-	-	-	-	-
1780	100.0	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	-	-	-	100.0	-	-	-
1783	-	-	-	-	-	25.7	-	-	74.3	-	-	-
1784	-	-	-	-	-	-	-	-	-	14.7	-	85.3
1785	-	-	-	-	-	-	-	-	-	-	100.0	-
	-	-	-	-	-	-	100.0	-	-	-	-	-

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.11.E

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	100.0	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-
1791 [13]	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	100.0	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	-
1794 [13]	-	-	-	-	-	-	-	-	-	-	100.0	-
1795	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	28.4	24.6	7.7	32.0	-	7.3	-
1797	56.0	-	-	-	-	-	44.0	-	-	-	-	-
1798	-	-	-	81.1	-	-	-	-	-	-	18.9	-
1799	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	100.0	-	-	-	-	-
1802	-	-	-	-	-	-	21.3	29.8	38.3	-	12.9	-
1803	-	-	-	-	-	-	42.1	-	-	-	-	57.9
1804	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-
1808 [17]			NO DATA AVAILABLE									
1809			NO DATA AVAILABLE									
1810			NO DATA AVAILABLE									
1811			NO DATA AVAILABLE									
1812			NO DATA AVAILABLE									
1813 [6]			NO DATA AVAILABLE									
1814	-	-	-	-	-	-	59.2	40.8	-	-	-	-
1815	-	-	-	-	-	-	-	-	25.7	74.3	-	-
1816	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	22.4	-	-	44.6	14.9	-	18.1	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	100.0
1821	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-
1825 [20]	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.11.F

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM ESTONIA TO AMSTERDAM DISTAIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	100.0	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	100.0	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	100.0
1719	-	-	-	-	-	-	-	-	-	100.0	-	-
1720	-	-	28.4	-	-	-	-	27.6	10.4	-	3.9	29.8
1721	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	18.7	-	42.7	19.1	-	-	-	-	-	19.5	-
1724	-	-	-	-	-	-	-	-	-	-	-	100.0
1725	-	-	-	-	-	-	-	100.0	-	-	-	-
1726	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	100.0	-	-	-	-	-
1729	-	-	-	-	-	-	-	23.9	30.7	29.3	-	-
1730	-	-	-	-	-	-	28.8	-	39.4	25.8	6.0	-
1731	-	-	-	-	-	-	-	31.1	34.2	-	14.0	20.7
1732	-	-	-	-	-	-	-	29.9	38.7	-	25.4	-
1733	-	-	-	-	-	-	-	64.0	-	-	36.0	-
1734	-	-	-	-	-	25.8	45.1	-	29.2	-	-	-
1735	-	-	-	-	-	-	-	-	-	48.9	-	51.1
1736	-	19.4	-	-	-	-	30.0	-	-	50.6	-	-
1737	-	-	30.1	38.3	-	-	-	-	-	10.3	-	21.2
1738	-	11.2	-	-	-	4.3	-	9.4	28.2	25.9	3.3	17.7
1739	-	-	-	-	4.1	9.1	3.0	29.6	-	3.3	50.0	-
1740	-	-	-	-	-	-	22.5	19.9	25.3	13.1	11.6	7.7
1741	-	-	2.2	-	-	7.4	34.3	19.6	24.4	12.1	-	-
1742	-	-	-	-	-	-	-	68.2	-	8.6	12.2	11.0
1743	-	12.4	9.7	-	-	-	-	4.7	10.4	29.0	31.8	-
1744	7.8	-	7.3	-	-	4.7	19.6	37.9	-	-	11.8	14.9
1745	8.7	-	-	2.1	-	-	57.1	16.1	5.5	4.5	-	5.9

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.11.F

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	15.7	13.0	-	-	-	-	-	-	-	29.6	-	41.7
1747	-	15.8	-	-	-	13.8	34.3	8.2	1.7	6.8	6.3	13.2
1748	-	-	-	3.4	-	-	4.3	42.2	-	15.0	17.8	17.3
1749	-	-	1.0	4.0	-	6.8	16.4	2.9	19.2	19.8	7.8	22.1
1750	-	8.8	6.6	7.7	9.9	-	2.8	-	9.0	32.6	23.2	-
1751	-	3.8	-	-	-	-	34.6	12.1	11.1	4.3	14.4	20.0
1752	-	-	-	-	-	27.0	-	15.9	10.8	2.3	37.5	6.5
1753	-	-	-	49.5	21.4	29.0	-	-	-	-	-	-
1754	28.0	15.5	-	-	-	14.2	-	19.1	6.3	-	6.0	10.1
1755	-	-	-	-	-	-	18.6	64.3	-	20.7	-	6.9
1756	-	-	-	-	-	100.0	-	-	-	-	-	-
1757	-	-	-	-	-	-	100.0	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	28.8	-	36.8	26.7	7.7	-
1760	-	-	8.1	-	-	-	56.5	-	13.5	-	21.9	-
1761	-	20.0	14.3	-	-	17.3	8.8	-	13.4	15.6	3.0	7.8
1762	18.5	-	-	-	-	6.1	32.3	6.7	11.4	29.1	-	-
1763	-	-	14.2	15.2	10.5	-	-	5.0	-	20.6	34.4	-
1764	-	-	6.7	11.4	-	16.7	13.5	11.8	-	11.8	-	28.0
1765	-	-	14.4	-	-	-	14.7	-	31.8	33.8	5.3	-
1766	9.4	-	-	-	-	-	17.2	-	-	73.4	-	-
1767	-	9.1	-	-	-	-	11.0	22.1	28.0	10.2	19.7	-
1768	-	5.6	9.4	4.8	9.8	-	10.5	6.6	14.4	4.7	38.9	3.4
1769	9.8	-	-	-	-	4.4	22.2	24.4	15.4	7.7	15.9	-
1770	-	-	-	-	-	-	17.1	28.4	-	3.0	28.0	23.5
1771	11.3	-	-	-	-	-	40.3	21.7	26.8	-	-	-
1772	-	12.3	2.6	2.1	-	5.6	22.3	8.1	4.8	24.9	-	14.3
1773	1.7	-	9.9	5.4	4.0	10.8	15.4	9.4	10.7	-	-	22.5
1774	2.2	1.2	-	3.8	-	2.7	49.5	5.3	15.9	6.9	1.6	9.0
1775		NO DATA AVAILABLE										
1776	-	-	-	-	-	-	-	-	-	-	-	-
1777	4.4	-	2.0	4.4	1.9	13.9	22.6	21.5	1.8	2.5	13.2	10.9
1778	5.9	1.7	3.7	-	2.2	2.8	51.5	-	7.3	3.0	6.1	15.8
1779	2.3	4.7	15.8	3.1	-	-	20.2	8.3	23.2	2.4	6.6	13.4
1780	10.5	-	2.7	3.2	-	6.4	35.7	2.9	20.6	6.2	11.7	-
1781	-	-	7.6	4.9	3.4	-	4.3	27.8	12.7	10.1	29.2	-
1782	60.7	-	14.1	16.1	-	9.1	-	-	-	-	-	-
1783	7.7	-	-	7.1	18.2	-	7.0	9.6	9.3	-	17.2	23.8
1784	11.9	3.3	2.9	2.2	-	3.4	2.8	18.3	12.9	17.7	6.4	18.1
1785	-	-	27.0	-	-	-	-	28.8	-	15.3	-	28.9
1786	-	7.0	-	10.7	-	-	9.3	14.8	41.5	-	20.7	-

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.11.F

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	-	-	-	10.8	22.2	-	24.7	-	-	29.1	13.2	-
1787	-	-	10.9	26.0	-	-	16.4	8.5	15.6	3.4	6.5	12.8
1788	-	-	-	-	-	-	40.1	45.4	-	14.5	-	-
1789	4.1	5.2	-	10.7	-	-	12.8	3.0	27.0	25.7	9.4	6.1
1790	8.6	-	11.8	-	16.2	-	-	-	-	13.5	20.9	19.1
1791 13	-	-	-	4.5	-	-	9.4	23.5	31.2	6.5	13.7	11.2
1792	-	8.7	-	-	-	5.5	-	-	10.1	15.6	60.3	-
1793	22.0	-	15.3	-	27.0	-	20.8	-	-	14.9	-	-
1794	-	-	-	-	17.7	-	25.3	18.7	14.6	23.7	-	-
1795 13	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	24.7	-	-	-	-	-	10.3	52.4	12.5	-	-
1797	26.5	-	14.6	-	-	-	12.3	6.2	-	-	30.1	-
1798	37.6	-	-	-	-	-	-	20.3	42.1	-	-	-
1799	-	-	100.0	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	100.0	-	-	-
1801	-	-	-	-	-	-	-	-	-	100.0	-	-
1802	-	-	-	-	-	-	22.7	-	43.9	23.5	9.8	-
1803	24.2	-	-	-	-	14.9	8.0	21.1	13.6	8.3	-	-
1804	-	-	-	-	-	-	-	-	-	100.0	-	-
1805	-	-	-	-	-	-	23.5	15.0	36.0	-	17.9	7.5
1806	14.4	-	28.2	26.0	-	-	-	-	31.4	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-
1808 17	NO DATA AVAILABLE											
1809	NO DATA AVAILABLE											
1810	NO DATA AVAILABLE											
1811	NO DATA AVAILABLE											
1812	NO DATA AVAILABLE											
1813	NO DATA AVAILABLE											
1814 6	-	-	-	-	-	-	-	100.0	-	-	-	-
1815	-	-	-	-	-	-	-	36.6	63.4	-	-	-
1816	-	-	20.0	-	-	-	14.1	22.6	-	18.1	25.2	-
1817	-	8.3	-	-	-	22.1	14.2	23.3	23.0	10.0	-	-
1818	-	-	-	-	-	-	8.3	61.8	-	29.9	-	-
1819	-	9.0	-	-	-	-	-	59.3	20.9	10.9	-	-
1820	-	-	-	-	-	-	-	-	58.0	-	-	42.0
1821	-	-	-	-	-	-	53.5	15.2	-	31.0	-	-
1822	-	-	-	-	-	-	33.8	-	21.0	-	45.2	-
1823	-	-	-	-	-	-	44.5	-	18.4	-	37.1	-
1824	-	-	-	-	-	-	31.1	-	68.9	-	-	-
1825 20	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCES: GAA. PA 78/94-102

TABLE 11.11.0 PERCENTAGE OF CARGO TONNAGE SHIPPED FROM FREDERIKSHAMN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1744	-	-	-	-	-	-	-	-	100.0	-	-	-
1745	-	-	8.9	-	-	28.5	38.4	-	26.2	-	-	-
1746	-	-	-	-	-	-	-	54.3	-	22.5	-	23.2
1747	-	-	10.6	-	11.4	-	17.7	10.1	25.7	-	24.4	-
1748	-	-	-	-	-	-	3.9	31.4	29.0	-	-	35.7
1749	19.7	-	-	-	-	-	30.9	15.6	-	14.8	13.1	5.9
1750	-	-	-	-	-	22.3	-	25.9	-	51.8	-	-
1751	-	-	-	-	-	38.6	-	21.5	-	39.9	-	-
1752	-	21.8	-	-	-	-	-	33.5	28.4	-	16.2	-
1753	-	-	-	-	-	-	-	100.0	-	-	-	-
1754	-	-	-	-	27.5	-	-	-	52.8	19.8	-	-
1755	-	-	-	8.6	-	-	-	14.3	47.6	29.5	-	-
1756	-	-	-	-	-	7.2	-	81.2	-	-	11.6	-
1757	-	-	-	-	6.2	-	-	45.7	40.9	-	-	7.2
1758	-	-	-	-	-	-	-	57.6	8.0	13.4	-	20.9
1759	-	-	-	-	-	-	94.2	-	26.0	6.9	12.9	-
1760	-	-	-	-	-	-	-	23.3	63.6	13.1	-	-
1761	-	-	-	-	-	-	-	19.4	36.0	-	44.6	-
1762	-	-	16.9	8.5	-	-	31.4	-	-	43.2	-	-
1763	-	-	-	16.3	-	-	43.8	-	-	13.1	-	26.7
1764	-	-	-	24.2	-	-	-	37.6	-	-	38.2	-
1765	-	-	-	35.3	-	-	-	64.7	-	-	-	-
1766	-	-	10.3	-	21.2	-	23.7	20.8	-	8.9	15.1	-
1767	-	-	-	44.4	-	-	-	55.6	-	-	-	-
1768	-	24.1	30.4	13.7	-	-	18.1	13.7	-	-	-	-
1769	-	-	13.6	12.3	-	8.4	22.8	-	19.8	14.9	-	12.3
1770	-	-	-	15.9	-	-	38.3	23.4	-	-	-	22.4
1771	-	-	-	23.9	-	-	76.1	-	-	-	-	-
1772	-	-	9.8	-	-	-	19.9	15.7	-	-	54.6	-
1773	-	-	-	14.0	-	12.4	28.8	32.5	-	-	-	12.4
1774	-	-	24.9	9.6	-	5.1	12.3	17.1	9.4	9.6	-	12.3
1775	NO DATA AVAILABLE											
1775	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	-	-	-	-	-	100.0	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	100.0	-	-	-	-	-
1779	15.9	-	-	-	-	5.6	49.3	-	-	-	29.2	-
1780	-	-	-	-	-	-	44.8	22.6	-	-	32.6	-
1781	-	-	-	-	-	-	-	61.0	-	-	39.0	-
1782	-	-	-	11.3	-	-	18.3	12.3	-	32.3	25.8	-
1783	-	-	-	8.1	-	-	17.5	44.4	19.6	10.4	-	-

SOURCES: GAA. PA 76/94-102

CONTINUED...

TABLE II.11.6 PERCENTAGE OF CARGO TONNAGE SHIPPED FROM FREDERIKSHAMN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1784	-	-	-	7.4	-	-	21.9	20.2	-	23.6	26.8	-
1785	-	-	-	-	10.6	-	47.9	32.7	-	-	8.8	-
1786	-	-	-	-	-	-	60.0	-	40.0	-	-	-
1787	-	-	-	-	-	-	39.2	31.2	-	-	29.6	-
1788	-	-	-	50.1	-	-	16.6	-	-	-	33.2	-
1789	-	100.0	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	100.0	-	-	-	-
1792	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	100.0
1794	-	-	-	22.9	-	-	13.7	-	12.1	51.3	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	34.4	65.6	-
1797	-	-	-	-	-	42.1	57.9	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	50.3	49.7	-	-
1801	-	36.2	-	-	-	63.8	-	-	-	-	-	-
1802	-	-	100.0	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	36.6	-	63.4	-	-
1805	-	-	-	-	-	-	-	22.0	-	-	78.0	-
1806	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	100.0	-	-	-	-
1808[17]		NO DATA AVAILABLE										
1809		NO DATA AVAILABLE										
1810		NO DATA AVAILABLE										
1811		NO DATA AVAILABLE										
1812		NO DATA AVAILABLE										
1813		NO DATA AVAILABLE										
1814[6]	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-
1816[18]	-	-	-	30.8	-	-	-	-	-	-	69.2	-
1817	-	-	-	-	-	100.0	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	100.0	-	-
1821	-	-	-	29.0	-	-	71.0	-	-	-	-	-
1822	-	-	-	-	-	-	100.0	-	-	-	-	-
1823	-	-	-	-	-	-	-	43.3	56.7	-	-	-
1824	-	-	-	-	-	-	47.8	-	52.2	-	-	-
1825[20]	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCES: GAA. PA 78/94-102

TABLE 11.11.M

PERCENTAGE OF CARGO TONNAGE SHIPPED FROM COURLAND TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1796[14]	5.6	-	7.9	14.2	26.9	2.2	7.9	10.3	-	3.9	7.8	13.5
1797	4.1	7.9	5.5	15.2	19.2	8.1	4.0	9.6	2.0	6.0	9.5	12.9
1798	-	-	10.5	7.5	51.2	8.5	8.7	2.7	8.8	-	2.2	-
1799	32.3	-	-	22.8	-	-	44.9	-	-	-	-	-
1800	-	-	-	-	6.6	36.0	15.4	9.0	37.1	-	-	-
1801	-	4.2	-	-	-	5.4	27.3	34.7	10.9	3.2	14.3	-
1802	-	7.3	6.9	5.4	42.1	10.2	9.8	7.9	-	6.5	3.7	-
1803	1.9	-	-	2.8	4.4	45.1	20.6	1.3	7.2	-	2.3	14.3
1804	6.4	-	-	59.2	-	-	9.6	10.0	-	10.9	-	3.8
1805	-	-	16.0	6.5	6.0	27.6	20.1	16.2	-	4.1	3.5	-
1806	-	4.8	-	9.2	9.1	9.3	6.0	15.4	16.0	30.2	-	-
1807	-	-	-	12.5	-	35.4	16.4	25.9	-	-	-	9.8
1808[17]		NO	DATA	AVAILABLE								
1809		NO	DATA	AVAILABLE								
1810		NO	DATA	AVAILABLE								
1811		NO	DATA	AVAILABLE								
1812		NO	DATA	AVAILABLE								
1813		NO	DATA	AVAILABLE								
1814[6]	-	-	-	-	-	29.7	24.3	13.1	20.8	-	6.8	5.4
1815	-	-	-	-	21.7	9.0	4.6	25.2	6.8	20.6	10.1	-
1816	-	-	-	5.7	3.6	22.5	10.6	16.2	21.0	2.5	12.5	5.4
1817	-	5.4	-	8.6	47.7	3.5	13.7	6.7	10.1	2.2	2.1	-
1818	-	-	-	-	47.1	15.2	5.8	10.1	11.7	10.8	-	-
1819	6.3	-	-	-	10.7	8.9	23.3	42.0	-	-	8.7	-
1820	-	-	-	-	-	44.1	29.0	10.7	-	11.1	-	5.0
1821	-	4.3	5.3	45.9	-	15.4	3.5	4.4	2.2	19.8	-	-
1822	-	24.3	-	-	49.8	-	-	-	-	25.9	-	-
1823	-	-	-	-	22.1	-	55.7	22.2	-	-	-	-
1824	-	-	6.0	-	25.0	46.8	-	-	11.3	10.9	-	-
1825[20]	-	-	-	-	38.2	23.0	13.1	25.7	-	-	-	-

SOURCES: GAA. PA 78/94-102

TABLE 11.12 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	100	-	-	-	-	-	632	2156	2888
1710[3]	956	906	684	976	-	1198	990	-	322	-	-	-	6032
1711[4]	-	120	36	372	-	-	-	-	-	-	-	-	528
1712[5]	-	-	-	-	-	424	-	92	-	-	214	-	730
1713[4]	-	404	2630	2026	900	-	-	-	-	-	-	-	5960
1714[6]	-	-	-	-	120	638	622	590	644	172	736	304	3826
1715[7]	-	-	-	-	-	-	-	-	-	804	340	2730	3874
1716	-	2254	4422	3062	5658	2916	100	-	-	-	-	230	18642
1717	1738	9852	1004	4016	1246	410	456	744	2336	464	640	1532	24478
1718	370	-	2228	364	1308	1150	180	-	-	-	2178	12132	19908
1719	1608	1088	692	318	702	180	80	838	1110	5364	7484	2108	21442
1720	748	2436	2298	2270	316	582	1458	7192	5710	6970	2878	3454	36312
1721	666	220	412	440	906	116	1726	9582	12726	3262	2428	5038	37522
1722	3818	1748	788	1908	276	240	1236	9026	12922	5818	4020	2012	43594
1723	918	1498	1302	2486	908	1222	4430	9930	5400	3482	2026	3598	33160
1724	1780	1434	2236	938	30	782	8746	7588	8248	4974	6726	4800	47888
1725	592	488	1226	940	880	2260	9394	23692	11582	14144	3780	2392	71170
1726	3082	572	2224	1648	670	1368	14492	10898	9680	5728	7976	7776	66114
1727	2378	1522	1832	2662	682	96	17676	5274	5802	4692	2264	6864	51744
1728	1134	1694	1208	734	708	952	23196	-	2958	19656	3576	2166	57980
1729	-	1298	1676	696	244	64	3708	14900	8734	10388	4564	2274	48544
1730	1004	902	1412	1304	206	4042	22774	8280	7386	9850	13816	2932	73928
1731	892	554	1648	646	142	470	14726	20280	13648	9124	8768	8360	79258
1732	466	1742	2962	3130	1416	6784	22760	7156	11910	3908	14458	5882	81746
1733	710	1480	1304	1760	468	4900	23938	8190	7824	9628	14394	5018	79194
1734	860	3162	2184	4166	256	9146	22534	7594	12942	10776	10934	2380	86934
1735	1876	1170	974	1032	132	17272	10448	8134	4902	5080	14914	3744	69878
1736	830	180	970	1102	1228	1450	11128	12570	8446	6782	16482	4358	65506
1737	448	808	684	5590	1662	3808	14344	11278	5020	17284	9056	4128	73828
1738	816	1492	2866	2360	316	3910	27400	12112	9484	17314	13602	6164	97836
1739	316	1180	2236	2162	988	2698	10116	19708	9452	6064	18822	2866	76610
1740	2124	-	-	2868	298	1352	4230	21090	18952	7960	11172	11574	81620
1741	798	888	1852	1968	768	2714	21192	14500	11232	6528	12392	5988	80812
1742	164	1324	2292	1978	1152	288	3456	17592	9480	19488	10876	9122	73812
1743	2472	4440	3808	2332	2450	1048	25738	7162	5294	10938	19342	6582	87806
1744[8]	1188	182	948	2900	1360	1858	10648	20636	7628	4542	6674	3238	61728
1745	1036	624	1434	4098	1170	504	21836	6670	7794	6178	2876	12368	66688

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE 11.12 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	3328	372	2964	1296	696	1190	2122	10808	11042	8714	5810	6456	54792
1747	308	2290	2456	1704	636	1424	13848	8734	6606	5136	7536	3084	53760
1748	1232	376	-	4528	2546	870	4486	11082	10212	3920	5236	7354	51844
1749	388	224	964	1466	714	1676	16252	6000	11256	12998	2294	6956	61184
1750	810	570	1102	648	1426	1436	15508	8828	2844	17460	4996	6192	61982
1751	252	1684	-	990	584	956	13152	19186	9158	3828	16574	3026	68384
1752	1504	1804	1812	672	-	8324	8128	8684	11432	4532	9896	1194	57984
1753	610 128	300	3488	1916	1476	8936	14944	5614	3518	1298	14356	2492	58466
1754	1376	1694	3190	3648	864	954	11296	12054	8328	3544	9278	5198	61016
1755	280	-	428	4924	1900	1864	4884	11116	5474	9934	4648	2050	47502
1756	848	294	1684	1748	276	848	6180	3684	3476	2284	7498	2222	30882
1757	112	288	4098	1978	644	1172	2910	7748	4668	5074	3094	1026	32624
1758	958	1082	3758	1760	496	-	5368	12048	3674	2766	1114	7376	40382
1759	1612	886	488	474	1192	1182	21062	2022	6428	12982	6636	952	55586
1760	522	1778	3102	2528	68	384	6954	5388	8798	6828	4904	5340	46528
1761	1732	1332	744	1986	464	5778	5814	6146	9864	5164	9738	1024	48978
1762	1316	116	1834	440		268	5678	12874	5152	7868	10898	4076	58496
1763	236	294	3962	2954	1386	378	7388	9468	6564	5124	9236	5188	51882
1764	3992	1388	2038	5448	548	1438	14756	9194	2628	6452	3498	7988	58656
1765	3328	966	1906	3588	2666	-	4522	10598	9518	2928	6782	7328	53974
1766	2118	1924	3822	2926	1532	748	22406	5018	1146	10536	8038	4998	66180
1767	1994	706	1572	1758	1138	848	6268	11256	7738	5134	1962	1668	41978
1768	442	1388	6368	4352	536	514	11688	7388	3138	12844	5918	2288	56032
1769	1478	1856	3258	3628	482	9748	11274	4542	10738	10724	7182	2016	66028
1770	442	2048	2108	3752	394	78	11028	11932	1542	7184	6388	5988	52752
1771	1428	-	1848	3778	294	1256	12754	7138	5318	644	256	188	33998
1772	428	2428	3258	1478	2856	3728	11886	12548	3568	7718	3782	6458	60018
1773	1478	1782	2282	3168	1238	11168	11492	4886	9574	1964	452	9162	57718
1774	388	964	4838	4928	1612	5368	14248	7788	7896	11584	3968	3242	65816
1775	-	234	388	718	-	-	218	522	716	198	288	-	3088
1776	1664	698	1888	2238	1686	3932	10648	7882	10778	3738	6848	2348	53444
1777	994	288	2294	1818	458	1848	24724	988	4244	2368	14818	4224	58868
1778	338	238	4868	2898	378	588	12838	9298	7528	9868	4438	5678	56518
1779	1862	438	1978	1462	198	10858	7968	3598	2968	5158	10688	2348	49588
1788	438	788	2154	2892	638	222	9188	11322	6218	2748	14818	782	51988
1781	774	432	2272	814	428	988	448	1294	1848	2318	1278	-	12888
1782	1588	338	1358	1442	814	1548	2418	4648	6882	3784	4424	4758	33884
1783	3318	888	1556	2444	1478	748	6492	18888	8898	7882	3892	8188	54886
1784	-	768	3988	3864	1398	998	3594	14898	4384	9572	18162	6932	54888
1785	256	938	84	1998	1488	678	17874	8632	4762	6836	8618	5418	55936
1786	254	592	614	4178	3278	228	9984	12888	4536	4512	8712	7748	56788

SOURCES: GAA, PA 78/94-102

CONTINUED...

TABLE 11.12 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RUSSIAN (BALTIC) PORTS DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1787	348	994	4008	2156	794	134	16568	6866	3814	7906	10780	3588	57896
1788	336	1038	2322	3752	736	1330	15506	4972	2236	14954	2918	2108	52200
1789	130	1390	2156	3002	486	80	15082	5794	6310	11946	7292	6426	60014
1790	414	608	2028	786	490	1328	9494	10612	8030	8330	8744	8914	59776
1791[13]	466	1158	266	394	288	608	9102	16086	3242	4484	11982	7334	55410
1792	762	2312	884	1188	346	9726	11786	2694	9788	4670	13284	172	56914
1793	842	426	2122	1012	228	490	900	3582	4972	3486	3292	6198	27548
1794	1308	494	1954	900	882	4472	14954	4868	6412	11434	4842	1414	52734
1795[13]	124	-	34	312	96	208	272	1148	608	1222	892	626	5534
1796[14]	1352	1278	632	1660	1284	1012	6348	5200	5006	4730	1746	1944	32192
1797[15]	1518	792	1948	1684	868	606	5294	3972	1698	3600	5728	5202	30930
1798	1520	370	1246	3346	1978	618	2864	1496	1484	256	546	354	15276
1799	214	-	60	174	-	168	248	-	-	96	-	-	960
1800	-	214	-	110	294	422	1492	2172	2860	484	278	692	9018
1801	266	522	-	-	140	1044	1226	1498	508	784	838	146	6972
1802	270	606	1710	1076	1684	3006	6958	5496	8566	4742	8522	-	42756
1803[16]	1764	884	958	2240	1388	4076	6518	1614	1302	2018	686	894	23830
1804	394	-	-	2400	-	-	1478	2014	-	2044	-	1680	10010
1805	-	128	2188	1046	862	714	2748	6298	2776	2786	2428	642	22438
1806	398	632	734	364	110	218	148	652	1568	2468	578	418	8182
1807	-	52	-	180	254	224	96	892	236	128	184	474	2640
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	744	838	1796	4116	1878	2068	1492	12924
1815	286	174	1054	706	920	1028	924	3622	2172	2688	3052	2176	18602
1816[18]	174	98	776	1260	918	730	2578	4358	4080	6616	5244	2756	29580
1817	990	1458	900	1872	3232	9212	22714	11836	21698	14058	5038	5804	99614
1818	1198	1152	-	124	1290	342	1048	5616	2358	2146	1568	3238	20080
1819	1522	286	346	84	212	954	4052	6486	2246	2324	1554	1254	21320
1820	1472	998	594	3928	632	730	2616	3458	2872	4658	1198	1826	24980
1821	-	338	1486	2116	96	1306	5330	2686	3658	4360	914	374	22664
1822	262	2424	530	262	854	-	4260	-	616	858	1976	934	12956
1823[19]	-	-	42	1668	520	-	4288	4188	4198	1938	2952	986	20784
1824	140	136	84	78	516	3038	1504	2942	5592	1408	-	388	15898
1825[20]	-	-	314	-	574	1278	1576	4048	628	-	-	-	8492

SOURCES: GAA. PA 78/94-102

TABLE II.12.A TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	70	60	96	-	-	226
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	390	344	230	380	172	-	-	-	-	-	-	1516
1717	330	360	160	-	-	-	-	-	-	-	-	124	974
1718	-	-	-	-	160	480	80	-	-	-	-	900	1620
1719	252	-	-	-	-	180	-	40	60	634	484	-	1650
1720	68	880	-	708	224	-	120	230	258	44	220	88	2840
1721	100	-	60	224	28	-	156	132	294	-	108	96	1198
1722	162	342	-	220	-	100	40	-	36	692	144	96	1832
1723	180	444	642	498	-	-	44	-	424	286	142	48	2708
1724	770	354	1090	112	-	230	72	802	520	544	212	192	4898
1725	124	348	-	-	148	78	970	460	554	730	236	390	4038
1726	334	304	548	232	210	192	394	1228	460	890	718	1710	7220
1727	452	106	278	710	138	-	-	904	358	108	-	130	3184
1728	348	292	308	352	408	-	1154	-	318	750	408	572	4910
1729	-	196	460	358	-	-	-	174	546	-	180	330	2244
1730	92	162	150	472	206	-	562	156	378	742	490	436	3846
1731	230	136	548	-	142	150	216	250	1694	592	172	500	4630
1732	108	96	844	622	-	-	626	256	286	772	168	346	4124
1733	430	286	360	380	336	-	-	162	-	-	528	146	2628
1734	-	830	166	554	136	126	198	454	592	816	604	478	4954
1735	262	402	-	92	-	212	508	130	420	146	470	838	3480
1736	134	72	200	232	492	244	284	760	146	664	612	1036	4876
1737	-	276	86	1456	402	384	250	902	722	2376	2430	810	10094
1738	466	652	322	692	-	180	5842	3890	2084	1028	878	768	16802
1739	-	354	356	1036	204	-	-	110	338	990	1500	528	5416
1740	232	-	-	326	-	90	922	552	1642	1806	830	994	7394
1741	632	100	638	540	136	-	1860	2896	4342	2180	4956	2304	20584
1742	-	-	400	504	278	-	746	1364	192	1686	1994	1448	8612
1743	564	1874	424	616	892	106	84	526	126	114	384	974	6684
1744	-	-	132	138	492	382	516	826	900	1110	954	1568	7018
1745	-	-	498	262	558	-	432	208	522	876	128	260	3744

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.12.A TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	690	70	372	368	174	-	-	276	300	498	350	748	3846
1747	308	1020	830	640	120	-	98	1292	680	1240	778	142	7148
1748	252	244	-	230	1058	304	-	-	302	752	84	742	3968
1749	76	124	170	236	212	428	134	608	760	1030	-	222	4000
1750	308	96	112	82	132	-	-	310	196	228	640	412	2516
1751	68	270	-	296	250	-	-	224	194	318	2010	740	4370
1752	372	286	356	190	-	-	-	362	1510	1080	998	-	5154
1753 9 & 10	-	-	630	396	-	310	632	1992	322	268	686	220	5456
1754	130	248	496	74	460	-	464	374	718	814	174	118	3870
1755	156	-	48	734	248	146	-	522	298	188	266	-	2586
1756	86	254	260	504	278	-	-	220	576	-	2516	834	5526
1757	112	-	1140	386	276	228	282	500	426	1130	1406	-	5886
1758	148	96	636	644	352	-	100	638	886	398	470	478	4846
1759	640	110	144	-	-	100	730	422	1032	1080	-	198	5056
1760	-	-	658	452	-	-	-	186	122	946	590	524	3478
1761	406	222	114	540	-	-	106	48	168	80	372	-	2056
1762	392	-	188	156	-	-	280	146	462	1292	1572	224	4670
1763	120	294	1728	-	1054	190	100	142	108	350	968	-	5054
1764	202	328	102	562	390	-	110	500	270	90	188	142	2804
1765	306	196	654	346	138	-	-	278	416	232	400	356	3322
1766	-	-	284	1030	696	94	-	282	370	534	630	202	4122
1767	324	-	264	-	592	430	682	262	1080	1244	394	-	5192
1768	118	-	442	1244	200	294	592	104	796	356	518	-	4664
1769	98	146	314	982	64	-	202	512	1030	1414	576	710	6048
1770	-	1074	102	436	-	-	100	156	412	356	340	-	2976
1771	-	-	636	192	294	156	450	62	722	644	256	100	3512
1772	136	-	-	546	-	616	454	674	776	598	362	-	4362
1773	236	-	136	1046	178	120	574	308	1036	142	134	336	4246
1774	98	592	906	648	-	138	230	172	294	1236	214	400	4928
1775	-	234	308	716	-	-	210	522	716	190	200	-	3098
1776	138	108	-	-	200	-	-	816	-	196	72	232	1762
1777	178	-	782	196	156	-	676	900	1212	158	520	108	4886
1778	-	-	514	294	110	150	344	1298	1624	1914	384	1728	8360
1779	-	-	592	80	88	690	220	1926	-	792	798	2340	7926
1780	-	322	766	94	260	116	280	796	1628	570	422	782	6034
1781	120	324	398	-	-	236	-	474	160	-	252	-	1964
1782	428	170	366	528	-	222	308	-	388	512	164	-	3086
1783	708	58	130	118	312	-	-	-	606	346	218	438	2934
1784	-	-	934	1452	654	-	232	320	1376	1706	1006	218	7898
1785	-	222	84	228	-	92	84	210	234	132	-	-	1286
1786	-	-	-	278	182	-	264	454	506	390	116	72	2262

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.12.A TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ST. PETERSBURG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1787	-	-	286	114	104	-	236	102	130	270	244	536	2022
1788	74	186	758	764	-	-	-	100	604	942	396	-	3824
1789	-	92	746	292	370	-	182	-	1438	600	1068	962	5750
1790	242	190	428	256	116	-	-	-	532	862	532	356	3514
1791	466	1158	266	126	-	106	104	766	220	388	576	534	4710
1792	174	226	104	-	-	-	-	116	522	304	668	172	2286
1793	-	-	-	-	-	98	128	210	380	356	784	656	2612
1794	380	-	186	130	124	-	132	252	444	606	-	94	2348
1795	124	-	34	-	-	-	-	110	-	-	-	120	388
1796	110	-	86	94	132	-	-	364	916	700	-	-	2402
1797[13]			NO DATA AVAILABLE										
1798			NO DATA AVAILABLE										
1799			NO DATA AVAILABLE										
1800			NO DATA AVAILABLE										
1801			NO DATA AVAILABLE										
1802			NO DATA AVAILABLE										
1803[16]			NO DATA AVAILABLE										
1804			NO DATA AVAILABLE										
1805			NO DATA AVAILABLE										
1806			NO DATA AVAILABLE										
1807			NO DATA AVAILABLE										
1808[17]			NO DATA AVAILABLE										
1809			NO DATA AVAILABLE										
1810			NO DATA AVAILABLE										
1811			NO DATA AVAILABLE										
1812			NO DATA AVAILABLE										
1813			NO DATA AVAILABLE										
1814	-	-	-	-	-	-	86	104	820	926	654	592	3182
1815	286	174	282	112	-	148	410	1290	-	656	494	-	4052
1816	112	-	80	-	48	-	242	300	540	734	-	688	2744
1817	324	322	602	72	-	-	520	3254	11536	8092	2046	3996	30764
1818	308	650	-	124	180	180	-	310	224	118	244	-	2338
1819	90	-	156	84	-	-	-	118	272	670	244	140	1774
1820	406	-	194	152	-	-	-	-	530	1088	184	470	2984
1821	-	-	152	-	96	-	78	126	968	214	68	200	1902
1822	-	-	342	-	-	-	-	-	232	156	164	100	994
1823[19]	-	-	42	-	-	-	-	-	-	-	-	-	42

SOURCE: GAA. PA 78/94-102

TABLE 11.12.8 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	310	-	-	-	-	-	-	1922	400	2632
1720	-	330	752	370	-	-	-	3120	690	1390	502	332	7486
1721	-	-	-	-	420	-	260	5364	5444	1126	220	2728	15562
1722	924	580	240	1108	-	-	388	5726	4664	1980	1004	332	17116
1723	-	-	412	-	348	380	1830	3118	1216	684	664	1614	10266
1724	-	-	60	-	-	-	7072	5540	3204	1730	5042	1642	24290
1725	232	-	276	660	380	624	6922	15036	4378	7188	2096	952	38744
1726	992	-	560	1008	-	-	11380	4624	3382	1160	4946	2444	30426
1727	626	-	858	1502	544	-	14422	1668	902	1852	1434	3792	27600
1728	92	392	184	246	300	264	14596	-	1412	12016	2356	322	32090
1729	-	434	456	338	-	-	2598	10960	2430	6134	1914	1208	26472
1730	-	-	458	306	-	2494	17210	2688	2462	4206	7940	532	38296
1731	-	-	246	296	-	-	12100	11720	5200	6058	6454	2656	44730
1732	-	498	882	1036	1212	5758	21026	4274	6480	1370	11354	4678	58338
1733	-	282	288	824	-	3632	22136	4434	4346	7634	10308	3116	57000
1734	484	462	646	2506	-	6870	16208	2712	8058	7894	8004	630	56474
1735	990	-	482	940	-	15406	4712	4298	284	912	9202	1254	38480
1736	-	-	324	-	256	308	7646	3836	2162	2768	7730	856	25888
1737	-	-	-	238	292	1722	12768	5618	1404	10126	3448	632	36248
1738	206	-	-	848	-	1868	17722	1622	3130	10828	10338	2828	49390
1739	-	-	240	278	246	-	7284	12116	3252	2286	12814	294	38790
1740	334	-	-	354	-	-	-	11842	5180	1936	5782	5286	30714
1741	-	-	-	648	242	-	12536	4946	2418	1256	4880	2582	29508
1742	-	-	438	308	-	-	1142	3316	5522	13522	5096	2686	32010
1743	294	400	1796	1274	572	704	24268	3002	1880	7984	11748	3560	57482
1744	340	-	-	1706	-	696	7626	11152	2570	630	1966	214	26900
1745	214	322	-	2356	-	-	17342	1022	2556	2950	1838	9858	38458

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.12.9 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	1682	-	1272	666	274	408	632	4516	8404	6416	2566	1000	27836
1747	-	344	188	274	-	-	9880	3058	1818	1224	3196	1996	21978
1748	-	132	-	1640	-	174	3508	4830	5310	882	1874	1528	19878
1749	-	-	170	-	-	350	13200	2058	2956	8042	966	2284	30026
1750	-	-	-	292	-	430	12598	5334	792	13506	2812	3380	39204
1751	184	554	-	326	-	-	10822	8330	2226	2020	12498	962	37922
1752	-	246	312	-	-	6004	6756	2536	7614	3096	5330	318	32212
1753	-	-	362	-	382	7250	10780	616	1384	392	9104	1964	32234
1754	344	312	1044	2564	226	-	9034	6616	2920	1948	6524	1904	33436
1755	-	-	-	2090	338	1034	4196	8926	3960	5226	2134	756	28660
1756	378	-	362	648	-	-	-	-	-	-	186	-	1574
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	4308	334	616	296	2620	8174
1759	-	-	-	-	552	-	8830	830	1004	2960	3112	-	17288
1760	338	276	262	1112	-	356	-	-	-	-	-	-	2344
1761	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	414	-	-	-	1128	5128	418	690	710	698	9186
1763	-	-	188	682	-	-	3682	6484	3038	2048	2174	1122	19418
1764	-	344	718	1524	-	62	11674	3036	808	2926	806	1396	23296
1765	424	-	-	436	1248	-	3070	3596	3190	184	3466	2950	18544
1766	-	756	820	1312	-	-	16398	226	-	1976	2848	2390	26726
1767	394	-	674	364	148	418	3828	7626	1028	2394	392	328	17894
1768	-	418	1444	1464	-	220	9178	3262	350	7404	2230	784	26754
1769	-	-	742	834	418	5888	5034	698	4412	1918	1404	-	21348
1770	-	-	742	364	-	-	8608	3620	-	4424	832	418	19008
1771	-	-	-	1096	-	432	6446	418	1252	-	-	-	9644
1772	-	-	400	-	-	366	2832	3162	-	2462	404	3028	13254
1773	-	836	-	404	426	7194	1548	-	4734	-	-	1490	16432
1774	-	-	1126	802	-	2930	6748	1872	-	3686	772	-	17636
1775	NO DATA AVAILABLE												
1776	432	-	418	-	-	2492	7164	836	5634	1696	2912	-	21584
1777	-	-	-	454	-	-	10114	-	646	424	4652	808	17298
1778	-	-	1654	-	-	-	5962	1304	826	1260	1328	450	12794
1779	-	-	890	-	-	5268	662	-	-	1746	1742	-	10308
1780	438	-	-	1708	-	-	3114	3372	870	416	2212	-	12130
1781	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	852	-	1154	404	-	-	-	2410
1783	436	-	-	378	-	434	4620	3778	1282	448	1688	1614	14676
1784	-	392	882	868	-	-	2186	10556	176	422	6398	3908	25788
1785	-	-	-	1120	728	-	13414	3036	112	4204	4248	2700	29562

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.12.8 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM NARVA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	478	-	1722	-	-	8890	7744	1498	2510	5448	2918	31208
1787	-	108	1746	478	-	-	14588	3154	428	6408	7802	1008	35722
1788	-	-	478	1840	-	1330	14324	2160	84	11268	142	1644	33272
1789	-	-	418	414	-	-	13812	1648	2548	8936	3798	2598	34132
1790	-	-	728	-	-	-	7936	7946	4116	4758	6142	6090	37714
1791[13]	-	-	-	-	162	76	8292	12500	270	3344	8950	5946	39140
1792	568	330	-	426	346	6984	10436	946	7120	1758	6108	-	37022
1793	-	-	922	-	-	-	-	538	2384	436	396	848	5524
1794	852	-	-	-	470	3088	11574	990	3668	8968	2248	-	31858
1795[13]	-	-	-	-	-	-	-	410	-	-	-	-	410
1796	-	-	-	410	-	-	2220	1774	968	1508	-	402	7282
1797	350	-	414	468	-	-	4174	1848	784	392	2166	916	11512
1798	-	-	-	2428	-	-	496	56	402	-	-	-	3382
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	410	1422	702	-	-	442	2976
1801	-	-	-	-	-	470	-	-	-	-	-	-	470
1802	-	-	310	668	-	426	2620	3658	5172	1276	4812	-	18962
1803	1338	-	-	470	698	-	-	-	-	366	-	-	3070
1804	134	-	-	-	-	-	106	336	-	104	-	108	788
1805	-	-	218	430	262	-	220	264	590	238	652	84	2958
1806	-	-	-	-	-	-	-	-	220	980	528	-	1728
1807	-	-	-	-	-	-	-	352	198	-	104	244	856
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	-	-	-	-	212	484	696
1815	-	-	132	-	-	-	-	378	100	440	728	952	2730
1816	-	-	-	148	378	-	266	1194	1242	2162	1078	436	6904
1817	-	-	-	934	460	-	2184	-	432	806	1386	-	6182
1818	718	-	-	-	204	-	598	3294	710	-	478	2758	8760
1819	1356	-	-	-	-	378	3150	2480	836	744	-	-	8944
1820	1066	628	-	2284	-	-	718	1744	-	1534	346	200	8500
1821	-	-	796	718	-	-	1750	1004	984	610	210	-	6072
1822	-	1676	-	-	76	-	2124	-	260	484	814	834	6250
1823	-	-	-	842	-	-	1332	1126	1924	658	1126	740	7748
1824	-	-	-	-	-	422	566	2030	2100	420	-	188	5726
1825[20]	-	-	-	-	-	372	590	1314	468	-	-	-	2744

SOURCE: GAA. PA 78/94-102

TABLE II.12.C TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	32	916	948
1710[3]	956	906	324	636	-	870	550	-	212	-	-	-	4484
1711[4]	-	120	36	372	-	-	-	-	-	-	-	-	528
1712[5]	-	-	-	-	-	292	-	32	-	-	214	-	538
1713[4]	-	404	2586	1926	980	-	-	-	-	-	-	-	5816
1714[6]	-	-	-	-	80	376	402	520	528	-	704	304	2914
1715[7]	-	-	-	-	-	-	-	-	-	804	340	2382	3526
1716	-	1794	2386	1452	4146	1804	100	-	-	-	-	230	11912
1717	1408	8456	844	2522	1096	410	156	744	1820	466	640	1236	19798
1718	370	-	2228	384	948	670	100	-	-	-	1806	7482	13968
1719	916	1006	682	-	702	-	80	886	986	2684	4306	848	12866
1720	680	1226	308	-	92	162	1250	1894	3274	3014	1640	630	14170
1721	566	220	352	216	458	116	958	3136	3298	1432	1288	1834	13674
1722	2064	824	548	280	-	140	588	2394	3886	2468	2460	926	16178
1723	738	674	188	376	160	842	2244	2768	2924	1852	240	1126	14132
1724	1010	1028	1086	426	30	552	1550	1246	3606	2374	682	1274	14864
1725	236	140	950	60	352	1410	1114	7586	5450	4602	728	1010	23638
1726	1776	268	1116	428	364	780	2048	3684	4688	2492	688	3320	21622
1727	1300	1416	696	156	-	98	1444	2020	3978	2732	610	1184	15632
1728	694	770	714	136	-	502	6850	-	968	4442	812	826	16714
1729	-	440	322	-	244	64	910	2740	4456	2608	1598	736	14118
1730	912	740	220	-	-	730	3662	4080	3140	4070	3656	1106	22286
1731	662	220	662	-	-	98	2410	5800	4588	1584	1176	3274	20444
1732	188	786	1036	674	204	950	110	1498	3416	1284	1194	124	11630
1733	142	668	414	-	132	988	834	2282	2072	1534	2622	1148	12818
1734	376	1808	810	816	120	-	2726	3252	3468	924	2202	1030	17534
1735	624	536	492	-	-	1358	2660	2538	3586	2782	2820	1460	18856
1736	696	-	446	870	200	698	2264	5132	4604	2032	2760	996	20898
1737	448	240	278	2282	488	1362	502	2938	1932	2614	1664	1198	15946
1738	144	852	1762	820	118	1112	2200	4480	3182	4054	1968	1096	21488
1739	316	826	1180	848	236	1880	1876	3840	5238	1430	2222	1164	21056
1740	1558	-	-	1246	298	684	1390	4796	8214	2498	3546	3628	27858
1741	158	788	1022	658	390	1370	4132	3116	3192	2802	2214	1102	20944
1742	164	1324	1198	568	874	268	1374	9174	3260	2894	2476	274	23848
1743	1552	1652	1056	146	428	196	1094	2362	2506	1670	1296	1748	15706
1744	448	102	518	1056	566	588	1752	5040	3190	2162	2584	522	18498
1745	334	302	766	1034	356	238	-	2634	3946	1506	156	1928	13260

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.12.C TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	342	-	736	284	-	782	488	4408	2338	594	2856	2544	15052
1747	-	150	956	502	174	496	1540	2140	3036	2328	1812	296	13430
1748	980	-	-	2346	670	392	142	1332	3450	702	1336	2650	14000
1749	-	100	542	786	-	332	870	1736	4872	1714	470	2476	13900
1750	502	174	580	-	944	392	1342	1840	1314	1452	722	1722	10984
1751	-	688	-	94	148	664	556	980	1512	370	1350	108	6440
1752	886	614	1074	260	-	918	1118	3900	1492	230	918	538	11948
1753	128	66	2496	284	380	624	1862	2178	1424	638	4004	308	14392
1754	520	704	1272	522	-	456	1300	4580	3776	612	2172	3036	18952
1755	124	-	150	1644	638	684	-	1108	872	3496	1306	1244	11266
1756	384	-	550	218	-	396	2970	1326	2210	1538	3736	1388	14716
1757	-	208	2918	1328	278	450	1926	5132	3064	3482	1688	930	21402
1758	802	986	2830	724	142	-	5260	5806	1998	1640	348	4022	24558
1759	972	456	264	474	640	1002	8978	770	3322	7532	2382	754	27546
1760	184	1502	2086	964	68	-	6044	4364	5512	4880	3962	4816	34372
1761	1326	902	336	1446	464	5566	5042	5368	8358	4262	8648	926	42644
1762	488	116	708	-	-	144	2946	6656	3784	4154	7570	2570	29136
1763	116	-	1296	1770	102	78	2952	2784	3114	1730	4836	3604	22382
1764	3190	418	902	2708	150	1128	2394	4836	1362	3022	2070	5640	27820
1765	2590	426	854	2636	1280	-	996	5802	5240	1524	2252	3676	27276
1766	2022	684	2446	1212	238	654	5058	3586	562	7256	3842	2168	29728
1767	1010	612	634	1066	390	-	1618	2612	5256	1234	610	1200	16242
1768	324	248	3988	1382	204	-	1526	3564	1120	3818	2392	1088	19654
1769	998	1710	1786	1596	-	3420	4746	1966	4462	5996	4432	1090	32202
1770	442	552	1264	2626	394	70	1242	6776	1130	2294	4090	3796	24676
1771	984	-	412	2312	-	668	3450	5948	2098	-	-	-	15872
1772	144	1694	2528	796	2856	1870	7034	7796	2424	3062	2424	2052	34680
1773	1126	1006	1244	1162	360	2860	7886	2644	2880	1822	318	4786	28094
1774	72	280	2246	2882	1558	2006	3990	5072	5128	5746	2620	1982	33582
1775		NO	DATA	AVAILABLE									
1776	680	568	1108	1912	1332	456	1492	3878	5042	976	3028	1130	21624
1777	448	108	1272	1168	162	796	10002	-	1786	1604	9274	2372	28992
1778	220	-	1084	2460	268	286	3846	6098	3790	4758	2428	2946	28142
1779	1068	438	392	1252	108	4528	4200	888	2088	1944	6660	-	23566
1780	-	464	1178	756	240	106	4902	5630	3342	1370	10328	-	28316
1781	126	108	1444	488	420	384	440	554	1642	2084	856	-	8524
1782	1068	-	992	648	540	372	1746	2880	4446	2688	3058	3344	21782
1783	1636	694	1256	1726	1158	176	1054	4716	4854	4856	1620	4562	28308
1784	-	374	1590	1396	636	462	742	2810	2632	2548	1860	2114	17364
1785	256	558	-	390	496	586	2146	3444	3418	1700	2930	2386	16310

SOURCE: GAA, PA 76/94-102

CONTINUED...

TABLE 11.12.C TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM RIGA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	114	614	2050	2594	220	266	3632	2380	1100	2168	4758	19896
1787	348	770	1666	1154	456	134	1284	2934	3028	844	2110	1808	16536
1788	262	844	1088	780	736	-	672	2220	1094	2650	1930	242	12486
1789	-	844	992	1506	116	80	598	3436	1606	1604	2252	2582	15616
1790	-	418	666	530	176	1326	1588	2666	3382	2448	1298	1874	16342
1791[13]	-	-	-	188	126	426	582	2348	2196	626	2196	1140	9828
1792	-	1520	576	682	-	644	1156	1632	1960	1440	5256	-	14866
1793	464	426	1076	1012	64	392	648	2484	1460	2054	1758	4262	16070
1794	76	494	832	356	-	1092	2696	3260	1538	732	1350	1160	13586
1795[13]	-	-	-	312	96	200	272	628	608	1222	892	506	4736
1796	1002	1010	214	630	174	718	3728	2346	2346	1608	966	1080	15822
1797	634	460	1042	664	110	186	526	1906	846	3008	2624	1790	13796
1798	1308	370	1024	350	856	436	1360	1330	814	128	464	354	8794
1799	116	-	-	-	-	168	-	-	-	96	-	-	380
1800	-	214	-	110	226	-	904	694	1130	282	278	250	4088
1801	266	278	-	-	140	-	418	1016	318	386	602	-	3424
1802	270	586	1038	232	442	2260	3724	1472	2858	3086	3454	-	19422
1803	164	632	558	1688	258	2372	5684	1320	952	1510	582	346	16066
1804	134	-	-	986	-	-	1192	1264	-	1184	-	1494	6254
1805	-	128	1436	332	432	-	1426	5270	1498	2014	1172	452	14160
1806	204	566	564	-	-	100	62	432	938	1040	50	166	4122
1807	-	52	-	106	112	-	-	216	48	128	-	78	740
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	-	-	1224	2454	944	644	284	5550
1815	-	-	640	594	472	422	360	1416	1350	500	1368	726	7848
1816	62	98	382	762	172	128	1688	2306	1806	3388	3180	1478	19450
1817	666	602	120	426	700	8318	18918	7824	8468	4956	2352	1808	55158
1818	172	502	-	-	348	-	286	1532	1170	1536	268	336	6150
1819	-	174	190	-	96	454	546	1922	890	752	1212	1012	7248
1820	-	370	440	1064	500	300	1222	1082	1838	1466	668	824	9774
1821	-	276	400	138	-	998	2226	1140	1464	3046	636	174	10498
1822	242	658	188	262	328	-	1394	-	58	140	892	-	4162
1823	-	-	-	826	172	-	1858	2266	1842	776	1584	246	9570
1824	140	136	-	78	214	2008	478	638	1564	898	-	200	6254
1825[20]	-	-	314	-	-	572	776	1540	160	-	-	-	3362

SOURCE: GAA. PA 78/94-102

TABLE 11.12.D TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM VIBORG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	100	-	-	-	-	-	600	1240	1940
1710[3]	-	-	360	340	-	260	440	-	110	-	-	-	1510
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	312	312
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	200	-	1234	-	-	-	-	-	-	-	172	1606
1718	-	-	-	-	-	-	-	-	-	-	370	3398	3768
1719	320	-	-	-	-	-	-	112	-	1258	772	860	3322
1720	-	-	790	1192	-	420	88	1476	1290	2482	408	1872	10018
1721	-	-	-	-	-	-	352	920	3690	644	812	380	6798
1722	280	-	-	300	276	-	-	906	4136	700	412	1058	8068
1723	-	-	-	792	-	-	312	-	740	660	612	722	3838
1724	-	52	-	-	-	-	-	-	916	296	790	1536	3590
1725	-	-	-	220	-	-	388	572	1020	1624	640	-	4464
1726	-	-	-	-	-	352	670	1392	1140	1118	1624	302	6598
1727	-	-	-	294	-	-	1740	682	564	-	220	1758	5258
1728	-	240	-	-	-	-	470	-	260	2448	-	-	3418
1729	-	-	438	-	-	-	134	790	236	1146	606	-	3350
1730	-	-	584	322	-	150	608	844	834	280	1500	582	5702
1731	-	-	-	350	-	-	-	860	116	814	756	1618	4536
1732	-	-	-	622	-	-	770	874	1120	404	1650	734	6174
1733	136	224	242	556	-	280	498	1044	1298	460	780	608	6128
1734	-	82	562	196	-	-	2220	658	724	1142	-	242	5806
1735	-	232	-	-	-	296	2568	1168	506	1064	2422	-	8256
1736	-	-	-	-	278	-	612	2586	1534	840	5308	1470	12628
1737	-	-	-	1206	322	274	824	1758	692	1840	1372	1240	9528
1738	-	-	548	-	198	-	866	1604	244	738	428	1054	5678
1739	-	-	336	-	226	-	272	1300	354	590	482	744	4304
1740	-	-	-	-	-	-	216	256	602	-	316	856	2246
1741	-	-	-	-	-	330	-	2706	366	-	342	-	3744
1742	-	-	256	598	-	-	-	480	302	894	726	-	3256
1743	62	94	340	296	558	42	292	1114	432	-	852	300	4382
1744	94	-	-	-	302	-	-	1852	736	640	722	330	4676
1745	-	-	116	322	256	-	338	1594	244	582	754	-	4206

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 31.12.D TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM VIBORG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1746	276	-	408	-	246	-	-	904	-	302	338	926	3400
1747	-	-	-	288	-	242	-	1540	336	-	696	-	3102
1748	-	-	-	-	694	-	296	592	674	214	260	208	2938
1749	-	-	-	-	502	-	208	1054	1050	306	-	-	3120
1750	-	-	178	-	-	286	1488	928	100	448	-	678	4106
1751	-	-	-	-	186	-	-	-	676	656	-	240	1758
1752	188	426	-	222	-	-	102	708	-	-	532	-	2178
1753	-	234	-	506	398	234	1078	382	388	-	562	-	3782
1754	162	264	378	488	-	-	498	332	350	264	344	-	3080
1755	-	-	230	392	676	-	608	84	-	716	942	-	3648
1756	-	-	238	264	-	234	3130	962	556	706	698	-	6988
1757	-	-	-	264	-	494	628	1354	428	462	-	-	3630
1758	-	-	292	392	-	-	-	512	364	-	-	-	1560
1759	-	240	-	-	-	-	958	-	-	184	760	-	2142
1760	-	-	-	-	-	-	240	418	2162	724	-	-	3544
1761	-	-	-	-	-	-	508	352	-	632	-	-	1492
1762	-	-	-	-	-	-	-	610	-	234	836	316	1996
1763	-	-	102	-	-	-	220	148	230	530	422	-	1652
1764	-	298	208	220	-	-	454	146	-	220	110	184	1840
1765	-	244	180	-	-	-	234	532	316	532	544	256	2838
1766	-	484	102	304	248	-	464	572	214	-	380	134	2902
1767	-	-	-	-	-	-	-	-	-	146	202	140	488
1768	-	298	-	-	-	-	-	140	386	244	-	326	1394
1769	-	-	238	-	-	-	154	412	-	856	156	-	1816
1770	-	414	-	156	-	-	-	-	-	-	-	542	1112
1771	-	-	-	-	-	-	-	-	264	-	-	-	264
1772	146	-	-	-	-	-	-	-	-	-	-	-	146
1773	-	-	150	-	-	-	-	-	316	-	-	628	1094
1774	-	-	-	196	-	-	-	198	314	132	-	-	840
1775	NO DATA AVAILABLE												
1776	-	-	216	-	-	66	182	-	-	150	-	264	878
1777	-	-	-	-	-	-	350	-	-	-	-	-	350
1778	-	-	-	-	-	-	-	-	226	974	-	-	1200
1779	-	-	-	-	-	-	660	676	-	404	574	-	2314
1780	-	-	-	-	-	-	-	-	-	-	452	-	452
1781	-	-	270	188	-	178	-	-	-	254	-	-	890
1782	-	168	-	-	-	-	-	346	362	116	626	924	2542
1783	130	-	88	-	-	-	238	442	520	148	-	-	1566
1784	-	-	-	-	108	136	-	210	-	198	236	246	1134
1785	-	-	-	-	-	-	-	588	-	-	508	324	1420

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.12.D TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM VIBORG DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	254	-	-	-	264	-	-	250	-	114	800	-	1682
1787	-	116	204	-	234	-	-	368	-	322	238	-	1482
1788	-	-	-	-	-	-	144	-	454	-	186	220	1004
1789	-	-	-	448	-	-	-	618	-	-	-	220	1284
1790	-	-	34	-	-	-	-	-	-	-	198	256	488
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	132	204	-	-	-	152	-	-	300	270	-	1058
1793	204	-	-	-	-	-	-	380	748	568	394	272	2526
1794	-	-	536	210	-	292	-	96	488	264	268	160	2314
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	198	-	384	-	-	582
1797	-	-	198	-	-	-	-	-	-	-	340	-	538
1798	140	-	-	268	-	-	-	-	-	128	-	-	536
1799	-	-	-	134	-	-	120	-	-	-	-	-	254
1800	-	-	-	-	-	-	-	-	140	104	-	-	244
1801	-	-	-	-	-	264	-	-	-	102	-	146	532
1802	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	252	-	-	-	-	-	-	-	56	-	-	308
1804	-	-	-	268	-	-	-	86	-	92	-	-	446
1805	-	-	-	116	-	-	168	-	112	350	-	-	746
1806	-	-	-	-	-	-	-	-	-	-	-	252	252
1807	-	-	-	-	142	-	-	-	32	-	-	92	266
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	-	-	-	326	-	398	-	724
1815	-	-	-	-	-	246	48	-	128	-	204	498	1124
1816	-	-	128	-	260	-	-	-	-	140	-	-	528
1817	-	144	-	-	-	-	154	-	252	-	-	-	550
1818	-	-	-	-	-	-	-	-	124	154	578	144	1000
1819	-	-	-	-	-	-	-	814	-	-	-	102	916
1820	-	-	-	448	132	-	394	552	346	-	-	-	1872
1821	-	-	-	128	-	-	350	250	198	-	-	-	926
1822	-	-	-	-	250	-	340	-	-	-	-	-	590
1823	-	-	-	-	-	-	-	224	-	496	-	-	720
1824	-	-	-	-	-	-	-	274	1010	-	-	-	1284
1825[20]	-	-	-	-	-	-	-	372	-	-	-	-	372

SOURCE: GAA. PA 78/94-102

TABLE 11.12.E TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	68	-	-	-	-	-	-	68
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	132	-	60	-	-	-	-	192
1713[4]	-	-	44	100	-	-	-	-	-	-	-	-	144
1714[6]	-	-	-	-	40	262	220	-	56	76	32	-	686
1715[7]	-	-	-	-	-	-	-	-	-	-	-	36	36
1716	-	70	1692	1380	1132	870	-	-	-	-	-	-	5144
1717	-	866	-	260	150	-	300	-	400	-	-	-	1976
1718	-	-	-	-	200	-	-	-	-	-	-	-	200
1719	120	-	-	-	-	-	-	-	64	-	-	-	184
1720	-	-	-	-	-	-	-	-	30	40	40	-	110
1721	-	-	-	-	-	-	-	30	-	60	-	-	90
1722	180	-	-	-	-	-	220	-	-	-	-	-	400
1723	-	-	60	-	-	-	-	44	96	-	-	88	288
1724	-	-	-	-	-	-	52	-	-	30	-	60	142
1725	-	-	-	-	-	148	-	-	100	-	-	-	248
1726	-	-	-	-	96	44	-	-	40	68	-	-	248
1727	-	-	-	-	-	-	70	-	-	-	-	-	70
1728	-	-	-	-	-	186	132	-	-	-	-	446	764
1729	-	228	-	-	-	-	66	-	856	252	266	-	1668
1730	-	-	-	204	-	668	282	542	-	226	106	296	2324
1731	-	198	192	-	-	222	-	1222	1552	106	-	-	3492
1732	170	362	-	176	-	56	228	124	124	-	-	-	1240
1733	-	-	-	-	-	-	70	-	108	-	-	-	178
1734	-	-	-	92	-	74	978	516	-	-	124	-	1780
1735	-	-	-	-	132	-	-	-	106	-	-	-	238
1736	-	-	-	-	-	-	124	256	-	124	72	-	576
1737	-	90	-	-	158	66	-	62	270	138	142	-	926
1738	-	-	236	-	-	668	770	338	92	90	-	-	2194
1739	-	-	124	-	-	702	630	1614	270	686	108	136	4270
1740	-	-	-	942	-	576	998	2954	2364	1200	274	444	9754
1741	-	-	132	122	-	868	1642	202	112	-	-	-	3078
1742	-	-	-	-	-	-	194	-	124	-	-	206	524
1743	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	124	242	-	-	-	-	366
1745	-	-	-	-	-	-	-	258	-	-	-	-	258

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE 11.12.E TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1746	-	-	176	-	-	-	1002	124	-	-	-	-	1302
1747	-	-	170	-	-	-	76	-	-	-	34	-	280
1748	-	-	-	-	124	-	96	84	68	-	72	-	444
1749	-	-	-	106	-	-	-	100	-	-	-	-	206
1750	-	-	-	-	-	96	70	140	124	70	-	-	500
1751	-	-	-	274	-	58	70	-	-	-	-	-	402
1752	58	-	70	-	-	-	152	-	-	-	-	-	280
1753	-	-	-	-	-	104	592	132	-	-	-	-	828
1754	-	-	-	-	-	-	-	68	190	-	-	-	258
1755	-	-	-	-	-	-	-	148	-	-	-	-	148
1756	-	-	274	114	-	72	-	-	134	-	-	-	594
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	114	-	-	-	-	114
1759	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	44	102	-	146
1761	-	-	-	-	-	-	56	208	72	-	260	-	596
1762	118	-	188	114	-	-	-	214	232	312	202	268	1648
1763	-	-	-	-	-	110	-	-	74	-	86	96	366
1764	-	-	-	-	-	-	-	166	188	96	-	122	572
1765	-	-	-	-	-	-	-	-	-	-	-	90	90
1766	-	-	-	68	-	-	-	-	-	-	80	96	244
1767	226	-	-	-	-	-	-	-	-	-	-	-	226
1768	-	-	-	-	-	-	-	-	-	64	-	-	64
1769	-	-	-	-	-	180	-	110	-	-	-	-	290
1770	-	-	-	-	-	-	-	114	-	-	-	88	202
1771	-	-	-	-	-	-	434	-	84	-	-	-	518
1772	-	-	-	-	-	188	-	180	-	-	-	-	368
1773	-	120	-	-	-	-	-	114	-	-	-	-	234
1774	-	-	120	-	54	-	-	120	222	-	238	98	852
1775	NO DATA AVAILABLE												
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	102	-	-	-	-	-	186	62	-	-	-	-	350
1777	-	-	-	-	-	98	114	-	-	-	-	-	212
1778	-	-	-	-	-	164	-	-	-	-	-	-	164
1779	154	-	-	-	-	-	-	-	-	-	-	-	154
1780	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	66	-	-	-	66
1782	-	-	-	-	-	102	-	-	288	-	-	-	390
1783	-	-	-	-	-	-	-	-	-	60	-	594	654
1784	-	-	-	-	-	-	-	-	-	-	130	-	130
1785	-	-	-	-	-	-	104	-	-	-	-	-	104

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE 11.12.E TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM REVAL DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	154	-	-	-	-	154
1789	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	44	-	-	-	-	-	44
1793	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	-	-	-	-	-	-	176	-	176
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	228	156	58	250	-	44	-	736
1797	72	-	-	-	-	-	68	-	-	-	-	-	140
1798	-	-	-	134	-	-	-	-	-	-	36	-	170
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	414	-	-	-	-	-	414
1802	-	-	-	-	-	-	82	152	148	-	54	-	436
1803	-	-	-	-	-	-	82	-	-	-	-	156	238
1804	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	168	110	-	-	-	-	278
1815	-	-	-	-	-	-	-	-	180	520	-	-	700
1816	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	178	-	-	326	118	-	144	-	-	-	766
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	170	170
1821	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA, PA 78/94-102

TABLE II.12.F TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO	DATA	AVAILABLE									
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	70	-	-	-	-	-	-	70
1717	-	-	-	-	-	-	-	-	116	-	-	-	116
1718	-	-	-	-	-	-	-	-	-	-	-	352	352
1719	-	-	-	-	-	-	-	-	-	788	-	-	788
1720	-	-	448	-	-	-	-	472	168	-	68	532	1688
1721	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	340	-	820	400	-	-	-	-	-	368	-	1928
1724	-	-	-	-	-	-	-	-	-	-	-	96	96
1725	-	-	-	-	-	-	-	38	-	-	-	-	38
1726	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	84	-	-	-	-	-	84
1729	-	-	-	-	-	-	-	236	210	246	-	-	692
1730	-	-	-	-	-	-	452	-	572	326	124	-	1474
1731	-	-	-	-	-	-	-	408	496	-	210	312	1426
1732	-	-	-	-	-	-	-	130	112	-	92	-	334
1733	-	-	-	-	-	-	-	288	-	-	156	-	444
1734	-	-	-	-	-	76	210	-	100	-	-	-	386
1735	-	-	-	-	-	-	-	-	-	176	-	192	368
1736	-	108	-	-	-	-	198	-	-	334	-	-	640
1737	-	-	320	408	-	-	-	-	-	110	-	248	1086
1738	-	288	-	-	-	82	-	208	672	576	70	418	2314
1739	-	-	-	-	76	116	56	728	-	102	1696	-	2774
1740	-	-	-	-	-	-	704	690	950	520	424	366	3654
1741	-	-	60	-	-	146	1022	634	802	290	-	-	2954
1742	-	-	-	-	-	-	-	3258	-	412	584	528	4782
1743	-	420	192	-	-	-	-	158	350	1170	1062	-	3352
1744	306	-	296	-	-	192	630	1524	-	-	478	604	4030
1745	488	-	-	124	-	-	3396	954	282	264	-	342	5850

SOURCE: GAA, PA 78/94-102

CONTINUED

TABLE II.12.F TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1746	338	302	-	-	-	-	-	-	-	686	-	984	2310
1747	-	776	-	-	-	686	1726	408	88	344	318	650	4996
1748	-	-	-	312	-	-	390	3800	-	1370	1612	1578	9062
1749	-	-	82	338	-	566	1384	250	1620	1672	650	1914	8476
1750	-	300	232	274	350	-	90	-	318	1144	822	-	3530
1751	-	172	-	-	-	-	1704	598	560	214	716	976	4930
1752	-	-	-	-	-	1402	-	822	562	126	1948	338	5198
1753	-	-	-	730	316	414	-	-	-	-	-	-	1460
1754	220	166	-	-	-	96	-	84	68	-	64	140	838
1755	-	-	-	-	-	-	80	222	-	114	-	50	466
1756	-	-	-	-	-	40	-	-	-	-	-	-	40
1757	-	-	-	-	-	-	74	-	-	-	-	-	74
1758	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	470	-	546	432	126	-	1574
1760	-	-	96	-	-	-	670	-	82	-	260	-	1108
1761	-	208	294	-	-	212	102	-	150	190	58	98	1312
1762	318	-	-	-	-	116	690	120	256	432	-	-	1932
1763	-	-	248	332	230	-	-	110	-	330	750	-	2000
1764	-	-	100	170	-	248	124	110	-	98	-	416	1266
1765	-	-	218	-	-	-	222	-	348	476	80	-	1344
1766	88	-	-	-	-	-	94	-	-	622	-	-	804
1767	-	94	-	-	-	-	132	330	446	116	364	-	1482
1768	-	118	118	92	132	-	176	140	478	158	778	112	2302
1769	380	-	-	-	-	112	752	844	548	278	534	-	3448
1770	-	-	-	-	-	-	684	1016	-	90	1046	920	3756
1771	444	-	-	-	-	-	1508	710	890	-	-	-	3552
1772	-	726	224	132	-	488	1270	558	368	1588	-	770	6124
1773	116	-	732	386	274	776	1134	606	608	-	-	1772	6404
1774	130	92	-	230	-	196	3056	344	976	534	116	546	6220
1775		NO	DATA	AVAILABLE									
1776	312	-	138	324	154	916	1622	1410	102	180	828	720	6706
1777	368	98	240	-	140	146	3468	-	400	182	364	936	6342
1778	116	238	828	144	-	-	992	598	1060	164	280	546	4966
1779	414	-	102	130	-	292	1526	106	878	272	500	-	4220
1780	-	-	210	134	138	-	124	1086	372	384	782	-	3230
1781	528	-	160	138	-	102	-	-	-	-	-	-	928
1782	84	-	-	110	274	-	110	96	114	-	218	482	1488
1783	408	114	82	90	-	130	90	634	512	992	366	892	4310
1784	-	-	522	-	-	-	-	590	-	226	-	446	1784
1785	-	150	-	252	-	-	138	540	998	-	710	-	2788

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.12.F TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM ESTONIA DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1786	-	-	-	128	236	-	330	-	-	398	180	-	1272
1787	-	-	104	410	-	-	234	112	228	62	120	236	1506
1788	-	-	-	-	-	-	234	338	-	94	-	-	666
1789	130	90	-	344	-	-	410	92	718	806	174	104	2868
1790	172	-	174	-	198	-	-	-	-	264	574	336	1718
1791[13]	-	-	-	80	-	-	124	326	556	126	260	114	1586
1792	-	104	-	-	-	98	-	-	186	268	982	-	1638
1793	174	-	124	-	162	-	124	-	-	72	-	-	656
1794	-	-	-	-	288	-	434	270	166	406	-	-	1564
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	268	-	-	-	-	-	92	526	138	-	-	1024
1797	330	-	104	-	-	-	64	42	-	-	202	-	742
1798	72	-	-	-	-	-	-	44	82	-	-	-	198
1799	-	-	60	-	-	-	-	-	-	-	-	-	60
1800	-	-	-	-	-	-	-	-	304	-	-	-	304
1801	-	-	-	-	-	-	-	-	-	238	-	-	238
1802	-	-	-	-	-	-	286	-	388	224	104	-	972
1803	204	-	-	-	-	110	78	248	106	78	-	-	824
1804	-	-	-	-	-	-	-	-	-	374	-	-	374
1805	-	-	-	-	-	-	346	218	576	-	334	106	1580
1806	104	-	170	212	-	-	-	-	190	-	-	-	676
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	-	-	110	-	-	-	-	110
1815	-	-	-	-	-	-	-	102	178	-	-	-	280
1816	-	-	186	-	-	-	148	162	-	144	206	-	846
1817	-	110	-	-	-	324	220	352	370	96	-	-	1472
1818	-	-	-	-	-	-	102	380	-	240	-	-	722
1819	-	112	-	-	-	-	-	672	248	158	-	-	1190
1820	-	-	-	-	-	-	-	-	158	-	-	106	264
1821	-	-	-	-	-	-	332	80	-	180	-	-	592
1822	-	-	-	-	-	-	74	-	66	-	106	-	246
1823	-	-	-	-	-	-	242	-	96	-	242	-	580
1824	-	-	-	-	-	-	184	-	428	-	-	-	612
1825[20]	-	-	-	-	-	-	-	218	-	-	-	-	218

SOURCE: GAA, PA 78/94-102

TABLE II.12.G TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM FREDERIKSHAMN DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1744	-	-	-	-	-	-	-	280	528	222	-	-	1030
1745	-	-	84	-	-	266	328	-	244	-	-	-	892
1746	-	-	-	-	-	-	-	580	-	218	-	248	1046
1747	-	-	312	-	336	-	520	296	648	-	702	-	2614
1748	-	-	-	-	-	-	54	444	408	-	-	648	1554
1749	312	-	-	-	-	-	456	192	-	234	208	54	1456
1750	-	-	-	-	-	234	-	276	-	552	-	-	1062
1751	-	-	-	-	-	234	-	86	-	242	-	-	562
1752	-	232	-	-	-	-	-	356	254	-	172	-	1014
1753	-	-	-	-	-	-	-	314	-	-	-	-	314
1754	-	-	-	-	178	-	-	-	298	106	-	-	582
1755	-	-	-	64	-	-	-	106	344	214	-	-	728
1756	-	-	-	-	-	106	-	1176	-	-	162	-	1444
1757	-	-	-	-	92	-	-	762	682	-	-	96	1632
1758	-	-	-	-	-	-	-	670	92	112	-	256	1130
1759	-	-	-	-	-	-	1096	-	524	114	256	-	1990
1760	-	-	-	-	-	-	-	390	912	234	-	-	1536
1761	-	-	-	-	-	-	-	170	316	-	392	-	878
1762	-	-	338	170	-	-	626	-	-	794	-	-	1928
1763	-	-	-	170	-	-	426	-	-	136	-	278	1010
1764	-	-	-	256	-	-	-	398	-	-	404	-	1058
1765	-	-	-	170	-	-	-	390	-	-	-	-	560
1766	-	-	170	-	350	-	392	344	-	148	250	-	1654
1767	-	-	-	320	-	-	-	426	-	-	-	-	746
1768	-	298	378	170	-	-	216	170	-	-	-	-	1230
1769	-	-	170	216	-	148	386	-	278	262	-	216	1676
1770	-	-	-	170	-	-	386	260	-	-	-	216	1022
1771	-	-	-	170	-	-	466	-	-	-	-	-	636
1772	-	-	106	-	-	-	216	170	-	-	592	-	1084
1773	-	-	-	170	-	150	350	394	-	-	-	150	1214
1774	-	-	432	170	-	90	216	302	162	170	-	216	1758
1775	NO DATA AVAILABLE												
1776	-	-	-	-	-	-	-	-	-	540	-	-	540
1777	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	892	-	-	-	-	-	892
1779	226	-	-	-	-	80	700	-	-	-	414	-	1420
1780	-	-	-	-	-	-	768	438	-	-	620	-	1826
1781	-	-	-	-	-	-	-	266	-	-	170	-	436
1782	-	-	-	156	-	-	254	170	-	448	358	-	1386
1783	-	-	-	134	-	-	290	518	324	152	-	-	1418

SOURCE: GAA. PR 78/94-102

CONTINUED..

TABLE II.18.G TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM FREDERIKSHAMN DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1784	-	-	-	148	-	-	434	404	-	472	532	-	1990
1785	-	-	-	-	264	-	1188	814	-	-	220	-	2486
1786	-	-	-	-	-	-	234	-	152	-	-	-	386
1787	-	-	-	-	-	-	246	196	-	-	186	-	628
1788	-	-	-	398	-	-	132	-	-	-	264	-	794
1789	-	384	-	-	-	-	-	-	-	-	-	-	384
1790[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	-	-	-	146	-	-	-	-	146
1792	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	160	160
1794[13]	-	-	-	204	-	-	118	-	108	458	-	-	888
1795	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	238	454	-	692
1797	-	-	-	-	-	180	248	-	-	-	-	-	428
1798	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	140	98	-	-	238
1801	-	186	-	-	-	220	-	-	-	-	-	-	406
1802	-	-	186	-	-	-	-	-	-	-	-	-	186
1803	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	74	-	86	-	-	160
1805	-	-	-	-	-	-	-	72	-	-	180	-	252
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807[17]	-	-	-	-	-	-	-	144	-	-	-	-	144
1808		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813[6]		NO	DATA	AVAILABLE									
1814	-	-	-	-	-	-	-	-	-	-	-	-	-
1815[18]	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	206	-	-	-	-	-	-	460	-	666
1817	-	-	-	-	-	90	-	-	-	-	-	-	90
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	410	-	-	410
1821	-	-	-	196	-	-	520	-	-	-	-	-	716
1822	-	-	-	-	-	-	328	-	-	-	-	-	328
1823	-	-	-	-	-	-	-	246	328	-	-	-	574
1824[20]	-	-	-	-	-	-	276	-	298	-	-	-	574
1825	-	-	-	-	-	-	216	-	-	-	-	-	216

SOURCE: GAA, PA 78/94-182

TABLE II.12.H TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM COURLAND DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1796[14]	550	654	1152	2094	3572	6522	3900	3174	2394	1368	1868	1476	28724
1797	132	332	190	552	758	320	214	176	68	200	396	496	3834
1798	-	-	222	166	1120	182	208	66	186	-	46	-	2196
1799	98	-	-	40	-	-	128	-	-	-	-	-	266
1800	-	-	-	-	68	422	178	56	444	-	-	-	1168
1801	-	58	-	-	-	70	394	482	190	58	236	-	1488
1802	-	220	178	156	1182	320	278	214	-	156	98	-	2778
1803	58	-	-	82	146	1594	666	46	244	-	104	392	3332
1804	126	-	-	1146	-	-	180	254	-	204	-	78	1988
1805	-	-	446	168	168	714	586	466	-	104	90	-	2742
1806	-	66	-	152	110	118	86	220	212	440	-	-	1404
1807	-	-	-	74	-	224	96	180	-	-	-	60	634
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813[6]		NO	DATA	AVAILABLE									
1814	-	-	-	-	-	744	584	248	516	-	160	132	2384
1815	-	-	-	-	448	212	106	436	236	372	258	-	2068
1816	-	-	-	144	80	602	234	396	492	48	320	154	2480
1817	-	280	-	440	2072	154	600	408	496	108	74	-	4632
1818	-	-	-	-	588	162	62	100	130	98	-	-	1110
1819	76	-	-	-	116	122	356	480	-	-	98	-	1248
1820	-	-	-	-	-	430	282	80	-	158	-	56	1006
1821	-	82	138	936	-	308	74	86	44	310	-	-	1958
1822	-	90	-	-	198	-	-	-	-	98	-	-	386
1823	-	-	-	-	348	-	856	326	-	-	-	-	1530
1824	-	-	84	-	302	600	-	-	192	170	-	-	1348
1825[20]	-	-	-	-	574	326	210	380	-	-	-	-	1490

SOURCE: GAA. PA 78/94-102

TABLE II.13 AVERAGE SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	100.0	-	-	-	-	-	210.7	269.5	240.7
1710[3]	239.0	226.5	228.0	325.3	-	199.7	330.0	-	107.3	-	-	-	232.0
1711[4]	-	120.0	36.0	93.0	-	-	-	-	-	-	-	-	88.0
1712[5]	-	-	-	-	-	106.0	-	46.0	-	-	71.3	-	81.1
1713[4]	-	134.7	187.9	202.6	225.0	-	-	-	-	-	-	-	192.3
1714[6]	-	-	-	-	60.0	127.6	155.5	98.3	128.8	86.0	122.7	60.8	109.3
1715[7]	-	-	-	-	-	-	-	-	-	134.0	113.3	113.7	117.4
1716	-	132.6	142.6	145.8	226.3	224.3	100.0	-	-	-	-	230.0	171.0
1717	173.8	190.0	167.3	267.7	207.7	205.0	228.0	248.0	179.7	158.3	128.0	117.8	188.2
1718	185.0	-	185.7	182.0	218.0	164.3	90.0	-	-	-	167.4	233.3	207.4
1719	201.0	167.7	217.3	310.0	175.5	180.0	80.0	93.1	158.6	206.3	226.8	301.1	202.3
1720	187.0	174.0	328.3	324.3	158.0	145.5	112.2	276.6	178.4	248.9	239.8	246.7	222.8
1721	111.0	220.0	103.0	146.7	129.4	116.0	115.1	239.5	265.1	233.0	202.3	279.9	222.0
1722	180.5	218.2	157.6	272.6	276.0	120.0	137.3	265.5	287.2	207.5	211.6	201.2	231.9
1723	131.1	243.0	162.7	310.7	161.6	203.7	233.2	228.1	200.0	183.3	263.2	224.9	213.9
1724	161.8	179.2	139.7	134.5	30.0	130.3	265.0	271.0	187.4	165.8	269.0	218.2	210.0
1725	118.4	122.0	175.1	235.0	110.0	132.9	253.9	234.6	188.6	243.9	231.2	147.0	213.1
1726	180.1	143.0	158.9	238.3	95.7	136.8	273.4	205.6	189.8	168.5	234.6	180.8	202.2
1727	169.9	126.8	183.2	204.8	227.3	96.0	252.5	180.7	156.8	198.5	226.4	254.2	202.1
1728	126.0	141.2	109.6	146.8	141.6	119.0	220.9	-	147.9	220.9	188.2	166.6	195.9
1729	-	185.4	167.6	232.0	122.0	64.0	195.2	282.5	171.3	212.0	228.2	227.4	210.1
1730	143.4	150.3	176.5	217.3	206.0	202.1	234.8	172.5	184.6	197.0	242.4	173.6	207.1
1731	127.4	138.5	164.8	218.3	142.0	156.7	241.4	206.9	175.0	222.6	257.9	214.4	209.1
1732	155.3	174.2	170.8	195.6	236.0	225.5	271.0	188.3	213.1	185.7	272.8	267.4	232.2
1733	142.0	146.0	186.3	251.4	234.0	196.0	280.2	234.0	205.9	234.8	244.0	239.0	237.1
1734	172.0	166.4	218.4	219.3	128.0	277.2	247.6	172.6	208.7	244.9	284.3	183.1	225.8
1735	234.5	167.1	194.8	258.0	132.0	274.2	232.2	246.5	163.4	188.1	261.6	208.0	233.8
1736	166.0	90.0	194.0	157.4	175.4	131.8	236.8	216.7	211.1	218.1	270.2	229.4	223.6
1737	224.0	151.5	171.0	192.8	184.7	224.0	281.3	240.0	156.9	232.5	244.8	217.3	227.2
1738	204.0	165.8	179.1	214.5	158.0	162.9	268.6	205.3	180.8	237.2	263.1	237.1	227.5
1739	158.0	168.6	186.3	196.5	164.7	142.0	252.9	234.6	192.9	183.8	268.1	191.1	219.5
1740	193.1	-	-	179.2	149.0	135.2	128.2	217.4	170.7	176.9	219.1	226.9	191.1
1741	197.5	126.9	132.3	196.8	153.6	104.4	198.1	201.4	165.2	176.4	258.2	249.5	191.5
1742	164.0	147.1	152.8	197.8	164.6	134.0	181.9	195.5	208.9	245.7	205.2	232.8	207.5
1743	190.2	177.6	211.6	259.1	204.2	131.0	289.2	210.6	189.1	273.4	260.0	243.8	242.0
1744[8]	237.6	102.0	157.7	223.1	194.3	154.8	242.0	221.9	186.0	162.2	196.3	179.9	204.4
1745	207.2	208.0	143.4	215.7	195.0	166.0	303.3	202.1	181.3	213.0	261.5	281.5	239.6

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13 AVERAGE SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	237.7	186.0	211.7	259.6	231.3	148.7	176.8	235.0	251.0	249.0	193.7	201.6	223.6
1747	102.7	176.2	188.9	170.4	210.0	158.2	276.8	208.0	188.7	160.5	228.4	257.0	210.8
1748	205.3	125.3	-	251.6	169.7	145.0	263.9	281.9	212.7	178.2	238.1	193.5	216.9
1749	194.0	112.0	120.5	183.2	178.5	239.4	290.2	176.5	197.5	240.7	254.9	224.2	224.9
1750	162.0	114.0	183.7	216.0	178.2	159.8	283.4	215.3	167.3	249.4	237.9	221.1	231.0
1751	126.0	168.4	-	165.0	146.0	159.3	298.9	275.4	206.3	212.2	255.0	232.8	245.1
1752	125.3	180.4	184.7	134.4	-	297.3	239.1	180.9	238.2	215.8	267.5	199.0	223.0
1753	128.0	150.0	158.5	239.5	210.9	270.6	276.7	147.7	175.9	144.2	265.9	226.5	225.7
1754	152.9	169.4	212.7	260.6	144.0	110.8	275.5	223.2	189.1	196.9	281.2	199.9	221.9
1755	140.0	-	107.0	223.8	237.5	233.0	305.2	241.7	248.8	231.0	244.6	170.8	236.2
1756	169.6	127.0	187.1	218.5	138.0	141.3	225.9	245.6	173.8	204.0	178.5	222.2	196.7
1757	112.0	104.0	169.1	179.8	128.8	167.4	207.9	258.3	255.6	175.0	182.0	205.2	200.1
1758	105.6	135.2	221.1	220.0	123.5	-	243.6	245.9	167.0	212.8	159.1	263.4	215.9
1759	146.5	201.5	204.0	237.0	170.3	183.7	280.8	202.2	207.4	238.9	245.8	190.4	237.6
1760	174.0	148.2	163.3	229.8	68.0	356.0	302.3	282.0	225.4	189.7	213.2	267.0	224.8
1761	192.4	190.3	186.0	220.7	154.7	275.1	252.8	180.8	215.8	147.5	237.3	204.8	210.2
1762	131.6	116.0	262.0	146.7	-	130.0	218.1	279.9	184.0	187.3	208.5	254.7	215.8
1763	118.0	147.0	169.6	246.2	138.6	126.0	263.6	268.6	226.3	197.1	188.5	204.0	213.5
1764	169.6	198.3	203.0	247.3	135.0	143.8	301.1	229.8	219.0	280.5	194.3	232.4	235.6
1765	237.1	173.2	173.3	239.2	333.2	-	301.5	264.9	232.0	172.2	232.5	271.4	243.1
1766	175.8	213.8	212.3	206.6	191.5	149.6	273.2	208.7	163.7	250.9	267.7	226.8	238.1
1767	195.4	176.5	196.5	218.7	161.4	169.6	272.2	250.1	198.2	208.4	196.2	185.3	217.5
1768	147.3	197.1	193.0	197.8	178.7	171.3	292.2	205.0	156.5	261.8	197.3	228.0	221.5
1769	147.6	206.2	216.7	226.7	241.0	263.5	250.5	197.5	228.3	198.6	236.7	183.3	223.5
1770	147.3	170.0	234.2	268.0	197.0	70.0	290.0	234.0	140.2	298.5	242.6	199.3	238.7
1771	158.7	-	149.7	235.6	147.0	139.6	212.6	167.8	196.7	128.8	128.0	100.0	193.2
1772	106.5	151.2	217.2	184.2	285.6	124.3	193.5	220.0	169.9	220.3	157.6	230.4	194.2
1773	184.7	195.8	226.2	176.0	247.6	231.2	229.8	176.8	245.5	163.7	150.7	166.6	206.1
1774	100.0	137.7	219.5	197.1	230.3	184.8	254.3	194.5	169.0	250.1	220.0	162.1	208.9
1775[11]	-	117.0	102.7	143.6	-	-	105.0	104.4	119.3	98.0	100.0	-	114.7
1776	151.3	174.0	208.9	186.3	168.6	231.3	273.0	212.2	291.3	233.6	273.6	146.6	233.4
1777	165.7	103.0	176.5	227.2	152.7	115.6	268.7	112.5	146.3	169.1	308.5	264.0	234.2
1778	168.0	119.0	203.0	263.5	189.0	96.7	286.6	221.4	147.6	215.9	260.6	202.5	213.3
1779[12]	232.7	146.0	197.6	182.7	98.0	271.4	204.3	133.2	211.9	248.6	254.5	212.7	220.0
1780	438.0	131.0	143.6	299.1	127.6	111.0	316.8	231.1	194.1	195.7	295.4	111.7	229.0
1781	193.5	108.0	174.8	271.3	210.0	112.5	73.3	99.5	81.2	128.8	141.8	-	124.3
1782	105.3	112.7	123.5	131.1	116.3	193.5	105.1	140.8	142.9	134.4	163.9	279.4	147.0
1783	158.0	216.5	141.5	222.2	245.0	185.0	259.7	229.3	188.3	218.8	169.2	184.1	201.7
1784	-	255.3	195.4	154.6	127.1	149.5	211.4	303.9	141.4	154.8	260.6	288.8	216.5
1785	128.0	132.9	84.0	248.7	248.0	113.0	279.9	215.8	158.7	274.4	319.1	318.2	246.5
1786	254.0	296.0	183.5	245.8	252.0	220.0	356.6	302.0	197.2	225.6	300.4	249.9	271.3

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13

AVERAGE SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1787	174.0	165.7	200.4	215.6	158.8	134.0	325.3	228.9	158.9	304.1	297.2	179.4	250.6
1788	112.0	171.7	145.1	220.7	368.0	443.3	378.2	184.1	131.5	271.9	171.6	301.1	247.4
1789	130.0	139.0	143.7	214.4	162.0	80.0	375.0	186.9	210.3	298.6	235.2	247.2	248.0
1790	138.0	152.0	144.9	157.2	81.7	132.6	287.7	265.3	195.9	213.6	273.2	254.7	228.2
1791[13]	155.3	144.7	133.0	98.5	96.0	101.3	337.1	277.3	147.4	263.8	292.2	293.4	256.5
1792	247.3	154.1	126.3	221.6	346.0	347.4	318.6	179.6	287.9	203.5	241.5	172.0	257.6
1793	168.4	142.0	265.2	202.4	113.0	98.0	90.0	132.7	198.9	145.2	126.6	129.1	146.5
1794	218.0	82.3	155.4	128.6	294.0	213.0	311.5	143.2	200.4	300.9	224.6	117.8	224.4
1795[13]	124.0	-	34.0	104.0	96.0	66.7	90.7	114.8	86.9	101.8	148.7	156.5	108.5
1796[14]	112.7	142.0	90.3	118.6	71.3	92.0	124.5	140.5	122.1	168.9	116.4	121.5	124.3
1797[15]	168.7	99.0	129.9	140.3	108.5	114.3	264.7	198.6	154.4	133.3	197.5	188.4	170.3
1798	152.0	123.3	138.4	278.8	104.0	88.3	147.4	88.0	134.9	128.0	91.0	354.0	137.6
1799	107.0	-	60.0	87.0	-	168.0	124.0	-	-	96.0	-	-	106.7
1800	-	214.0	-	110.0	147.0	84.4	135.6	197.5	124.3	96.8	139.0	346.0	143.1
1801	266.0	130.5	-	-	140.0	261.0	153.2	83.2	84.7	130.7	104.8	146.0	122.3
1802	135.0	115.1	142.5	215.2	89.1	100.2	169.7	249.8	251.9	143.7	224.3	-	176.7
1803[16]	220.5	442.0	139.5	186.7	260.0	101.9	106.7	94.9	162.7	125.6	85.8	111.8	126.1
1804	131.3	-	-	133.3	-	-	98.5	111.9	-	113.6	-	98.8	112.5
1805	-	128.0	131.2	149.4	143.7	89.3	105.6	106.6	138.8	112.7	115.6	91.7	118.1
1806	102.7	126.4	104.9	182.0	110.0	72.7	74.0	93.1	120.0	129.5	192.7	209.0	122.1
1807	-	52.0	-	60.0	127.0	74.7	48.0	89.2	59.0	128.0	104.0	94.8	82.5
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	124.0	83.8	89.8	114.3	124.7	137.9	124.3	113.4
1815	286.0	87.0	117.1	100.9	131.4	128.5	92.4	100.6	108.6	116.9	132.7	241.8	121.3
1816[18]	87.0	98.0	110.9	140.0	131.1	121.7	117.2	189.5	140.7	132.3	131.1	137.8	137.0
1817	141.4	132.5	300.0	208.0	146.9	151.0	180.3	185.0	161.9	180.2	182.4	193.5	172.6
1818	299.5	164.6	-	124.0	143.3	114.0	174.7	267.4	181.4	153.3	174.2	359.8	209.2
1819	380.5	143.0	173.0	84.0	70.7	119.2	289.4	166.3	149.7	154.9	141.3	139.3	173.3
1820	294.4	199.6	118.8	302.2	210.7	121.7	174.4	266.0	143.6	202.4	149.7	140.5	193.6
1821	-	112.7	297.2	176.3	96.0	145.1	222.1	167.9	166.3	161.5	152.3	124.7	177.1
1822	121.0	303.0	106.0	131.0	142.3	-	250.6	-	102.7	171.6	219.6	467.0	209.0
1823[19]	-	-	42.0	333.6	173.3	-	178.7	174.5	246.5	193.0	227.1	328.7	207.6
1824	140.0	136.0	84.0	78.0	129.0	159.5	214.9	245.2	186.4	165.3	-	194.0	182.7
1825[20]	-	-	157.0	-	95.7	141.1	175.1	161.6	209.3	-	-	-	155.6

SOURCE: GAA. PA 78/94-102

TABLE II.13.A

AVERAGE SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	70.0	60.0	96.0	-	-	75.3
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	195.0	172.0	115.0	190.0	172.0	-	-	-	-	-	-	168.4
1717	165.0	120.0	160.0	-	-	-	-	-	-	-	-	62.0	121.7
1718	-	-	-	-	160.0	240.0	80.0	-	-	-	-	225.0	202.5
1719	252.0	-	-	-	-	180.0	-	40.0	60.0	105.7	96.8	-	110.0
1720	68.0	146.7	-	236.0	224.0	-	120.0	230.0	86.0	44.0	220.0	88.0	149.5
1721	100.0	-	80.0	224.0	28.0	-	52.0	66.0	147.0	-	54.0	96.0	85.6
1722	81.0	171.0	-	220.0	-	100.0	40.0	-	36.0	115.3	48.0	96.0	101.8
1723	180.0	222.0	160.5	249.0	-	-	44.0	-	106.0	71.5	71.0	48.0	129.0
1724	154.0	177.0	121.1	112.0	-	230.0	72.0	160.4	104.0	77.7	106.0	48.0	116.6
1725	52.0	116.0	-	-	74.0	78.0	151.7	115.0	79.1	104.3	59.0	65.0	96.1
1726	111.3	152.0	137.0	232.0	105.0	192.0	98.5	136.4	115.0	111.3	89.8	131.5	122.4
1727	113.0	106.0	139.0	142.0	138.0	-	-	113.0	119.3	108.0	-	130.0	122.5
1728	116.0	97.3	102.7	176.0	102.0	-	144.2	-	106.0	93.8	102.0	114.4	114.2
1729	-	196.0	153.3	179.0	-	-	-	174.0	182.0	-	90.0	165.0	160.3
1730	92.0	162.0	150.0	157.3	206.0	-	140.5	78.0	126.0	148.4	163.3	145.3	142.4
1731	230.0	136.0	182.7	-	142.0	150.0	216.0	125.0	154.0	118.4	86.0	125.0	144.7
1732	108.0	96.0	211.0	155.5	-	-	156.5	256.0	143.0	154.4	84.0	173.0	158.6
1733	143.3	143.0	180.0	190.0	336.0	-	-	81.0	-	-	105.6	73.0	138.3
1734	-	166.0	166.0	138.5	136.0	126.0	198.0	113.5	118.4	136.0	151.0	119.5	137.6
1735	131.0	201.0	-	92.0	-	106.0	127.0	130.0	210.0	146.0	117.5	167.6	145.0
1736	134.0	72.0	100.0	232.0	164.0	122.0	94.7	126.7	73.0	132.8	204.0	172.7	139.3
1737	-	138.0	86.0	208.0	134.0	192.0	250.0	225.5	144.4	182.8	270.0	162.0	194.1
1738	233.0	130.4	161.0	230.7	-	180.0	265.5	228.8	160.3	146.9	146.3	128.0	200.0
1739	-	177.0	178.0	172.7	204.0	-	-	110.0	169.0	141.4	187.5	176.0	169.2
1740	232.0	-	-	163.0	-	90.0	153.7	276.0	126.3	180.6	207.5	198.8	168.0
1741	210.7	100.0	159.5	180.0	136.0	-	265.7	170.4	167.0	198.2	291.5	288.0	210.0
1742	-	-	200.0	168.0	278.0	-	248.7	170.5	96.0	187.3	166.2	206.9	183.2
1743	282.0	187.4	141.3	205.3	176.4	106.0	84.0	175.3	126.0	114.0	96.0	162.3	167.1
1744	-	-	132.0	138.0	164.0	127.3	172.0	91.8	112.5	123.3	136.3	174.2	132.4
1745	-	-	124.5	131.0	186.0	-	108.0	104.0	130.5	109.5	128.0	86.7	120.8

SOURCE: GAA. PA 78/94-102

CONTINUED..

TABLE II.13.A

AVERAGE SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	138.0	70.0	186.0	184.0	174.0	-	-	138.0	100.0	99.6	87.5	124.7	124.1
1747	102.7	145.7	166.0	160.0	120.0	-	98.0	107.7	113.3	112.7	155.6	71.0	125.4
1748	252.0	122.0	-	230.0	176.3	152.0	-	-	100.7	107.4	84.0	106.0	132.3
1749	76.0	124.0	85.0	118.0	106.0	214.0	134.0	121.6	95.0	128.7	-	222.0	121.2
1750	154.0	96.0	112.0	82.0	132.0	-	-	103.3	98.0	114.0	160.0	137.3	125.8
1751	68.0	90.0	-	98.7	125.0	-	-	112.0	97.0	106.0	125.6	148.0	118.1
1752	93.0	143.0	118.7	95.0	-	-	-	90.5	125.8	135.0	124.7	-	119.9
1753 9&10	-	-	105.0	198.0	-	103.3	126.4	110.7	107.3	89.3	137.2	110.0	116.1
1754	130.0	124.0	124.0	74.0	115.0	-	116.0	124.7	89.8	122.8	87.0	118.0	110.6
1755	156.0	-	48.0	122.3	124.0	146.0	-	87.0	99.3	168.0	133.0	-	112.4
1756	86.0	127.0	130.0	168.0	138.0	-	-	110.0	96.0	-	109.4	166.8	120.1
1757	112.0	-	142.5	128.7	138.0	114.0	94.0	100.0	106.5	102.7	175.7	-	125.2
1758	74.0	96.0	127.2	128.8	117.3	-	100.0	127.6	147.7	132.7	156.7	159.3	131.0
1759	106.7	110.0	144.0	-	-	100.0	146.0	140.7	129.0	120.0	-	99.0	123.3
1760	-	-	131.6	150.7	-	-	-	93.0	122.0	105.1	118.0	174.7	124.2
1761	135.3	222.0	114.0	180.0	-	-	106.0	48.0	168.0	80.0	124.0	-	137.1
1762	98.0	-	186.0	156.0	-	-	93.3	146.0	154.0	186.5	112.3	112.0	126.2
1763	120.0	147.0	157.1	-	131.7	190.0	100.0	142.0	108.0	116.7	121.0	-	136.6
1764	101.0	164.0	102.0	140.5	130.0	-	110.0	125.0	90.0	90.0	108.0	142.0	121.9
1765	153.0	98.0	130.8	173.0	138.0	-	-	139.0	104.0	116.0	133.3	118.7	127.8
1766	-	-	142.0	147.1	139.2	94.0	-	141.0	123.3	133.5	157.5	101.0	137.4
1767	162.0	-	132.0	-	148.0	107.5	136.4	87.3	125.0	113.1	98.5	-	120.7
1768	116.0	-	147.3	138.2	200.0	147.0	148.0	104.0	113.7	118.7	103.6	-	129.6
1769	98.0	146.0	157.0	140.3	64.0	-	101.0	128.0	128.7	117.8	192.0	177.5	134.4
1770	-	179.0	102.0	145.3	-	-	100.0	78.0	137.3	118.7	113.3	-	135.3
1771	-	-	159.0	96.0	147.0	156.0	150.0	62.0	120.3	128.8	128.0	100.0	130.1
1772	136.0	-	-	136.5	-	116.6	151.3	112.3	129.3	99.7	120.7	-	121.2
1773	118.0	-	136.0	116.2	89.0	120.0	114.8	102.7	103.6	71.0	134.0	84.0	106.1
1774	98.0	148.0	129.4	129.6	-	138.0	76.7	86.0	147.0	137.3	214.0	200.0	133.2
1775	-	117.0	102.7	143.6	-	-	105.0	104.4	119.3	95.0	100.0	-	114.7
1776	138.0	108.0	-	-	100.0	-	-	116.6	-	98.0	72.0	116.0	110.1
1777	89.0	-	130.3	198.0	156.0	-	135.2	112.5	101.0	79.0	130.0	108.0	116.3
1778	-	-	128.5	147.0	110.0	150.0	114.7	99.8	95.5	127.6	128.0	144.0	117.7
1779	-	-	118.4	80.0	88.0	98.6	110.0	107.0	-	132.0	199.5	212.7	136.8
1780	-	107.3	109.4	94.0	86.7	116.0	93.3	113.7	125.1	114.0	140.7	111.7	113.8
1781	120.0	108.0	99.5	-	-	118.0	-	118.5	80.0	-	126.0	-	109.1
1782	142.7	85.0	122.0	105.6	-	111.0	102.7	-	64.7	102.4	82.0	-	99.5
1783	118.0	58.0	130.0	118.0	312.0	-	-	-	151.5	115.3	109.0	109.5	127.6
1784	-	-	133.4	132.0	130.8	-	116.0	106.7	114.7	121.9	125.7	109.0	123.4
1785	-	111.0	84.0	114.0	-	92.0	84.0	105.0	117.0	132.0	-	-	107.2
1786	-	-	-	92.7	91.0	-	132.0	113.5	101.2	97.5	116.0	72.0	102.8

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13.A

AVERAGE SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1787	-	-	143.0	114.0	104.0	-	118.0	51.0	130.0	90.0	81.3	134.0	106.4
1788	74.0	93.0	94.8	109.1	-	-	-	100.0	100.7	104.7	99.0	-	100.6
1789	-	92.0	106.6	97.3	185.0	-	91.0	-	119.8	75.0	106.8	160.3	112.7
1790	121.0	95.0	106.5	128.0	116.0	-	-	-	106.4	86.2	106.4	179.0	106.5
1791	155.3	144.7	133.0	126.0	-	106.0	104.0	127.7	110.0	129.3	115.2	106.8	127.3
1792	174.0	113.0	104.0	-	-	-	-	116.0	104.4	101.3	133.6	172.0	120.3
1793	-	-	-	-	-	98.0	64.0	105.0	95.0	118.7	98.0	109.3	100.5
1794	126.7	-	93.0	65.0	124.0	-	132.0	126.0	88.8	101.0	-	94.0	102.1
1795	124.0	-	34.0	-	-	-	-	110.0	-	-	-	120.0	97.0
1796	110.0	-	86.0	94.0	132.0	-	-	121.3	91.6	116.7	-	-	104.4
1797[15]		NO	DATA	AVAILABLE									
1798		NO	DATA	AVAILABLE									
1799		NO	DATA	AVAILABLE									
1800		NO	DATA	AVAILABLE									
1801		NO	DATA	AVAILABLE									
1802		NO	DATA	AVAILABLE									
1803[16]		NO	DATA	AVAILABLE									
1804		NO	DATA	AVAILABLE									
1805		NO	DATA	AVAILABLE									
1806		NO	DATA	AVAILABLE									
1807		NO	DATA	AVAILABLE									
1808		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	86.0	104.0	102.5	102.9	130.8	118.4	109.7
1815	286.0	87.0	141.0	56.0	-	148.0	102.5	117.3	-	85.6	98.8	-	106.6
1816	112.0	-	80.0	-	48.0	-	121.0	100.0	108.0	73.4	-	98.3	91.5
1817	162.0	161.0	602.0	72.0	-	-	86.7	171.3	160.2	183.9	157.4	222.0	172,8
1818	154.0	162.5	-	124.0	180.0	180.0	-	103.3	112.0	118.0	122.0	-	137.5
1819	90.0	-	156.0	84.0	-	-	-	118.0	136.0	134.0	81.3	70.0	110.9
1820	135.3	-	77.0	152.0	-	-	-	-	75.7	136.0	92.0	117.5	110.5
1821	-	-	152.0	-	96.0	-	78.0	63.0	121.0	71.3	68.0	100.0	100.1
1822	-	-	114.0	-	-	-	-	-	116.0	156.0	82.0	100.0	110.4
1823[19]	-	-	42.0	-	-	-	-	-	-	-	-	-	42.0

SOURCE: GAA, PA 78/94-102

TABLE II.13.8

AVERAGE SHIPPING TONNAGE FROM NARVA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	310.0	-	-	-	-	-	-	274.6	400.0	292.4
1720	-	330.0	376.0	370.0	-	-	-	390.0	172.5	347.5	251.0	332.0	325.5
1721	-	-	-	-	420.0	-	260.0	335.2	340.2	378.3	110.0	341.0	331.1
1722	308.0	290.0	240.0	369.3	-	-	388.0	318.1	374.2	278.6	334.7	332.0	329.2
1723	-	-	412.0	-	348.0	380.0	366.0	346.4	304.0	342.0	332.0	322.8	342.2
1724	-	-	60.0	-	-	-	336.8	346.2	320.4	288.3	336.1	328.4	328.2
1725	232.0	-	276.0	330.0	380.0	312.0	329.6	319.9	312.7	299.8	349.3	317.3	317.6
1726	317.3	-	280.0	336.0	-	-	325.1	330.3	279.3	290.0	309.1	305.8	313.7
1727	313.0	-	286.0	250.3	272.0	-	288.4	238.3	225.5	308.7	286.8	291.7	281.6
1728	92.0	196.0	184.0	246.0	300.0	264.0	279.0	-	201.7	286.1	261.8	322.0	271.9
1729	-	217.0	228.0	338.0	-	-	288.7	304.4	303.7	266.7	273.4	302.0	287.7
1730	-	-	229.0	306.0	-	277.1	277.6	268.8	246.2	280.4	294.1	266.0	277.5
1731	-	-	246.0	296.0	-	-	275.0	279.0	273.7	275.4	293.4	295.1	279.6
1732	-	249.0	227.3	259.0	303.0	261.7	288.0	237.4	268.7	274.0	298.8	292.4	279.1
1733	-	282.0	288.0	274.7	-	242.1	295.1	295.6	271.6	282.7	303.2	283.3	287.9
1734	242.0	231.0	323.0	313.2	-	295.7	300.1	246.5	277.9	303.6	307.8	315.0	294.1
1735	330.0	-	241.0	313.3	-	308.1	294.5	307.0	284.0	304.0	306.7	313.5	305.4
1736	-	-	324.0	-	258.0	308.0	305.8	295.1	308.9	307.6	309.2	285.3	304.6
1737	-	-	-	238.0	292.0	287.0	296.9	312.1	234.0	306.8	313.5	316.0	299.6
1738	206.0	-	-	282.7	-	266.9	310.9	231.7	284.5	300.8	313.3	314.2	301.2
1739	-	-	240.0	278.0	246.0	-	303.5	310.7	295.6	283.2	305.1	294.0	303.0
1740	334.0	-	-	354.0	-	-	-	311.6	304.7	322.7	289.1	310.9	307.1
1741	-	-	-	324.0	242.0	-	313.4	274.8	268.7	314.0	325.3	322.7	304.2
1742	-	-	146.0	308.0	-	-	285.5	276.3	276.1	294.0	283.1	266.6	280.8
1743	147.0	200.0	256.6	318.5	286.0	176.0	307.2	250.2	268.6	307.1	301.2	323.6	294.8
1744	340.0	-	-	284.3	-	348.0	331.6	318.6	321.2	315.0	280.9	107.0	312.8
1745	214.0	322.0	-	294.5	-	-	321.1	340.7	284.0	327.8	306.3	328.6	317.8

SOURCE: GAA, PA 7849-102

CONTINUED

TABLE II.13.B

AVERAGE SHIPPING TONNAGE FROM NARVA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												YEARLY
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
1746	336.4	-	318.0	333.0	274.0	408.0	316.0	322.6	323.2	320.8	320.7	333.3	323.7
1747	-	344.0	188.0	274.0	-	-	329.3	339.8	303.0	306.0	319.6	332.7	323.2
1748	-	132.0	-	328.0	-	174.0	318.9	301.9	312.4	294.0	312.3	305.6	305.8
1749	-	-	170.0	-	-	350.0	322.0	294.0	328.4	321.7	322.0	285.5	316.1
1750	-	-	-	292.0	-	215.0	314.9	296.3	158.4	294.9	312.4	307.3	297.0
1751	184.0	277.0	-	326.0	-	-	327.9	320.4	278.2	252.5	326.9	320.7	316.0
1752	-	246.0	312.0	-	-	333.6	337.8	317.0	331.0	309.6	333.1	318.0	328.7
1753	-	-	362.0	-	382.0	329.5	347.7	308.0	276.8	392.0	337.2	327.3	335.8
1754	344.0	312.0	348.0	320.5	226.0	-	347.5	330.8	292.0	324.7	343.4	272.0	327.8
1755	-	-	-	348.3	338.0	344.7	349.7	330.6	360.0	307.4	355.7	378.0	337.2
1756	378.0	-	362.0	324.0	-	-	-	-	-	-	186.0	-	314.8
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	331.4	167.0	308.0	296.0	374.3	327.0
1759	-	-	-	-	276.0	-	339.6	415.0	334.7	328.9	311.2	-	332.5
1760	338.0	276.0	262.0	370.7	-	356.0	-	-	-	-	-	-	334.9
1761	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	414.0	-	-	-	376.0	366.3	418.0	345.0	355.0	349.0	367.4
1763	-	-	188.0	341.0	-	-	368.2	341.3	379.7	341.3	362.3	374.0	353.1
1764	-	344.0	359.0	381.0	-	62.0	364.8	337.6	404.0	365.7	403.0	349.0	358.4
1765	424.0	-	-	218.0	416.0	-	341.1	359.6	354.4	164.0	346.6	368.7	349.9
1766	-	378.0	410.0	328.0	-	-	364.4	226.0	-	329.3	356.0	341.4	356.3
1767	394.0	-	337.0	364.0	148.0	418.0	382.8	381.3	342.7	399.0	392.0	328.0	374.3
1768	-	418.0	361.0	366.0	-	220.0	382.4	362.4	350.0	370.2	371.7	377.0	371.2
1769	-	-	371.0	417.0	418.0	392.5	387.2	349.0	401.1	383.6	351.0	-	388.1
1770	-	-	371.0	364.0	-	-	391.3	402.2	-	402.2	416.0	418.0	396.0
1771	-	-	-	365.3	-	432.0	379.2	418.0	417.3	-	-	-	385.8
1772	-	-	400.0	-	-	366.0	404.6	395.2	-	410.3	404.0	403.1	401.6
1773	-	318.0	-	404.0	426.0	399.7	387.0	-	394.5	-	-	372.5	391.2
1774	-	-	375.3	401.0	-	366.2	396.9	393.0	-	409.6	386.0	-	391.9
1775		NO	DATA	AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	432.0	-	418.0	-	-	415.3	421.4	418.0	402.4	424.0	416.0	-	415.1
1777	-	-	-	454.0	-	-	421.4	-	423.0	424.0	422.9	404.0	421.9
1778	-	-	413.5	-	-	-	425.9	434.7	413.0	420.0	446.0	450.0	426.5
1779	-	-	445.0	-	-	439.0	331.0	-	-	436.5	435.5	-	429.5
1780	438.0	-	-	427.0	-	-	444.9	421.5	435.0	416.0	442.4	-	433.2
1781	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	426.0	-	384.7	404.0	-	-	-	401.7
1783	436.0	-	-	376.0	-	434.0	438.2	419.8	427.3	448.0	422.0	403.5	425.0
1784	-	392.0	431.0	434.0	-	-	437.2	422.2	176.0	422.0	399.9	434.2	415.6
1785	-	-	-	373.3	364.0	-	419.2	379.5	112.0	420.4	424.8	450.0	410.6

SOURCE: GAA. PA 78/98-102

CONTINUED

TABLE II.13.8

AVERAGE SHIPPING TONNAGE FROM NARVA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												YEARLY
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
1786	-	478.0	-	430.5	-	-	404.1	430.2	374.5	358.6	419.1	364.7	405.3
1787	-	108.0	437.0	478.0	-	-	442.1	394.2	214.0	427.2	410.6	336.0	415.4
1788	-	-	478.0	460.0	-	443.3	434.1	308.6	84.0	433.4	142.0	411.5	415.9
1789	-	-	416.0	414.0	-	-	431.6	412.0	424.7	425.5	422.0	426.3	426.6
1790	-	-	364.0	-	-	-	440.9	441.4	316.6	432.4	438.7	435.0	419.0
1791[13]	-	-	-	-	162.0	76.0	414.6	390.6	270.0	418.0	389.1	426.6	395.4
1792	284.0	330.0	-	426.0	346.0	427.8	434.8	315.3	445.0	439.5	436.3	-	425.5
1793	-	-	461.0	-	-	-	-	134.5	397.3	436.0	396.0	424.0	345.2
1794	426.0	-	-	-	470.0	441.1	428.7	330.0	366.8	427.0	449.6	-	419.2
1795[13]	-	-	-	-	-	-	-	410.0	-	-	-	-	410.0
1796	-	-	-	410.0	-	-	444.0	443.5	322.7	377.0	-	402.0	404.6
1797	350.0	-	414.0	468.0	-	-	417.4	308.0	261.3	392.0	433.2	458.0	383.7
1798	-	-	-	404.7	-	-	496.0	56.0	402.0	-	-	-	375.8
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	410.0	474.0	351.0	-	-	442.0	425.1
1801	-	-	-	-	-	470.0	-	-	-	-	-	-	470.0
1802	-	-	310.0	344.0	-	426.0	436.7	457.2	431.0	425.3	437.5	-	431.0
1803	446.0	-	-	470.0	448.0	-	-	-	-	366.0	-	-	438.6
1804	134.0	-	-	-	-	-	106.0	112.0	-	104.0	-	108.0	112.6
1805	-	-	109.0	215.0	262.0	-	220.0	88.0	295.0	59.5	163.0	84.0	147.9
1806	-	-	-	-	-	-	-	-	220.0	245.0	264.0	-	246.9
1807	-	-	-	-	-	-	-	176.0	78.0	-	104.0	122.0	122.3
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	-	-	-	-	212.0	121.0	139.2
1815	-	-	132.0	-	-	-	-	378.0	100.0	440.0	242.7	476.0	303.3
1816	-	-	-	148.0	378.0	-	88.7	398.0	310.5	270.2	269.5	436.0	276.2
1817	-	-	-	934.0	460.0	-	728.0	-	432.0	806.0	683.0	-	686.9
1818	718.0	-	-	-	204.0	-	299.0	658.8	710.0	-	159.3	551.6	486.7
1819	678.0	-	-	-	-	126.0	450.0	275.6	139.3	248.0	-	-	298.1
1820	533.0	314.0	-	754.7	-	-	718.0	581.3	-	383.5	173.0	200.0	472.2
1821	-	-	796.0	718.0	-	-	875.0	502.0	492.0	305.0	210.0	-	552.0
1822	-	838.0	-	-	78.0	-	424.8	-	130.0	232.0	814.0	834.0	446.4
1823	-	-	-	842.0	-	-	444.0	281.5	481.0	164.5	563.0	370.0	387.4
1824	-	-	-	-	-	211.0	283.0	290.0	190.9	140.0	-	188.0	220.2
1825[20]	-	-	-	-	-	186.0	147.5	164.2	234.0	-	-	-	171.5

SOURCE: GAA. PA 78/94-102

TABLE II.13.C

AVERAGE SHIPPING TONNAGE FROM RIGA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	32.0	183.2	158.0
1710[3]	239.0	226.5	162.0	318.0	-	290.0	275.0	-	106.0	-	-	-	234.4
1711[4]	-	120.0	36.0	93.0	-	-	-	-	-	-	-	-	88.0
1712[5]	-	-	-	-	-	146.0	-	32.0	-	-	71.3	-	89.7
1713[4]	-	134.7	198.9	214.0	225.0	-	-	-	-	-	-	-	200.6
1714[6]	-	-	-	-	80.0	125.3	134.0	104.0	176.0	-	140.8	60.8	116.6
1715[7]	-	-	-	-	-	-	-	-	-	134.0	113.3	113.4	117.5
1716	-	128.1	113.6	121.0	218.2	225.5	100.0	-	-	-	-	230.0	156.7
1717	176.0	196.7	168.8	229.3	219.2	205.0	156.0	248.0	182.0	155.3	128.0	123.6	186.8
1718	185.0	-	185.7	182.0	237.0	134.0	100.0	-	-	-	150.5	207.8	188.8
1719	183.2	167.7	217.3	-	175.5	-	80.0	114.3	197.2	191.7	226.6	212.0	192.0
1720	226.7	175.1	308.0	-	92.0	54.0	113.6	172.2	192.6	215.3	273.3	126.0	179.4
1721	113.2	220.0	117.3	108.0	91.6	116.0	106.4	174.2	164.9	179.0	214.7	229.2	161.3
1722	158.8	206.0	137.0	140.0	-	140.0	117.6	199.5	194.3	189.8	205.0	105.2	177.8
1723	123.0	224.7	94.0	188.0	53.3	168.4	187.0	173.0	182.7	168.4	240.0	160.9	168.2
1724	168.3	205.6	181.0	142.0	30.0	110.4	155.0	178.0	138.7	158.3	136.4	182.0	154.8
1725	118.0	140.0	158.3	60.0	70.4	117.5	123.8	168.6	155.7	209.2	182.0	144.3	158.6
1726	161.5	134.0	139.5	142.7	91.0	111.4	170.7	140.5	156.3	146.6	172.0	158.1	149.1
1727	162.5	128.7	139.2	156.0	-	96.0	111.1	134.7	142.1	160.7	152.5	169.1	142.1
1728	138.8	128.3	102.0	68.0	-	100.4	167.1	-	107.6	148.1	135.3	165.2	144.1
1729	-	146.7	107.3	-	122.0	64.0	113.7	152.2	139.2	144.9	199.7	184.0	145.5
1730	152.0	148.0	73.3	-	-	121.7	146.5	144.6	142.7	169.6	192.4	138.2	152.6
1731	110.3	110.8	165.5	-	-	98.0	150.6	138.1	139.0	155.4	196.0	172.3	147.1
1732	188.0	157.2	129.5	168.5	102.0	135.7	110.0	124.8	170.9	169.2	199.0	124.0	153.8
1733	142.0	111.3	138.0	-	132.0	109.8	139.0	188.5	159.4	153.4	163.9	191.3	154.4
1734	125.3	164.4	162.0	163.6	120.0	-	129.8	147.8	150.8	132.0	183.5	171.7	151.2
1735	208.0	134.0	164.0	-	-	135.8	166.2	181.3	149.4	154.6	188.0	182.5	164.0
1736	174.0	-	223.0	145.0	100.0	112.2	150.9	190.1	184.2	184.7	197.1	199.2	175.6
1737	224.0	240.0	139.0	163.0	162.7	194.6	125.5	172.8	128.8	145.2	166.4	199.7	161.1
1738	144.0	184.0	176.2	164.0	118.0	139.0	146.7	185.4	144.6	176.3	196.8	219.2	169.0
1739	158.0	165.2	168.6	212.0	118.0	144.6	187.6	167.0	163.7	158.9	185.2	166.3	167.1
1740	173.1	-	-	155.7	149.0	136.8	106.9	137.0	136.9	138.8	168.9	172.8	145.1
1741	158.0	131.3	127.7	164.5	130.0	85.6	105.9	141.6	133.0	147.5	147.6	137.7	126.9
1742	164.0	147.1	133.1	142.0	145.7	134.0	137.4	160.9	155.2	160.8	145.6	137.0	152.9
1743	194.0	165.2	211.2	146.0	142.7	98.0	156.3	181.7	156.6	185.6	144.0	194.2	170.7
1744	224.0	102.0	129.5	176.0	188.7	98.0	116.8	148.2	159.5	154.4	170.3	174.0	150.4
1745	167.0	151.0	191.5	172.3	178.0	119.0	-	154.9	146.1	188.2	156.0	192.8	163.0

SOURCE: GAA, PA 78/94-102

CONTINUED

TABLE II.13.C

AVERAGE SHIPPING TONNAGE FROM RIGA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1746	171.0	-	184.0	264.0	-	111.7	97.6	191.7	155.9	118.8	150.4	181.7	161.8
1747	-	75.0	191.2	125.5	174.0	99.2	140.0	164.6	168.7	145.5	164.7	148.0	152.6
1748	196.0	-	-	213.3	134.0	130.7	142.0	166.5	150.0	100.3	167.0	155.9	159.1
1749	-	100.0	135.5	196.5	-	166.0	145.0	133.7	162.4	142.8	156.7	176.9	156.2
1750	167.3	87.0	193.3	-	157.3	130.7	157.7	167.3	187.7	145.2	144.4	143.5	156.9
1751	-	172.0	-	94.0	148.0	166.0	139.0	158.3	137.5	185.0	168.7	108.0	153.3
1752	147.7	153.5	179.0	130.0	-	183.6	101.6	139.3	165.8	115.0	229.5	134.5	147.5
1753	128.0	66.0	166.4	142.0	126.7	156.0	186.2	181.5	142.4	127.6	200.2	102.7	167.3
1754	130.0	140.8	181.7	174.0	-	114.5	144.4	163.6	198.7	122.4	217.2	189.7	172.3
1755	124.0	-	75.0	205.5	212.7	171.0	-	184.7	145.3	184.0	261.2	138.2	178.8
1756	128.0	-	137.5	218.0	-	198.0	174.7	221.0	200.9	192.2	266.9	277.6	207.3
1757	-	104.0	182.4	189.7	138.0	150.0	240.7	285.1	306.4	217.6	187.6	232.5	225.3
1758	114.6	140.9	257.3	362.0	142.0	-	250.5	223.3	166.5	234.3	116.0	236.6	215.4
1759	194.4	228.0	264.0	237.0	128.0	200.4	256.5	154.0	237.3	279.0	198.5	251.3	237.5
1760	92.0	136.5	173.8	192.8	68.0	-	302.2	311.7	196.9	212.2	263.5	283.3	232.2
1761	221.0	180.4	168.0	241.0	154.7	292.9	296.6	191.7	225.9	142.1	254.4	231.5	223.3
1762	162.7	116.0	236.0	-	-	144.0	196.4	246.5	172.0	180.6	229.4	257.0	211.1
1763	116.0	-	185.1	221.2	102.0	78.0	210.9	198.9	173.0	144.2	179.1	180.2	182.0
1764	177.2	139.3	180.4	246.2	150.0	141.0	184.2	219.8	227.0	274.7	172.5	235.0	207.6
1765	235.5	213.0	213.5	263.6	320.0	-	249.0	241.7	218.3	169.3	187.7	262.6	231.2
1766	183.8	171.0	203.8	242.4	238.0	163.5	158.1	210.9	187.3	279.1	274.4	197.1	212.3
1767	168.3	204.0	158.5	213.2	195.0	-	231.1	153.6	210.2	205.7	305.0	171.4	193.4
1768	162.0	124.0	166.2	197.4	204.0	-	159.6	155.0	160.0	190.9	170.9	217.6	172.4
1769	166.3	213.7	198.4	266.0	-	190.0	215.7	218.4	194.0	206.8	246.2	181.7	209.1
1770	147.3	138.0	210.7	328.2	197.0	70.0	138.0	205.3	141.2	254.9	255.6	199.8	209.1
1771	164.0	-	137.3	231.2	-	95.4	143.7	198.3	174.8	-	-	-	172.5
1772	72.0	169.4	229.8	265.3	285.6	116.9	171.6	210.7	186.5	180.1	134.7	171.0	182.5
1773	225.2	167.7	248.8	232.4	360.0	124.3	231.9	176.3	221.5	182.2	159.0	170.9	191.1
1774	72.0	140.0	224.6	205.9	259.7	118.0	199.5	187.9	183.1	249.8	218.3	180.2	196.4
1775	NO DATA AVAILABLE												
1776	136.0	196.0	184.7	191.2	190.3	152.7	165.8	242.4	229.2	195.2	252.3	188.3	207.9
1777	224.0	108.0	212.0	194.7	162.0	113.7	227.3	-	162.4	160.4	309.1	296.5	230.1
1778	220.0	-	177.3	307.5	268.0	88.7	226.2	277.2	157.9	237.8	269.8	245.5	228.8
1779	213.6	146.0	196.0	208.7	108.0	251.6	182.6	148.0	261.0	243.0	246.7	-	220.2
1780	-	154.7	196.3	252.0	240.0	106.0	326.8	194.1	238.7	228.3	258.2	-	240.0
1781	126.0	108.0	206.3	488.0	210.0	96.0	73.3	79.1	82.1	121.4	142.3	-	118.4
1782	97.1	-	124.0	162.0	90.0	124.0	102.7	115.2	153.3	134.4	179.9	278.7	143.3
1783	163.6	347.0	157.0	246.6	231.6	88.0	95.8	196.5	161.8	220.7	108.0	152.1	170.5
1784	-	187.0	198.7	126.9	127.2	154.0	106.0	165.3	157.3	149.9	186.0	192.2	159.3
1785	128.0	139.5	-	195.0	165.3	117.2	107.3	164.0	155.4	154.5	244.2	238.6	163.5

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13.C

AVERAGE SHIPPING TONNAGE FROM RIGA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1786	-	114.0	153.5	227.8	324.2	220.0	133.0	213.6	183.1	183.3	216.8	216.3	213.9
1787	174.0	192.5	138.8	164.9	228.0	134.0	107.0	183.4	159.4	168.8	191.8	164.4	162.1
1788	131.0	211.0	155.1	187.5	368.0	-	134.4	138.7	136.7	139.5	193.0	121.0	158.1
1789	-	120.6	141.7	188.2	116.0	80.0	119.6	143.2	178.4	200.5	204.7	215.2	167.9
1790	-	209.0	133.2	176.7	58.7	132.6	103.9	121.2	147.0	153.0	144.2	133.9	134.0
1791[13]	-	-	-	94.0	63.0	106.5	116.4	146.7	137.2	156.5	199.6	190.0	148.9
1792	-	152.0	115.2	170.5	-	107.3	115.6	148.4	163.3	144.0	175.2	-	151.7
1793	154.7	142.0	215.2	202.4	64.0	98.0	92.6	129.2	112.3	128.4	117.2	115.2	125.5
1794	76.0	82.3	138.7	118.7	-	91.0	149.8	120.7	118.3	122.0	135.0	116.0	121.3
1795[13]	-	-	-	104.0	96.0	66.7	90.7	78.5	86.9	101.8	148.7	168.7	103.0
1796	111.3	126.2	71.3	126.0	174.0	89.8	95.6	111.7	117.3	134.0	138.0	135.0	112.2
1797	158.5	92.0	115.8	132.8	110.0	186.0	131.5	173.3	120.9	130.8	154.4	162.7	140.8
1798	163.5	123.3	170.7	116.7	171.2	87.2	123.6	95.0	116.3	128.0	116.0	354.0	129.3
1799	116.0	-	-	-	-	168.0	-	-	-	96.0	-	-	126.7
1800	-	214.0	-	110.0	226.0	-	113.0	99.1	102.7	94.0	139.0	250.0	116.8
1801	266.0	139.0	-	-	140.0	-	139.3	92.4	79.5	128.7	120.4	-	114.1
1802	135.0	117.2	148.3	116.0	110.5	86.9	133.0	133.8	150.4	118.7	143.9	-	126.1
1803	82.0	632.0	139.5	168.8	129.0	107.8	111.5	101.5	190.4	116.2	83.1	115.3	120.8
1804	134.0	-	-	246.5	-	-	99.3	126.4	-	118.4	-	99.6	120.3
1805	-	128.0	143.6	166.0	144.0	-	95.1	107.6	107.0	118.5	97.7	90.4	110.6
1806	102.0	141.5	112.8	-	-	100.0	62.0	108.0	104.2	94.5	50.0	166.0	105.7
1807	-	52.0	-	53.0	112.0	-	-	54.0	48.0	128.0	-	78.0	67.3
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	-	-	94.2	116.9	157.3	128.8	142.0	118.1
1815	-	-	106.7	118.8	157.3	105.5	90.0	83.3	103.8	100.0	124.4	145.2	107.5
1816	62.0	98.0	95.5	152.4	86.0	128.0	140.7	192.2	129.0	116.8	106.0	134.4	126.6
1817	133.2	120.4	120.0	142.0	175.0	156.9	175.2	190.8	159.8	159.9	147.0	150.7	166.1
1818	172.0	167.3	-	-	174.0	-	143.0	153.2	167.1	192.0	89.3	112.0	157.7
1819	-	174.0	190.0	-	96.0	151.3	136.5	120.1	148.3	125.3	173.1	168.7	142.1
1820	-	123.3	146.7	133.0	250.0	150.0	135.8	154.6	167.1	162.9	167.0	164.8	155.1
1821	-	138.0	200.0	138.0	-	166.3	139.1	126.7	146.4	169.2	159.0	174.0	152.1
1822	121.0	131.6	94.0	131.0	164.0	-	154.9	-	58.0	140.0	178.4	-	143.5
1823	-	-	-	206.5	172.0	-	154.8	151.1	167.5	155.2	158.4	246.0	162.2
1824[20]	140.0	136.0	-	78.0	107.0	154.5	159.3	159.5	156.4	179.6	-	200.0	155.0
1825	-	-	157.0	-	-	190.7	258.7	154.0	160.0	-	-	-	176.9

SOURCE: GAA. PA 78/94-102

TABLE II.13.D

AVERAGE SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO	DATA	AVAILABLE									
1709[2]	-	-	-	-	100.0	-	-	-	-	-	300.0	413.3	323.3
1710[3]	-	-	360.0	340.0	-	260.0	440.0	-	110.0	-	-	-	302.0
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	156.0	156.0
1716	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	200.0	-	411.3	-	-	-	-	-	-	-	172.0	321.2
1718	-	-	-	-	-	-	-	-	-	-	370.0	308.9	314.0
1719	320.0	-	-	-	-	-	-	56.0	-	314.5	386.0	430.0	302.0
1720	-	-	395.0	397.3	-	420.0	88.0	369.0	258.0	310.2	408.0	374.4	333.9
1721	-	-	-	-	-	-	176.0	306.7	369.0	322.0	406.0	380.0	339.9
1722	280.0	-	-	300.0	276.0	-	-	226.5	376.0	350.0	412.0	352.7	336.2
1723	-	-	-	396.0	-	-	312.0	-	370.0	330.0	306.0	361.0	348.9
1724	-	52.0	-	-	-	-	-	-	305.3	296.0	263.3	384.0	299.2
1725	-	-	-	220.0	-	-	388.0	143.0	255.0	324.8	320.0	-	262.6
1726	-	-	-	-	-	352.0	335.0	348.0	285.0	279.5	270.7	302.0	299.9
1727	-	-	-	294.0	-	-	290.0	136.4	282.0	-	220.0	293.0	250.4
1728	-	240.0	-	-	-	-	235.0	-	260.0	272.0	-	-	262.9
1729	-	-	219.0	-	-	-	134.0	263.3	236.0	229.2	303.0	-	239.3
1730	-	-	292.0	322.0	-	150.0	303.0	211.0	278.0	280.0	250.0	291.0	259.2
1731	-	-	-	175.0	-	-	-	293.3	118.0	271.3	252.0	269.7	252.0
1732	-	-	-	207.3	-	-	192.5	174.8	224.0	134.7	275.0	244.7	212.9
1733	138.0	224.0	242.0	278.0	-	280.0	249.0	208.8	162.2	115.0	260.0	304.0	204.3
1734	-	62.0	281.0	196.0	-	-	246.7	219.3	181.0	228.4	-	242.0	223.3
1735	-	232.0	-	-	-	296.0	285.3	292.0	253.0	266.0	302.7	-	284.7
1736	-	-	-	-	278.0	-	306.0	287.3	255.7	280.0	294.9	294.0	287.0
1737	-	-	-	241.2	322.0	274.0	274.7	251.1	230.7	262.9	274.4	248.0	257.5
1738	-	-	273.0	-	198.0	-	288.7	229.1	244.0	246.0	214.0	263.5	246.9
1739	-	-	336.0	-	226.0	-	272.0	260.0	177.0	295.0	241.0	248.0	253.2
1740	-	-	-	-	-	-	216.0	256.0	301.0	-	316.0	285.3	280.7
1741	-	-	-	-	-	330.0	-	300.7	183.0	-	342.0	-	288.0
1742	-	-	256.0	299.0	-	-	-	240.0	302.0	223.5	242.0	-	250.5
1743	62.0	94.0	170.0	296.0	279.0	42.0	146.0	222.8	216.0	-	284.0	300.0	208.7
1744	94.0	-	-	-	302.0	-	-	205.8	184.0	213.3	240.7	165.0	203.3
1745	-	-	116.0	161.0	256.0	-	338.0	265.7	244.0	291.0	251.3	-	247.4

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.13.3

AVERAGE SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	276.0	-	204.0	-	246.0	-	-	226.0	-	302.0	338.0	308.7	261.5
1747	-	-	-	288.0	-	242.0	-	308.0	336.0	-	348.0	-	310.2
1748	-	-	-	-	231.3	-	296.0	197.3	224.7	214.0	260.0	104.0	209.9
1749	-	-	-	-	251.0	-	208.0	210.8	262.5	306.0	-	-	240.0
1750	-	-	178.0	-	-	143.0	297.6	154.7	100.0	224.0	-	339.0	216.1
1751	-	-	-	-	186.0	-	-	-	338.0	218.7	-	240.0	251.1
1752	188.0	213.0	-	222.0	-	-	102.0	236.0	-	-	266.0	-	217.8
1753	-	234.0	-	253.0	199.0	234.0	269.5	191.0	194.0	-	281.0	-	236.4
1754	162.0	264.0	378.0	244.0	-	-	249.0	332.0	350.0	264.0	344.0	-	280.0
1755	-	-	230.0	392.0	338.0	-	202.7	84.0	-	238.7	157.0	-	214.6
1756	-	-	238.0	264.0	-	234.0	313.0	320.7	278.0	235.3	299.3	-	291.2
1757	-	-	-	264.0	-	249.0	314.0	338.5	214.0	231.0	-	-	279.2
1758	-	-	292.0	392.0	-	-	-	256.0	364.0	-	-	-	312.0
1759	-	240.0	-	-	-	-	319.3	-	-	184.0	253.3	-	267.7
1760	-	-	-	-	-	-	240.0	418.0	360.3	362.0	-	-	354.4
1761	-	-	-	-	-	-	169.3	352.0	-	318.0	-	-	248.7
1762	-	-	-	-	-	-	-	305.0	-	234.0	278.7	316.0	285.1
1763	-	-	102.0	-	-	-	220.0	148.0	230.0	268.0	140.7	-	183.6
1764	-	298.0	208.0	220.0	-	-	227.0	146.0	-	220.0	110.0	184.0	204.4
1765	-	244.0	180.0	-	-	-	234.0	266.0	316.0	266.0	181.3	256.0	236.5
1766	-	161.3	102.0	152.0	248.0	-	232.0	286.0	214.0	-	190.0	134.0	193.5
1767	-	-	-	-	-	-	-	-	-	146.0	202.0	140.0	162.7
1768	-	298.0	-	-	-	-	-	140.0	193.0	244.0	-	163.0	199.1
1769	-	-	238.0	-	-	-	154.0	206.0	-	214.0	156.0	-	201.8
1770	-	207.0	-	156.0	-	-	-	-	-	-	-	271.0	222.4
1771	-	-	-	-	-	-	-	-	264.0	-	-	-	264.0
1772	146.0	-	-	-	-	-	-	-	-	-	-	-	146.0
1773	-	-	150.0	-	-	-	-	-	316.0	-	-	209.3	216.8
1774	-	-	-	196.0	-	-	-	198.0	314.0	132.0	-	-	210.0
1775		NO	DATA	AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	216.0	-	-	66.0	182.0	-	-	150.0	-	264.0	175.6
1777	-	-	-	-	-	-	175.0	-	-	-	-	-	175.0
1778	-	-	-	-	-	-	-	-	113.0	324.7	-	-	240.0
1779	-	-	-	-	-	-	330.0	338.0	-	404.0	287.0	-	330.6
1780	-	-	-	-	-	-	-	-	-	-	452.0	-	452.0
1781	-	-	270.0	188.0	-	178.0	-	-	-	254.0	-	-	222.5
1782	-	168.0	-	-	-	-	-	115.3	120.7	116.0	125.2	308.0	158.9
1783	130.0	-	88.0	-	-	-	238.0	221.0	260.0	148.0	-	-	195.7
1784	-	-	-	-	108.0	136.0	-	210.0	-	198.0	236.0	246.0	189.0
1785	-	-	-	-	-	-	-	196.0	-	-	254.0	324.0	236.7

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.13.5

AVERAGE SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	254.0	-	-	-	264.0	-	-	250.0	-	114.0	200.0	-	210.2
1787	-	116.0	204.0	-	117.0	-	-	184.0	-	161.0	238.0	-	164.7
1788	-	-	-	-	-	-	144.0	-	227.0	-	186.0	220.0	200.8
1789	-	-	-	446.0	-	-	-	309.0	-	-	-	220.0	321.0
1790	-	-	34.0	-	-	-	-	-	-	-	198.0	128.0	122.0
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	132.0	204.0	-	-	-	76.0	-	-	150.0	270.0	-	151.1
1793	204.0	-	-	-	-	-	-	190.0	374.0	169.3	177.0	136.0	210.5
1794	-	-	268.0	210.0	-	146.0	-	96.0	244.0	132.0	134.0	160.0	178.0
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	198.0	-	192.0	-	-	194.0
1797	-	-	198.0	-	-	-	-	-	-	-	170.0	-	179.3
1798	140.0	-	-	268.0	-	-	-	-	-	128.0	-	-	178.7
1799	-	-	-	134.0	-	-	120.0	-	-	-	-	-	127.0
1800	-	-	-	-	-	-	-	-	140.0	104.0	-	-	122.0
1801	-	-	-	-	-	284.0	-	-	-	102.0	-	146.0	177.3
1802	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	252.0	-	-	-	-	-	-	-	56.0	-	-	154.0
1804	-	-	-	268.0	-	-	-	86.0	-	92.0	-	-	148.7
1805	-	-	-	116.0	-	-	168.0	-	112.0	175.0	-	-	149.2
1806	-	-	-	-	-	-	-	-	-	-	-	252.0	252.0
1807	-	-	-	-	142.0	-	-	-	32.0	-	-	92.0	88.7
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	-	-	163.0	-	199.0	-	181.0
1815	-	-	-	-	-	246.0	48.0	-	128.0	-	102.0	249.0	160.6
1816	-	-	128.0	-	130.0	-	-	-	-	140.0	-	-	132.0
1817	-	144.0	-	-	-	-	154.0	-	252.0	-	-	-	183.3
1818	-	-	-	-	-	-	-	-	124.0	154.0	578.0	144.0	250.0
1819	-	-	-	-	-	-	-	203.5	-	-	-	102.0	183.2
1820	-	-	-	448.0	132.0	-	197.0	276.0	346.0	-	-	-	267.4
1821	-	-	-	128.0	-	-	350.0	250.0	198.0	-	-	-	231.8
1822	-	-	-	-	250.0	-	340.0	-	-	-	-	-	295.0
1823	-	-	-	-	-	-	-	224.0	-	496.0	-	-	360.0
1824	-	-	-	-	-	-	-	274.0	252.5	-	-	-	256.8
1825[20]	-	-	-	-	-	-	-	372.0	-	-	-	-	372.0

SOURCE: GAA. PA 78/94-102

TABLE II.13.E

AVERAGE SHIPPING TONNAGE FROM REVAL TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												YEARLY
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO	DATA	AVAILABLE									
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	34.0	-	-	-	-	-	-	34.0
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	66.0	-	60.0	-	-	-	-	64.0
1713[4]	-	-	44.0	100.0	-	-	-	-	-	-	-	-	72.0
1714[6]	-	-	-	-	40.0	131.0	220.0	-	56.0	76.0	32.0	-	98.0
1715[7]	-	-	-	-	-	-	-	-	-	-	-	36.0	36.0
1716	-	70.0	211.5	197.1	283.0	290.0	-	-	-	-	-	-	223.7
1717	-	173.2	-	260.0	150.0	-	300.0	-	200.0	-	-	-	197.6
1718	-	-	-	-	200.0	-	-	-	-	-	-	-	200.0
1719	120.0	-	-	-	-	-	-	-	64.0	-	-	-	92.0
1720	-	-	-	-	-	-	-	-	30.0	40.0	40.0	-	36.7
1721	-	-	-	-	-	-	-	30.0	-	60.0	-	-	45.0
1722	180.0	-	-	-	-	-	110.0	-	-	-	-	-	133.3
1723	-	-	60.0	-	-	-	-	44.0	96.0	-	-	88.0	72.0
1724	-	-	-	-	-	-	52.0	-	-	30.0	-	60.0	47.3
1725	-	-	-	-	-	74.0	-	-	100.0	-	-	-	82.7
1726	-	-	-	-	96.0	44.0	-	-	40.0	68.0	-	-	62.0
1727	-	-	-	-	-	-	70.0	-	-	-	-	-	70.0
1728	-	-	-	-	-	93.0	132.0	-	-	-	-	223.0	152.8
1729	-	228.0	-	-	-	-	66.0	-	142.7	126.0	266.0	-	151.6
1730	-	-	-	204.0	-	167.0	141.0	135.5	-	113.0	106.0	148.0	145.2
1731	-	198.0	96.0	-	-	222.0	-	174.6	141.1	106.0	-	-	151.8
1732	170.0	181.0	-	176.0	-	56.0	114.0	124.0	124.0	-	-	-	137.8
1733	-	-	-	-	-	-	70.0	-	108.0	-	-	-	89.0
1734	-	-	-	92.0	-	74.0	194.4	129.5	-	-	124.0	-	148.3
1735	-	-	-	-	132.0	-	-	-	106.0	-	-	-	119.0
1736	-	-	-	-	-	-	124.0	85.3	-	124.0	72.0	-	96.0
1737	-	90.0	-	-	158.0	66.0	-	62.0	90.0	69.0	71.0	-	84.2
1738	-	-	118.0	-	-	95.4	154.0	169.0	92.0	90.0	-	-	121.9
1739	-	-	124.0	-	-	140.4	157.5	161.4	135.0	114.3	108.0	136.0	142.3
1740	-	-	-	188.4	-	144.5	249.8	196.9	181.8	171.4	274.0	148.0	187.6
1741	-	-	132.0	122.0	-	144.7	149.3	101.0	56.0	-	-	-	133.8
1742	-	-	-	-	-	-	97.0	-	124.0	-	-	206.0	131.0
1743	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	124.0	242.0	-	-	-	-	183.0
1745	-	-	-	-	-	-	-	129.0	-	-	-	-	129.0

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13.E

AVERAGE SHIPPING TONNAGE FROM REVAL TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	-	-	88.0	-	-	-	200.4	124.0	-	-	-	-	162.7
1747	-	-	170.0	-	-	-	76.0	-	-	-	34.0	-	93.3
1748	-	-	-	-	124.0	-	96.0	84.0	68.0	-	72.0	-	88.8
1749	-	-	-	106.0	-	-	-	100.0	-	-	-	-	103.0
1750	-	-	-	-	-	96.0	70.0	140.0	124.0	70.0	-	-	100.0
1751	-	-	-	274.0	-	58.0	70.0	-	-	-	-	-	134.0
1752	58.0	-	70.0	-	-	-	76.0	-	-	-	-	-	70.0
1753	-	-	-	-	-	104.0	148.0	66.0	-	-	-	-	118.3
1754	-	-	-	-	-	-	-	68.0	95.0	-	-	-	86.0
1755	-	-	-	-	-	-	-	74.0	-	-	-	-	74.0
1756	-	-	274.0	114.0	-	72.0	-	-	134.0	-	-	-	148.5
1757	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	114.0	-	-	-	-	114.0
1759	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	-	-	-	44.0	102.0	-	73.0
1761	-	-	-	-	-	-	56.0	69.3	72.0	-	130.0	-	85.1
1762	118.0	-	188.0	114.0	-	-	-	214.0	232.0	104.0	202.0	268.0	164.8
1763	-	-	-	-	-	110.0	-	-	74.0	-	86.0	96.0	91.5
1764	-	-	-	-	-	-	-	166.0	188.0	96.0	-	122.0	143.0
1765	-	-	-	-	-	-	-	-	-	-	-	90.0	90.0
1766	-	-	-	68.0	-	-	-	-	-	-	80.0	96.0	81.3
1767	226.0	-	-	-	-	-	-	-	-	-	-	-	226.0
1768	-	-	-	-	-	-	-	-	-	64.0	-	-	64.0
1769	-	-	-	-	-	90.0	-	110.0	-	-	-	-	96.7
1770	-	-	-	-	-	-	-	114.0	-	-	-	88.0	101.0
1771	-	-	-	-	-	-	108.5	-	84.0	-	-	-	103.6
1772	-	-	-	-	-	94.0	-	90.0	-	-	-	-	92.0
1773	-	120.0	-	-	-	-	-	114.0	-	-	-	-	117.0
1774	-	-	120.0	-	54.0	-	-	120.0	111.0	-	119.0	98.0	106.5
1775		NO	DATA	AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	102.0	-	-	-	-	-	93.0	62.0	-	-	-	-	87.5
1777	-	-	-	-	-	98.0	114.0	-	-	-	-	-	106.0
1778	-	-	-	-	-	82.0	-	-	-	-	-	-	82.0
1779	154.0	-	-	-	-	-	-	-	-	-	-	-	154.0
1780	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	66.0	-	-	-	66.0
1782	-	-	-	-	-	102.0	-	-	144.0	-	-	-	130.0
1783	-	-	-	-	-	-	-	-	-	60.0	-	297.0	218.0
1784	-	-	-	-	-	-	-	-	-	-	130.0	-	130.0
1785	-	-	-	-	-	-	104.0	-	-	-	-	-	104.0

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.13.E

AVERAGE SHIPPING TONNAGE FROM REVAL TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	-	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	154.0	-	-	-	-	154.0
1789	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	44.0	-	-	-	-	-	44.0
1793	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	-	-	-	-	-	-	176.0	-	176.0
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	114.0	52.0	58.0	83.3	-	44.0	-	73.6
1797	72.0	-	-	-	-	-	68.0	-	-	-	-	-	70.0
1798	-	-	-	134.0	-	-	-	-	-	-	36.0	-	85.0
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	414.0	-	-	-	-	-	414.0
1802	-	-	-	-	-	-	82.0	152.0	148.0	-	54.0	-	109.0
1803	-	-	-	-	-	-	82.0	-	-	-	-	156.0	119.0
1804	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	84.0	110.0	-	-	-	-	92.7
1815	-	-	-	-	-	-	-	-	90.0	130.0	-	-	116.7
1816	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	178.0	-	-	163.0	118.0	-	144.0	-	-	-	163.2
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	170.0	170.0
1821	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.13.F

AVERAGE SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE												
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	70.0	-	-	-	-	-	-	70.0
1717	-	-	-	-	-	-	-	-	116.0	-	-	-	116.0
1718	-	-	-	-	-	-	-	-	-	-	-	352.0	352.0
1719	-	-	-	-	-	-	-	-	-	394.0	-	-	394.0
1720	-	-	224.0	-	-	-	-	236.0	84.0	-	68.0	266.0	187.6
1721	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	340.0	-	410.0	400.0	-	-	-	-	-	368.0	-	385.6
1724	-	-	-	-	-	-	-	-	-	-	-	96.0	96.0
1725	-	-	-	-	-	-	-	38.0	-	-	-	-	38.0
1726	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	84.0	-	-	-	-	-	84.0
1729	-	-	-	-	-	-	-	236.0	210.0	266.0	-	-	230.7
1730	-	-	-	-	-	-	226.0	-	286.0	108.7	124.0	-	184.2
1731	-	-	-	-	-	-	-	204.0	165.3	-	210.0	312.0	203.7
1732	-	-	-	-	-	-	-	130.0	56.0	-	92.0	-	83.5
1733	-	-	-	-	-	-	-	288.0	-	-	156.0	-	222.0
1734	-	-	-	-	-	76.0	210.0	-	100.0	-	-	-	128.7
1735	-	-	-	-	-	-	-	-	-	176.0	-	192.0	184.0
1736	-	108.0	-	-	-	-	198.0	-	-	167.0	-	-	160.0
1737	-	-	320.0	204.0	-	-	-	-	-	110.0	-	248.0	217.2
1738	-	288.0	-	-	-	82.0	-	104.0	168.0	192.0	70.0	209.0	165.3
1739	-	-	-	-	76.0	116.0	56.0	121.3	-	102.0	282.7	-	173.4
1740	-	-	-	-	-	-	78.2	115.0	158.3	130.0	106.0	183.0	117.9
1741	-	-	60.0	-	-	48.7	102.2	158.5	160.4	96.7	-	-	113.6
1742	-	-	-	-	-	-	-	296.2	-	206.0	194.7	264.0	265.7
1743	-	210.0	192.0	-	-	-	-	158.0	176.0	292.5	268.5	-	239.4
1744	306.0	-	296.0	-	-	192.0	315.0	304.8	-	-	239.0	302.0	287.9
1745	244.0	-	-	124.0	-	-	308.7	318.0	282.0	132.0	-	342.0	278.6

SOURCE: GAA, PA 78/94-102

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TABLE II.13.F

AVERAGE SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1746	338.0	302.0	-	-	-	-	-	-	-	228.7	-	196.8	231.0
1747	-	258.7	-	-	-	228.7	345.2	204.0	88.0	344.0	318.0	325.0	277.6
1748	-	-	-	312.0	-	-	195.0	292.3	-	342.5	322.4	315.6	302.1
1749	-	-	82.0	338.0	-	283.0	346.0	128.0	270.0	238.9	325.0	273.4	264.9
1750	-	150.0	232.0	274.0	350.0	-	90.0	-	318.0	228.8	274.0	-	235.3
1751	-	172.0	-	-	-	-	284.0	299.0	275.0	214.0	238.7	328.3	273.9
1752	-	-	-	-	-	280.4	-	274.0	281.0	126.0	324.7	338.0	288.8
1753	-	-	-	365.0	316.0	207.0	-	-	-	-	-	-	292.0
1754	110.0	166.0	-	-	-	96.0	-	64.0	66.0	-	64.0	70.0	93.1
1755	-	-	-	-	-	-	80.0	74.0	-	114.0	-	50.0	77.7
1756	-	-	-	-	-	40.0	-	-	-	-	-	-	40.0
1757	-	-	-	-	-	-	74.0	-	-	-	-	-	74.0
1758	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	235.0	-	136.5	216.0	126.0	-	174.9
1760	-	-	96.0	-	-	-	335.0	-	82.0	-	130.0	-	184.7
1761	-	208.0	294.0	-	-	106.0	102.0	-	75.0	95.0	58.0	98.0	119.3
1762	159.0	-	-	-	-	116.0	230.0	120.0	256.0	144.0	-	-	175.8
1763	-	-	248.0	332.0	230.0	-	-	110.0	-	165.0	187.5	-	200.0
1764	-	-	100.0	170.0	-	248.0	124.0	110.0	-	98.0	-	138.7	140.7
1765	-	-	218.0	-	-	-	222.0	-	116.0	158.7	80.0	-	149.3
1766	88.0	-	-	-	-	-	94.0	-	-	124.4	-	-	114.9
1767	-	94.0	-	-	-	-	132.0	165.0	148.7	116.0	182.0	-	146.2
1768	-	118.0	118.0	92.0	132.0	-	88.0	140.0	159.3	158.0	158.6	112.0	135.4
1769	126.7	-	-	-	-	112.0	150.4	168.8	137.0	139.0	133.5	-	143.7
1770	-	-	-	-	-	-	171.0	203.2	-	90.0	209.2	153.3	178.9
1771	148.0	-	-	-	-	-	150.8	118.3	222.5	-	-	-	154.4
1772	-	121.0	112.0	132.0	-	122.0	141.1	186.0	184.0	264.7	-	110.0	153.1
1773	115.0	-	244.0	193.0	274.0	155.2	189.0	202.0	202.7	-	-	118.1	164.2
1774	130.0	92.0	-	115.0	-	98.0	203.7	114.7	122.0	178.0	116.0	109.2	151.7
1775	NO DATA AVAILABLE												
1776	104.0	-	138.0	162.0	154.0	130.9	162.2	201.4	102.0	180.0	165.6	102.9	149.0
1777	184.0	98.0	240.0	-	140.0	146.0	216.7	-	100.0	182.0	121.3	187.2	181.2
1778	116.0	119.0	138.0	144.0	-	-	165.3	149.5	176.7	164.0	140.0	162.0	155.2
1779	814.0	-	102.0	130.0	-	146.0	218.0	106.0	146.3	136.0	125.0	-	166.8
1780	-	-	105.0	134.0	138.0	-	124.0	271.5	124.0	192.0	111.7	-	153.8
1781	264.0	-	160.0	138.0	-	102.0	-	-	-	-	-	-	186.6
1782	84.0	-	-	110.0	274.0	-	110.0	96.0	114.0	-	109.0	241.0	148.8
1783	136.0	114.0	82.0	90.0	-	130.0	90.0	105.7	170.7	330.7	183.0	223.0	165.8
1784	-	-	174.0	-	-	-	-	295.0	-	226.0	-	446.0	254.9
1785	-	150.0	-	252.0	-	-	138.0	270.0	199.6	-	355.0	-	232.3

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.13.F

AVERAGE SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1786	-	-	-	128.0	118.0	-	330.0	-	-	199.0	180.0	-	181.7
1787	-	-	104.0	410.0	-	-	117.0	112.0	114.0	62.0	120.0	118.0	136.9
1788	-	-	-	-	-	-	234.0	169.0	-	94.0	-	-	166.5
1789	130.0	90.0	-	344.0	-	-	410.0	92.0	239.3	268.7	174.0	104.0	220.6
1790	172.0	-	67.0	-	99.0	-	-	-	-	132.0	191.3	112.0	132.2
1791[13]	-	-	-	80.0	-	-	124.0	108.7	185.3	63.0	130.0	114.0	122.0
1792	-	104.0	-	-	-	98.0	-	-	186.0	268.0	196.4	-	182.0
1793	174.0	-	124.0	-	162.0	-	124.0	-	-	72.0	-	-	131.2
1794	-	-	-	-	288.0	-	434.0	270.0	166.0	406.0	-	-	312.8
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	268.0	-	-	-	-	-	92.0	105.2	138.0	-	-	128.0
1797	330.0	-	104.0	-	-	-	64.0	42.0	-	-	202.0	-	148.4
1798	72.0	-	-	-	-	-	-	44.0	82.0	-	-	-	66.0
1799	-	-	60.0	-	-	-	-	-	-	-	-	-	60.0
1800	-	-	-	-	-	-	-	-	101.3	-	-	-	101.3
1801	-	-	-	-	-	-	-	-	-	238.0	-	-	238.0
1802	-	-	-	-	-	-	128.0	-	194.0	112.0	104.0	-	138.9
1803	102.0	-	-	-	-	55.0	78.0	82.7	106.0	78.0	-	-	82.4
1804	-	-	-	-	-	-	-	-	-	124.7	-	-	124.7
1805	-	-	-	-	-	-	115.3	109.0	192.0	-	167.0	106.0	143.6
1806	104.0	-	85.0	212.0	-	-	-	-	190.0	-	-	-	135.2
1807	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814[6]	-	-	-	-	-	-	-	110.0	-	-	-	-	110.0
1815	-	-	-	-	-	-	-	102.0	178.0	-	-	-	140.0
1816	-	-	186.0	-	-	-	148.0	162.0	-	144.0	206.0	-	169.2
1817	-	110.0	-	-	-	108.0	220.0	352.0	185.0	96.0	-	-	163.6
1818	-	-	-	-	-	-	102.0	380.0	-	120.0	-	-	180.5
1819	-	112.0	-	-	-	-	-	224.0	248.0	158.0	-	-	198.3
1820	-	-	-	-	-	-	-	-	158.0	-	-	106.0	132.0
1821	-	-	-	-	-	-	166.0	80.0	-	180.0	-	-	148.0
1822	-	-	-	-	-	-	74.0	-	66.0	-	106.0	-	82.0
1823	-	-	-	-	-	-	242.0	-	96.0	-	242.0	-	193.3
1824	-	-	-	-	-	-	184.0	-	142.7	-	-	-	163.0
1825[20]	-	-	-	-	-	-	-	109.0	-	-	-	-	109.0

SOURCE: GAA, PA 78/94-102

TABLE II.13.6 AVERAGE SHIPPING TONNAGE FROM FREDERIKSHAMN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1744[8]	-	-	-	-	-	-	-	-	232.0	-	-	-	232.0
1745	-	-	54.0	-	-	266.0	164.0	-	244.0	-	-	-	178.4
1746	-	-	-	-	-	-	-	290.0	-	218.0	-	248.0	261.5
1747	-	-	312.0	-	336.0	-	260.0	296.0	216.0	-	234.0	-	255.8
1748	-	-	-	-	-	-	54.0	148.0	408.0	-	-	324.0	222.0
1749	312.0	-	-	-	-	-	152.0	192.0	-	234.0	208.0	54.0	182.0
1750	-	-	-	-	-	234.0	-	138.0	-	138.0	-	-	151.7
1751	-	-	-	-	-	234.0	-	86.0	-	242.0	-	-	187.3
1752	-	232.0	-	-	-	-	-	178.0	127.0	-	172.0	-	169.0
1753	-	-	-	-	-	-	-	157.0	-	-	-	-	157.0
1754	-	-	-	-	178.0	-	-	-	99.3	106.0	-	-	116.4
1755	-	-	-	64.0	-	-	-	186.0	172.0	107.0	-	-	121.3
1756	-	-	-	-	-	106.0	-	294.0	-	-	162.0	-	240.7
1757	-	-	-	-	92.0	-	-	254.0	341.0	-	-	96.0	233.1
1758	-	-	-	-	-	-	-	335.0	92.0	112.0	-	256.0	226.0
1759	-	-	-	-	-	-	274.0	-	262.0	114.0	256.0	-	248.7
1760	-	-	-	-	-	-	-	195.0	304.0	234.0	-	-	256.0
1761	-	-	-	-	-	-	-	170.0	316.0	-	392.0	-	292.7
1762	-	-	338.0	170.0	-	-	313.0	-	-	397.0	-	-	321.3
1763	-	-	-	170.0	-	-	213.0	-	-	136.0	-	278.0	202.0
1764	-	-	-	256.0	-	-	-	199.0	-	-	202.0	-	211.6
1765	-	-	-	170.0	-	-	-	195.0	-	-	-	-	186.7
1766	-	-	170.0	-	350.0	-	196.0	172.0	-	148.0	250.0	-	206.7
1767	-	-	-	160.0	-	-	-	142.0	-	-	-	-	149.2
1768	-	149.0	376.0	170.0	-	-	216.0	170.0	-	-	-	-	205.0
1769	-	-	170.0	216.0	-	148.0	193.0	-	278.0	131.0	-	216.0	186.2
1770	-	-	-	170.0	-	-	193.0	250.0	-	-	-	216.0	204.4
1771	-	-	-	170.0	-	-	233.0	-	-	-	-	-	212.0
1772	-	-	106.0	-	-	-	216.0	170.0	-	-	296.0	-	216.8
1773	-	-	-	170.0	-	150.0	350.0	394.0	-	-	-	150.0	242.8
1774	-	-	432.0	170.0	-	90.0	216.0	151.0	162.0	170.0	-	216.0	195.3
1775		NO	DATA	AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	-	-	-	-	-	180.0	-	-	180.0
1777	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	446.0	-	-	-	-	-	446.0
1779	226.0	-	-	-	-	80.0	233.3	-	-	-	414.0	-	236.7
1780	-	-	-	-	-	-	256.0	438.0	-	-	310.0	-	304.3
1781	-	-	-	-	-	-	-	133.0	-	-	170.0	-	145.3
1782	-	-	-	156.0	-	-	127.0	170.0	-	224.0	358.0	-	198.0
1783	-	-	-	134.0	-	-	290.0	172.7	324.0	152.0	-	-	202.6

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.13.S

AVERAGE SHIPPING TONNAGE FROM FREDERIKSHAMN TO AMSTERDAM
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1784	-	-	-	148.0	-	-	144.7	404.0	-	236.0	177.3	-	199.0
1785	-	-	-	-	264.0	-	198.0	203.5	-	-	220.0	-	207.2
1786	-	-	-	-	-	-	234.0	-	152.0	-	-	-	193.0
1787	-	-	-	-	-	-	123.0	196.0	-	-	186.0	-	157.0
1788	-	-	-	199.0	-	-	132.0	-	-	-	264.0	-	198.5
1789	-	364.0	-	-	-	-	-	-	-	-	-	-	364.0
1790	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	146.0	-	-	-	-	146.0
1792	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	160.0	160.0
1794	-	-	-	204.0	-	-	118.0	-	108.0	229.0	-	-	177.6
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	238.0	151.3	-	173.0
1797	-	-	-	-	-	180.0	124.0	-	-	-	-	-	142.7
1798	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	140.0	98.0	-	-	119.0
1801	-	186.0	-	-	-	220.0	-	-	-	-	-	-	203.0
1802	-	-	186.0	-	-	-	-	-	-	-	-	-	186.0
1803	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	74.0	-	86.0	-	-	80.0
1805	-	-	-	-	-	-	-	72.0	-	-	180.0	-	126.0
1806	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	144.0	-	-	-	-	144.0
1808[17]		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814[6]	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-
1816[18]	-	-	-	206.0	-	-	-	-	-	-	230.0	-	222.0
1817	-	-	-	-	-	90.0	-	-	-	-	-	-	90.0
1818	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	410.0	-	-	410.0
1821	-	-	-	196.0	-	-	520.0	-	-	-	-	-	358.0
1822	-	-	-	-	-	-	328.0	-	-	-	-	-	328.0
1823	-	-	-	-	-	-	-	246.0	328.0	-	-	-	287.0
1824	-	-	-	-	-	-	276.0	-	298.0	-	-	-	287.0
1825[20]	-	-	-	-	-	-	-	216.0	-	-	-	-	216.0

SOURCE: GAA. PA 78/94-102

TABLE II.13.4

AVERAGE SHIPPING TONNAGE FROM COURLAND TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1796[14]	120.0	-	110.7	75.1	61.1	66.0	61.0	61.3	-	77.0	70.5	66.0	70.2
1797	66.0	110.7	63.3	92.0	108.3	80.0	107.0	88.0	68.0	66.7	99.0	124.0	93.5
1798	-	-	74.0	166.0	88.0	91.0	104.0	66.0	93.0	-	46.0	-	84.5
1799	98.0	-	-	40.0	-	-	128.0	-	-	-	-	-	88.7
1800	-	-	-	-	68.0	84.4	89.0	56.0	88.8	-	-	-	83.4
1801	-	58.0	-	-	-	70.0	98.5	68.9	95.0	58.0	78.7	-	78.3
1802	-	110.0	58.7	156.0	83.0	106.7	69.0	107.0	-	78.0	98.0	-	86.8
1803	58.0	-	-	62.0	146.0	99.6	83.3	46.0	122.0	-	104.0	98.0	95.2
1804	126.0	-	-	88.2	-	-	90.0	84.7	-	102.0	-	78.0	90.4
1805	-	-	111.5	84.0	84.0	89.3	97.7	116.5	-	104.0	45.0	-	94.6
1806	-	66.8	-	152.0	110.0	59.0	86.0	73.3	106.0	110.0	-	-	93.6
1807	-	-	-	76.0	-	74.7	48.0	60.0	-	-	-	60.0	63.4
1808[17]		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813.		NO DATA AVAILABLE											
1814[6]	-	-	-	-	-	124.0	83.4	62.0	103.2	-	80.0	132.0	95.4
1815	-	-	-	-	112.0	106.0	106.0	72.7	118.0	124.0	129.0	-	103.4
1816	-	-	-	72.0	68.0	120.4	58.5	99.0	82.0	48.8	106.7	154.0	90.7
1817	-	148.0	-	118.0	121.9	77.0	100.0	136.0	124.0	108.0	74.0	-	115.8
1818	-	-	-	-	111.6	81.0	62.0	50.0	65.0	49.0	-	-	79.3
1819	76.0	-	-	-	58.0	61.0	118.7	80.0	-	-	98.0	-	83.2
1820	-	-	-	-	-	107.5	94.0	80.0	-	158.0	-	56.0	100.6
1821	-	62.0	138.0	117.0	-	102.7	74.0	86.0	44.0	103.3	-	-	103.1
1822	-	90.0	-	-	99.0	-	-	-	-	98.0	-	-	96.5
1823	-	-	-	-	174.0	-	107.0	108.7	-	-	-	-	117.7
1824	-	-	84.0	-	151.0	150.0	-	-	192.0	170.0	-	-	149.8
1825[20]	-	-	-	-	95.7	81.5	105.0	126.7	-	-	-	-	99.3

SOURCE: GAA. FA 78/94-102

TABLE II.14 PERCENTAGE OF TOTAL SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1785[1]	-	-	-	-	-	-	-	-	-	-	-	-
1786[1]	-	-	-	-	-	-	-	-	-	-	-	-
1787[1]	-	-	-	-	-	-	-	-	-	-	-	-
1788	NO DATA AVAILABLE											
1789[2]	-	-	-	-	3.5	-	-	-	-	-	21.9	74.7
1710[3]	15.8	15.0	11.3	16.2	-	19.9	16.4	-	5.3	-	-	-
1711[4]	-	22.7	6.8	70.5	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	58.1	-	12.6	-	-	29.3	-
1713[4]	-	6.8	44.1	38.8	15.1	-	-	-	-	-	-	-
1714[6]	-	-	-	-	3.1	18.7	16.3	15.4	16.8	4.5	19.2	7.9
1715[7]	-	-	-	-	-	-	-	-	-	20.8	8.8	70.5
1716	-	12.1	23.7	16.4	30.4	15.6	0.5	-	-	-	-	1.2
1717	7.1	48.4	4.1	16.4	5.1	1.7	1.9	3.0	9.5	1.9	2.6	6.3
1718	1.9	-	11.2	1.8	6.6	5.8	0.9	-	-	-	10.9	60.9
1719	7.5	4.7	3.0	1.4	3.3	0.8	0.4	3.9	5.2	25.0	34.9	9.8
1720	2.1	6.7	6.3	6.3	8.9	1.6	4.0	19.8	15.7	19.2	7.9	9.5
1721	1.8	8.6	1.1	1.2	2.4	0.3	4.6	25.5	33.9	8.7	6.5	13.4
1722	8.3	4.0	1.8	4.4	0.6	0.6	2.8	20.7	29.6	13.3	9.2	4.6
1723	2.8	4.4	3.9	7.8	2.7	3.7	13.4	17.9	16.3	10.5	6.1	10.9
1724	3.7	3.8	4.7	1.1	0.1	1.6	18.3	15.8	17.2	10.4	14.0	10.0
1725	8.8	8.7	1.7	1.3	1.2	3.2	13.2	33.3	16.2	19.9	5.2	3.3
1726	4.6	8.9	3.4	2.5	1.0	2.1	21.9	16.5	14.6	8.7	12.1	11.8
1727	4.6	2.9	3.5	5.1	1.3	0.2	34.2	10.2	11.2	9.1	4.4	13.3
1728	2.8	2.9	2.1	1.3	1.2	1.6	40.0	-	5.1	33.9	6.2	3.7
1729	-	2.7	3.5	1.4	0.5	0.1	7.6	30.7	18.0	21.4	9.4	4.7
1730	3.4	1.2	1.9	1.8	0.3	5.5	30.8	11.2	10.0	13.3	18.7	4.0
1731	1.1	0.7	2.1	0.8	0.2	0.5	18.6	25.6	17.2	11.5	11.1	10.5
1732	0.6	2.1	3.1	3.8	1.7	8.3	27.8	8.8	14.1	4.8	17.7	7.2
1733	0.9	1.8	1.6	2.2	0.6	6.2	29.7	10.3	9.9	12.2	18.2	6.3
1734	1.0	3.6	2.5	4.8	0.3	10.5	25.9	8.7	14.9	12.4	12.6	2.7
1735	2.7	1.7	1.4	1.5	0.2	24.8	15.0	11.7	7.0	7.3	21.4	5.4
1736	1.3	0.3	1.5	1.7	1.9	2.2	17.0	19.2	12.9	10.3	25.2	6.7
1737	0.5	0.8	0.9	7.6	2.3	5.2	19.4	15.3	6.8	23.3	12.3	5.6
1738	0.8	1.5	2.9	2.4	0.3	4.0	28.0	12.4	9.6	17.7	14.0	6.3
1739	0.4	1.5	2.9	2.8	1.3	3.5	13.2	25.7	12.3	7.9	24.6	3.7
1740	2.6	-	-	3.5	0.4	1.7	5.2	25.8	23.2	9.8	13.7	14.2
1741	1.0	1.1	2.3	2.4	1.0	3.4	26.2	17.9	13.9	8.1	15.3	7.4
1742	0.2	1.8	3.1	2.7	1.6	0.4	4.7	24.1	12.9	26.4	14.9	7.0
1743	2.8	5.1	4.3	2.7	2.8	1.2	29.4	8.2	6.0	12.5	17.5	7.5
1744[8]	1.9	0.2	1.5	4.7	2.2	3.0	17.3	33.4	12.4	7.4	10.8	5.2
1745	1.6	0.9	2.2	6.2	1.8	0.8	32.8	10.0	11.7	9.3	4.3	18.6

SOURCE: GAA, PA 78/94-182

CONTINUED...

TABLE II.14 PERCENTAGE OF TOTAL SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	6.1	8.7	5.4	2.4	1.3	2.2	3.9	19.7	20.2	15.9	10.6	11.8
1747	8.6	4.3	4.6	3.2	1.2	2.5	25.7	16.2	12.3	9.6	14.0	5.7
1748	2.4	8.7	-	8.7	4.9	1.7	8.7	21.4	19.7	7.6	10.1	14.2
1749	8.6	8.4	1.6	2.4	1.2	2.7	26.6	9.8	18.4	21.2	3.7	11.4
1750	1.3	8.9	1.8	1.8	2.3	2.3	25.2	14.3	4.6	28.2	8.1	10.0
1751	8.4	3.8	-	1.8	1.8	1.7	23.3	18.1	9.1	6.8	29.4	5.4
1752	2.6	3.1	3.1	1.2	-	14.4	14.0	15.0	19.7	7.8	17.1	2.1
1753[9&10]	8.2	8.5	6.8	3.3	2.5	15.3	25.6	9.6	6.0	2.2	24.6	4.3
1754	2.3	2.8	5.2	6.0	1.4	8.9	18.5	19.8	13.6	5.8	15.2	8.5
1755	8.6	-	8.9	18.4	4.8	3.9	10.3	23.4	11.5	20.9	9.8	4.3
1756	2.7	8.8	5.5	5.7	8.9	2.7	19.8	11.9	11.3	7.3	24.3	7.2
1757	8.3	8.6	12.4	6.1	2.8	3.6	8.9	23.7	14.1	15.6	9.5	3.1
1758	2.4	2.7	9.3	4.4	1.2	-	13.3	29.8	9.1	6.8	2.8	18.3
1759	2.9	1.4	8.7	8.9	2.1	2.8	37.9	3.6	11.6	23.2	11.9	1.7
1760	1.1	3.8	6.7	5.4	8.1	8.8	14.9	11.5	18.9	14.7	10.5	11.5
1761	3.5	2.7	1.5	4.1	8.9	11.8	11.9	12.5	18.5	10.5	19.9	2.1
1762	2.6	8.2	3.6	8.9	-	8.5	11.2	25.5	10.2	15.6	21.6	8.1
1763	8.5	8.6	6.9	5.7	2.7	8.7	14.2	18.6	12.7	9.9	17.8	9.8
1764	5.8	2.4	3.5	9.3	8.9	2.5	25.2	15.7	4.5	11.8	6.8	13.5
1765	8.2	1.6	3.5	6.6	4.9	-	8.4	19.6	17.6	5.4	12.5	13.6
1766	3.2	2.9	5.8	5.9	2.3	1.1	33.9	7.6	1.7	15.9	12.1	7.5
1767	8.7	1.7	3.7	8.2	2.7	2.8	14.9	26.8	18.4	12.2	4.7	4.8
1768	8.8	2.5	11.4	7.8	1.8	8.9	20.9	13.2	5.6	21.5	10.6	4.1
1769	2.2	2.8	4.9	5.4	8.7	14.6	16.9	6.8	16.1	16.8	10.6	3.8
1770	8.8	3.9	4.8	7.1	8.7	8.1	20.9	22.6	2.9	13.6	12.8	11.3
1771	4.2	-	3.1	11.1	8.9	3.7	37.5	21.8	15.6	1.9	8.8	8.3
1772	8.7	4.8	5.4	2.5	4.8	6.2	19.7	28.9	5.9	12.8	6.3	10.7
1773	2.6	3.1	3.9	5.5	2.1	19.2	19.9	7.8	16.6	3.4	8.8	15.9
1774	8.5	1.5	7.3	7.5	2.4	8.1	21.6	11.8	10.8	17.5	6.8	4.9
1775[11]	-	7.6	9.9	23.2	-	-	6.8	16.8	23.1	6.1	6.5	-
1776	3.1	1.3	3.5	4.2	3.2	7.4	19.9	13.1	20.2	7.8	12.8	4.4
1777	1.7	8.4	3.9	3.1	8.8	1.8	42.6	1.5	7.3	4.1	25.5	7.3
1778	8.6	8.4	7.2	5.1	8.7	1.8	21.3	16.5	13.3	16.8	7.8	10.8
1779[12]	3.8	8.9	4.8	3.8	8.4	21.9	16.1	7.3	6.8	18.4	21.6	4.7
1780	8.8	1.5	4.1	5.2	1.2	8.4	17.7	21.8	11.9	5.3	28.5	1.5
1781	6.8	3.4	17.7	6.4	3.3	7.8	3.4	10.1	14.6	18.1	10.8	-
1782	4.8	1.8	4.1	4.4	2.5	4.7	7.3	14.8	18.1	11.4	13.4	14.4
1783	5.1	1.6	2.9	4.5	2.7	1.4	12.8	18.7	15.8	13.8	7.2	15.8
1784	-	1.4	7.8	6.9	2.5	1.1	6.4	26.6	7.8	9.9	18.1	12.4
1785	8.5	1.7	8.2	3.6	2.7	1.2	30.5	15.4	8.5	18.8	15.4	9.7
1786	8.4	1.8	1.1	7.4	5.8	8.4	17.6	21.3	8.8	8.8	15.4	13.7

SOURCE: GAA. PA 78/94-182

CONTINUED...

TABLE II.14 PERCENTAGE OF TOTAL SHIPPING TONNAGE FROM RUSSIAN (BALTIC) PORTS TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1787	0.0	1.7	6.9	3.7	1.4	0.2	28.7	11.9	6.6	13.7	18.5	6.2
1788	0.8	2.8	4.4	7.2	1.4	2.5	29.7	9.5	4.3	28.6	5.6	4.0
1789	8.2	2.3	3.6	5.8	8.8	0.1	25.8	9.7	10.5	19.9	12.2	10.7
1790	0.7	1.0	3.4	1.3	0.8	2.2	15.9	17.8	13.4	13.9	14.6	14.8
1791[13]	0.6	2.8	0.5	0.7	0.5	1.1	16.4	29.0	5.9	8.1	21.6	13.2
1792	1.3	4.1	1.6	1.9	0.6	17.1	28.7	4.7	17.2	7.2	23.3	0.3
1793	3.1	1.5	7.7	3.7	0.8	1.8	3.3	13.0	18.8	12.7	12.8	22.5
1794	2.5	0.9	2.9	1.7	1.7	8.5	28.4	9.2	12.2	21.7	7.7	2.7
1795[13]	2.2	-	0.6	5.6	1.7	3.8	4.9	20.7	11.0	22.1	16.1	11.3
1796[14]	4.2	4.8	2.8	5.2	4.0	3.1	19.7	16.2	15.6	14.7	5.4	6.8
1797[15]	4.9	2.5	6.3	5.4	2.8	2.2	17.1	12.8	5.5	11.6	18.5	10.3
1798	10.8	2.4	8.2	21.9	12.9	4.8	13.5	9.8	9.7	1.7	3.6	2.3
1799	22.3	-	6.3	18.1	-	17.5	25.8	-	-	10.0	-	-
1800	-	2.4	-	1.2	3.3	4.7	16.5	24.1	31.7	5.4	3.1	7.7
1801	3.8	7.5	-	-	2.8	15.0	17.6	21.5	7.3	11.2	12.0	2.1
1802	0.6	1.9	4.8	2.5	3.8	7.0	16.3	12.9	20.0	11.1	19.9	-
1803[16]	7.4	3.7	2.3	9.4	5.5	17.1	27.3	6.8	5.5	8.4	2.9	3.8
1804	3.9	-	-	24.8	-	-	14.8	20.1	-	20.4	-	16.8
1805	-	8.6	9.4	4.7	3.8	3.2	12.2	28.0	12.4	12.1	10.8	2.9
1806	3.8	7.7	9.8	4.4	1.3	2.7	1.8	8.0	19.1	30.1	7.1	5.1
1807	-	2.0	-	6.8	9.6	8.5	3.6	33.8	8.9	4.8	3.9	18.0
1808[17]		NO DATA AVAILABLE										
1809		NO DATA AVAILABLE										
1810		NO DATA AVAILABLE										
1811		NO DATA AVAILABLE										
1812		NO DATA AVAILABLE										
1813		NO DATA AVAILABLE										
1814[6]	-	-	-	-	-	5.8	6.5	13.9	31.8	14.5	16.0	11.5
1815	1.5	0.9	5.6	3.8	4.9	5.5	4.9	19.3	11.6	14.3	16.2	11.6
1816[18]	0.6	0.3	2.6	4.3	3.1	2.5	8.7	14.7	13.8	22.4	17.7	9.3
1817	1.8	1.5	0.9	1.9	3.2	9.2	22.8	11.9	21.8	14.1	5.9	5.8
1818	5.8	5.7	-	0.6	6.4	1.7	5.2	28.8	11.7	10.7	7.8	16.1
1819	7.1	1.3	1.6	0.4	1.8	4.5	19.0	30.4	10.5	10.9	7.3	5.9
1820	5.9	4.8	2.4	15.7	2.5	2.9	18.5	13.8	11.5	18.6	4.8	7.3
1821	-	1.5	6.6	9.3	0.4	5.8	23.5	11.9	16.1	19.2	4.8	1.7
1822	1.9	18.7	4.1	2.8	6.6	-	32.9	-	4.8	6.6	15.3	7.2
1823[19]	-	-	0.2	8.8	2.5	-	20.7	28.2	20.2	9.3	14.2	4.7
1824	0.9	0.9	0.5	0.5	3.2	19.1	9.5	18.5	35.2	9.4	-	2.4
1825[20]	-	-	3.7	-	6.8	15.1	18.8	48.1	7.5	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.14.A

PERCENTAGE OF SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-
1711[4][5]	-	-	-	-	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-
1714[7]	-	-	-	-	-	-	-	31.0	26.5	42.5	-	-
1715	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	25.7	22.7	15.2	25.1	11.3	-	-	-	-	-	-
1717	33.9	37.8	16.4	-	-	-	-	-	-	-	-	12.7
1718	-	-	-	-	9.9	29.6	4.9	-	-	-	-	55.6
1719	15.3	-	-	-	-	10.9	-	2.4	3.6	38.4	29.3	-
1720	2.4	31.8	-	24.9	7.9	-	4.2	8.1	9.1	1.5	7.7	3.1
1721	8.3	-	5.8	18.7	2.3	-	13.8	11.8	24.5	-	9.8	8.0
1722	8.8	18.7	-	12.8	-	5.5	2.2	-	2.0	37.8	7.9	5.2
1723	6.6	16.4	23.7	18.4	-	-	1.6	-	15.7	10.6	5.2	1.8
1724	15.7	7.2	22.3	2.3	-	4.7	1.5	16.4	10.6	11.1	4.3	3.9
1725	3.1	8.6	-	-	3.7	1.9	24.8	11.4	13.7	18.1	5.8	9.7
1726	4.6	4.2	7.6	3.2	2.9	2.7	5.5	17.0	6.4	12.3	9.9	23.7
1727	14.2	3.3	8.7	22.3	4.3	-	-	28.4	11.2	3.4	-	4.1
1728	7.1	5.9	6.3	7.2	8.3	-	23.5	-	6.5	15.3	8.3	11.6
1729	-	8.7	28.5	16.8	-	-	-	7.8	24.3	-	8.8	14.7
1730	2.4	4.2	3.9	12.3	5.4	-	14.6	4.1	9.8	19.3	12.7	11.3
1731	5.8	2.9	11.8	-	3.1	3.2	4.7	5.4	36.6	12.8	3.7	10.8
1732	2.6	2.3	28.5	15.1	-	-	15.2	6.2	6.9	18.7	4.1	8.4
1733	16.4	18.9	13.7	14.5	12.8	-	-	6.2	-	-	20.1	5.6
1734	-	16.8	3.4	11.2	2.7	2.5	4.0	9.2	11.9	16.5	12.2	9.6
1735	7.5	11.6	-	2.6	-	6.1	14.6	3.7	12.1	4.2	13.5	24.1
1736	2.7	1.5	4.1	4.8	10.1	5.0	5.8	15.6	3.0	13.6	12.6	21.2
1737	-	2.7	8.9	14.4	4.0	3.8	2.5	8.9	7.2	23.5	24.1	8.0
1738	2.8	3.9	1.9	4.1	-	1.1	34.8	23.2	12.4	6.1	5.2	4.6
1739	-	6.5	6.6	19.1	3.8	-	-	2.0	6.2	18.3	27.7	9.7
1740	3.1	-	-	4.4	-	1.2	12.5	7.5	22.2	24.4	11.2	13.4
1741	3.1	0.5	3.1	2.6	0.7	-	9.0	14.1	21.1	10.6	24.1	11.2
1742	-	-	4.6	5.9	3.2	-	8.7	15.8	2.2	19.6	23.2	16.8
1743	8.4	28.0	6.3	9.2	13.3	1.6	1.3	7.9	1.9	1.7	5.7	14.6
1744	-	-	1.9	2.0	7.0	5.4	7.4	11.8	12.8	15.8	13.6	22.3
1745	-	-	13.3	7.0	14.9	-	11.5	5.6	13.9	23.4	3.4	6.9

SOURCE: GAA. PR 78/94-102

CONTINUED...

TABLE II.14.A

PERCENTAGE OF SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	17.9	1.8	9.7	9.6	4.5	-	-	7.2	7.8	12.9	9.1	19.4
1747	4.3	14.3	11.6	9.0	1.7	-	1.4	18.1	9.5	17.3	10.9	2.0
1748	6.4	6.1	-	5.8	26.7	7.7	-	-	7.6	19.0	2.1	18.7
1749	1.9	3.1	4.3	5.9	5.3	10.7	3.3	15.2	19.0	25.8	-	5.5
1750	12.2	3.8	4.5	3.3	5.2	-	-	12.3	7.8	9.1	25.4	16.4
1751	1.6	6.2	-	6.8	5.7	-	-	5.1	4.4	7.3	46.0	16.9
1752	7.2	5.5	6.9	3.7	-	-	-	7.0	29.3	21.0	19.4	-
1753	-	-	11.5	7.3	-	5.7	11.6	36.5	5.9	4.9	12.6	4.0
1754	3.4	6.4	12.8	1.9	11.9	-	12.0	9.7	18.6	15.9	4.5	3.0
1755	6.0	-	1.9	28.4	9.6	5.6	-	20.2	11.5	6.5	10.3	-
1756	1.6	4.6	4.7	9.1	5.0	-	-	4.0	10.4	-	45.5	15.1
1757	1.9	-	19.4	6.6	4.7	3.9	4.8	8.5	7.2	19.2	23.9	-
1758	3.1	2.8	13.1	13.3	7.3	-	2.1	13.2	18.3	8.2	9.7	9.9
1759	12.7	2.2	2.8	-	-	2.0	14.4	8.3	20.4	33.2	-	3.9
1760	-	-	18.9	13.0	-	-	-	5.3	3.5	27.2	17.0	15.1
1761	19.7	10.8	5.5	26.3	-	-	5.2	2.3	8.2	3.9	18.1	-
1762	8.4	-	4.0	3.3	-	-	6.0	3.1	9.9	26.8	33.7	4.8
1763	2.4	5.8	34.2	-	20.9	3.8	2.0	2.8	2.1	6.9	19.2	-
1764	7.2	11.7	3.6	20.0	13.9	-	3.9	17.8	9.6	3.2	3.9	5.1
1765	9.2	5.9	19.7	10.4	4.2	-	-	8.4	12.5	7.8	12.0	10.7
1766	-	-	6.9	25.0	16.9	2.3	-	6.8	9.0	13.0	15.3	4.9
1767	5.2	-	5.1	-	11.4	8.3	13.1	5.0	19.3	24.0	7.6	-
1768	2.5	-	9.5	26.7	4.3	6.3	12.7	2.2	17.1	7.6	11.1	-
1769	1.6	2.4	5.2	16.2	1.1	-	3.3	8.5	17.0	23.4	9.5	11.7
1770	-	36.1	3.4	14.7	-	-	3.4	5.2	13.8	12.0	11.4	-
1771	-	-	18.1	5.5	8.4	4.4	12.8	1.8	20.6	18.3	7.3	2.8
1772	3.1	-	-	12.5	-	18.7	10.4	15.5	17.8	13.7	8.3	-
1773	5.6	-	3.2	28.6	4.2	2.8	13.5	7.3	24.4	3.3	3.2	7.9
1774	2.0	12.0	18.4	13.1	-	2.8	4.7	3.5	6.0	25.1	4.3	8.1
1775	-	7.5	9.9	23.2	-	-	6.8	16.8	23.1	6.1	6.5	-
1776	7.8	6.1	-	-	11.4	-	-	46.3	-	11.1	4.1	13.2
1777	3.6	-	16.0	4.0	3.2	-	13.8	18.4	24.8	3.2	10.6	2.2
1778	-	-	6.1	3.5	1.3	1.8	4.1	15.5	19.4	22.9	4.6	20.7
1779	-	-	7.9	1.1	1.2	9.2	2.9	25.6	-	10.5	10.6	31.1
1780	-	5.3	12.7	1.5	4.3	1.9	4.6	13.2	26.9	9.4	7.0	13.0
1781	6.1	16.5	20.3	-	-	12.0	-	24.1	8.1	-	12.8	-
1782	13.9	5.5	11.9	17.1	-	7.2	10.0	-	12.6	16.6	5.3	-
1783	24.1	2.0	4.4	4.8	10.6	-	-	-	20.7	11.8	7.4	14.9
1784	-	-	11.8	18.4	8.3	-	2.9	4.1	17.4	21.6	12.7	2.8
1785	-	17.3	6.5	17.7	-	7.2	6.5	16.3	18.2	10.3	-	-
1786	-	-	-	12.3	8.0	-	11.7	20.1	22.4	17.2	5.1	3.2

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.14.A

PERCENTAGE OF SHIPPING TONNAGE FROM ST. PETERSBURG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1787	-	-	14.1	5.6	5.1	-	11.7	5.0	6.4	13.4	12.1	26.5
1788	1.9	4.9	19.8	20.0	-	-	-	2.6	15.8	24.6	10.4	-
1789	-	1.6	13.0	5.1	6.4	-	3.2	-	25.0	10.4	18.6	16.7
1790	6.9	5.4	12.1	7.3	3.3	-	-	-	15.1	24.5	15.1	10.2
1791	9.9	24.6	5.6	2.7	-	2.3	2.2	16.3	4.7	8.2	12.2	11.3
1792	7.6	9.9	4.5	-	-	-	-	5.1	22.8	13.3	29.2	7.5
1793	-	-	-	-	-	3.8	4.9	8.0	14.5	13.6	30.0	25.1
1794	16.2	-	7.9	5.5	5.3	-	5.6	10.7	18.9	25.8	-	4.0
1795	32.0	-	8.8	-	-	-	-	28.4	-	-	-	30.9
1796	4.6	-	3.6	3.9	5.5	-	-	15.2	38.1	29.1	-	-
1797[15]		NO	DATA	AVAILABLE								
1798		NO	DATA	AVAILABLE								
1799		NO	DATA	AVAILABLE								
1800		NO	DATA	AVAILABLE								
1801		NO	DATA	AVAILABLE								
1802		NO	DATA	AVAILABLE								
1803		NO	DATA	AVAILABLE								
1804		NO	DATA	AVAILABLE								
1805		NO	DATA	AVAILABLE								
1806		NO	DATA	AVAILABLE								
1807		NO	DATA	AVAILABLE								
1808		NO	DATA	AVAILABLE								
1809		NO	DATA	AVAILABLE								
1810		NO	DATA	AVAILABLE								
1811		NO	DATA	AVAILABLE								
1812		NO	DATA	AVAILABLE								
1813		NO	DATA	AVAILABLE								
1814[6]	-	-	-	-	-	-	2.7	3.3	25.8	29.1	20.5	18.6
1815	7.1	4.3	7.0	2.8	-	3.7	10.1	31.8	-	21.1	12.2	-
1816	4.1	-	2.9	-	1.7	-	8.8	10.9	19.7	26.7	-	25.1
1817	1.1	1.0	2.0	0.2	-	-	1.7	10.6	37.5	26.3	6.7	13.0
1818	13.2	27.8	-	5.3	7.7	7.7	-	13.3	9.6	5.0	10.4	-
1819	5.1	-	8.8	4.7	-	-	-	6.7	15.3	37.8	13.8	7.9
1820	13.6	-	5.2	5.1	-	-	-	-	17.8	36.5	6.2	15.8
1821	-	-	8.0	-	5.0	-	4.1	6.6	50.9	11.3	3.6	10.5
1822	-	-	34.4	-	-	-	-	-	23.3	15.7	16.5	10.1
1823[19]	-	-	100.0	-	-	-	-	-	-	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.14.9

PERCENTAGE OF SHIPPING TONNAGE FROM NARVA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	11.8	-	-	-	-	-	-	73.0	15.2
1720	-	4.4	10.0	4.9	-	-	-	41.7	9.2	18.6	6.7	4.4
1721	-	-	-	-	2.7	-	1.7	34.5	35.0	7.2	1.4	17.5
1722	5.4	3.4	1.4	6.5	-	-	2.3	33.5	28.4	11.4	5.9	1.9
1723	-	-	4.0	-	3.4	3.7	17.8	30.4	11.8	6.7	6.5	15.7
1724	-	-	0.2	-	-	-	29.1	22.8	13.2	7.1	20.8	6.8
1725	0.6	-	0.7	1.7	1.0	1.6	17.9	38.8	11.3	18.6	5.4	2.5
1726	3.1	-	1.8	3.3	-	-	37.4	15.2	11.0	3.8	16.3	8.0
1727	2.3	-	3.1	5.4	2.0	-	52.3	6.0	3.3	6.7	5.2	13.7
1728	0.3	1.2	0.6	0.8	0.9	0.8	45.2	-	4.4	37.4	7.3	1.0
1729	-	1.6	1.7	1.3	-	-	9.8	41.4	9.2	23.2	7.2	4.6
1730	-	-	1.2	0.8	-	6.5	44.9	7.0	6.4	11.0	20.7	1.4
1731	-	-	0.5	0.7	-	-	27.1	26.2	11.6	13.5	14.4	5.9
1732	-	0.9	1.2	1.8	2.1	9.9	36.0	7.3	11.1	2.3	19.5	8.0
1733	-	0.5	0.5	1.4	-	6.4	38.8	7.8	7.6	13.4	18.1	5.5
1734	0.9	0.8	1.1	4.4	-	15.7	28.7	4.8	14.3	14.0	14.2	1.1
1735	2.6	-	1.3	2.4	-	40.0	12.2	11.2	0.7	2.4	23.9	3.3
1736	-	-	1.3	-	1.0	1.2	29.5	14.8	8.4	10.7	29.9	3.3
1737	-	-	-	0.7	0.8	4.8	35.2	15.5	3.9	27.9	9.5	1.7
1738	0.4	-	-	1.7	-	3.8	35.9	3.3	6.3	21.9	20.9	5.7
1739	-	-	0.6	0.7	0.6	-	18.8	31.2	8.4	5.8	33.0	0.8
1740	1.1	-	-	1.2	-	-	-	38.6	16.9	6.3	18.8	17.2
1741	-	-	-	2.2	0.8	-	42.5	16.8	8.2	4.3	16.5	8.8
1742	-	-	1.4	1.0	-	-	3.6	10.4	17.3	42.2	15.9	8.3
1743	0.5	0.7	3.1	2.2	1.0	1.2	42.2	5.2	3.3	13.9	20.4	6.2
1744	1.3	-	-	6.3	-	2.6	28.3	41.5	9.6	2.3	7.3	0.8
1745	0.6	0.8	-	6.1	-	-	45.1	2.7	6.6	7.7	4.8	25.6

SOURCE: GAA. PA 78/99-102

CONTINUED...

TABLE II.14.8

PERCENTAGE OF SHIPPING TONNAGE FROM NARVA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	8.0	-	4.6	2.4	1.0	1.5	2.3	16.2	30.2	23.0	9.2	3.6
1747	-	1.6	0.9	1.2	-	-	45.0	13.9	8.3	5.6	14.5	9.1
1748	-	0.7	-	8.3	-	0.9	17.6	24.3	26.7	4.4	9.4	7.7
1749	-	-	0.6	-	-	1.2	44.0	6.9	9.8	26.8	3.2	7.6
1750	-	-	-	8.7	-	1.1	32.1	13.6	2.0	34.6	7.2	8.6
1751	0.5	1.5	-	0.9	-	-	28.5	22.0	5.9	5.3	33.0	2.5
1752	-	0.8	1.0	-	-	18.6	21.0	7.9	23.6	9.6	16.5	1.0
1753	-	-	1.1	-	1.2	22.5	33.4	1.9	4.3	1.2	28.2	6.1
1754	1.0	0.9	3.1	7.7	0.7	-	27.0	19.8	8.7	5.8	19.8	5.7
1755	-	-	-	7.3	1.2	3.6	14.6	31.1	13.8	18.2	7.4	2.6
1756	24.0	-	23.0	41.2	-	-	-	-	-	-	11.8	-
1757	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	52.7	4.1	7.5	3.6	32.1
1759	-	-	-	-	3.2	-	51.1	4.8	5.8	17.1	18.0	-
1760	14.4	11.8	11.2	47.4	-	15.2	-	-	-	-	-	-
1761	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	4.5	-	-	-	12.3	55.8	4.6	7.5	7.7	7.6
1763	-	-	1.0	3.5	-	-	19.0	33.4	15.6	10.5	11.2	5.8
1764	-	1.5	3.1	6.5	-	0.3	50.1	13.0	3.5	12.6	3.5	6.0
1765	2.3	-	-	2.4	6.7	-	16.6	19.4	17.2	0.9	18.7	15.9
1766	-	2.8	3.1	4.9	-	-	61.4	0.8	-	7.4	10.7	8.9
1767	2.2	-	3.8	2.1	0.6	2.4	21.8	43.3	5.8	13.6	2.2	1.9
1768	-	1.6	5.4	5.5	-	0.8	34.3	12.2	1.3	27.7	8.3	2.8
1769	-	-	3.5	3.9	2.0	27.6	23.6	3.3	20.7	9.0	6.6	-
1770	-	-	3.9	1.9	-	-	45.3	19.0	-	23.3	4.4	2.2
1771	-	-	-	11.4	-	4.5	66.8	4.3	13.0	-	-	-
1772	-	-	3.0	-	-	2.8	21.4	23.9	-	18.6	3.0	27.4
1773	-	3.9	-	2.5	2.6	43.8	9.4	-	28.8	-	-	9.1
1774	-	-	6.4	4.5	-	16.6	38.3	8.9	-	20.9	4.4	-
1775		NO	DATA	AVAILABLE								
1775	-	-	-	-	-	-	-	-	-	-	-	-
1776	2.0	-	1.9	-	-	11.5	33.2	3.9	26.1	7.9	13.5	-
1777	-	-	-	2.6	-	-	58.5	-	4.9	2.5	26.9	4.7
1778	-	-	12.9	-	-	-	46.6	10.2	6.5	9.8	10.5	3.5
1779	-	-	8.6	-	-	51.1	6.4	-	-	16.9	16.9	-
1780	3.6	-	-	14.1	-	-	25.7	27.8	7.2	3.4	18.2	-
1781	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	35.4	-	47.9	16.8	-	-	-
1783	2.9	-	-	2.5	-	2.9	32.4	25.4	8.6	3.0	11.3	10.8
1784	-	1.5	3.3	3.4	-	-	8.5	41.0	0.7	1.8	24.8	15.2
1785	-	-	-	3.8	2.5	-	45.4	10.3	0.4	14.2	14.4	9.1

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.14.6

PERCENTAGE OF SHIPPING TONNAGE FROM NARVA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	-	1.5	-	5.5	-	-	28.5	24.8	4.8	8.0	17.5	9.4
1787	-	8.3	4.9	1.3	-	-	40.8	8.8	1.2	17.9	21.8	2.8
1788	-	-	1.4	5.5	-	4.0	43.1	6.5	0.3	33.9	0.4	4.9
1789	-	-	1.2	1.2	-	-	40.5	4.8	7.8	26.2	11.1	7.5
1790	-	-	1.9	-	-	-	21.0	21.1	10.9	12.6	16.3	16.1
1791[13]	-	-	-	-	0.4	0.2	21.2	31.9	0.7	8.5	22.9	14.2
1792	1.5	0.9	-	1.2	0.9	24.3	28.2	2.6	19.2	4.7	16.5	-
1793	-	-	16.7	-	-	-	-	9.7	43.2	7.9	7.2	15.4
1794	2.7	-	-	-	1.5	9.7	36.3	3.1	11.5	28.1	7.1	-
1795[13]	-	-	-	-	-	-	-	100.0	-	-	-	-
1796	-	-	-	5.6	-	-	30.5	24.4	13.3	20.7	-	5.5
1797	3.0	-	3.6	4.1	-	-	36.3	16.1	6.8	3.4	18.8	8.0
1798	-	-	-	71.8	-	-	14.7	1.7	11.9	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	13.8	47.8	23.6	-	-	14.9
1801	-	-	-	-	-	100.0	-	-	-	-	-	-
1802	-	-	1.6	3.6	-	2.2	13.8	19.3	27.3	6.7	25.4	-
1803	43.6	-	-	15.3	29.2	-	-	-	-	11.9	-	-
1804	17.0	-	-	-	-	-	13.5	42.6	-	13.2	-	13.7
1805	-	-	7.4	14.5	8.9	-	7.4	8.9	19.9	8.0	22.0	2.8
1806	-	-	-	-	-	-	-	-	12.7	56.7	30.6	-
1807	-	-	-	-	-	-	-	41.1	18.2	-	12.1	28.5
1808[17]			NO DATA AVAILABLE									
1809			NO DATA AVAILABLE									
1810			NO DATA AVAILABLE									
1811			NO DATA AVAILABLE									
1812			NO DATA AVAILABLE									
1813			NO DATA AVAILABLE									
1814[6]	-	-	-	-	-	-	-	-	-	-	30.5	69.5
1815	-	-	4.8	-	-	-	-	13.8	3.7	16.1	26.7	34.9
1816	-	-	-	2.1	5.5	-	3.9	17.3	18.0	31.3	15.6	6.3
1817	-	-	-	15.1	7.4	-	35.3	-	7.0	13.0	22.1	-
1818	8.2	-	-	-	2.3	-	6.8	37.6	8.1	-	5.5	31.5
1819	15.2	-	-	-	-	4.2	35.2	27.7	9.3	8.3	-	-
1820	12.5	7.4	-	26.6	-	-	8.4	20.5	-	18.0	4.1	2.4
1821	-	-	13.1	11.6	-	-	28.8	16.5	16.2	10.0	3.8	-
1822	-	26.8	-	-	1.2	-	34.0	-	4.2	7.4	13.0	13.3
1823	-	-	-	10.9	-	-	17.2	14.5	24.8	8.5	14.5	9.6
1824	-	-	-	-	-	7.4	9.9	35.5	36.7	7.3	-	3.3
1825[20]	-	-	-	-	-	13.6	21.5	47.9	17.1	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II.24.C

PERCENTAGE OF SHIPPING TONNAGE FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]		NO	DATA	AVAILABLE								
1709[3]	-	-	-	-	-	-	-	-	-	-	3.4	96.6
1710[4]	21.5	20.3	7.3	14.3	-	19.5	12.3	-	4.8	-	-	-
1711[5]	-	22.7	6.8	70.5	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	54.3	-	5.9	-	-	39.8	-
1713[6]	-	6.9	44.5	33.1	15.5	-	-	-	-	-	-	-
1714[7]	-	-	-	-	2.7	12.9	13.8	17.8	18.1		24.2	10.4
1715	-	-	-	-	-	-	-	-	-	22.8	9.6	67.6
1716	-	15.1	20.9	12.2	34.8	15.1	0.8	-	-	-	-	1.9
1717	7.1	42.7	4.3	12.7	5.5	2.1	0.8	3.8	9.2	2.4	3.2	6.2
1718	2.6	-	16.0	2.6	6.8	4.8	0.7	-	-	-	12.9	53.6
1719	7.1	7.8	5.1	-	5.8	-	0.6	5.3	7.7	20.9	33.5	6.6
1720	4.8	8.7	2.2	-	0.8	1.1	8.8	13.4	23.1	21.3	11.6	4.4
1721	4.1	1.6	2.5	1.6	3.3	0.8	6.9	22.6	23.8	10.3	9.3	13.2
1722	12.8	5.1	3.4	1.7	-	0.9	3.6	14.8	24.0	15.3	15.2	3.3
1723	5.2	4.8	1.3	2.7	1.1	6.0	15.9	19.6	20.7	13.1	1.7	8.0
1724	6.8	6.9	7.3	2.9	0.2	3.7	10.4	8.4	24.3	16.0	4.6	8.6
1725	1.0	0.6	4.0	0.3	1.5	6.0	4.7	32.1	23.1	19.5	3.1	4.3
1726	6.2	1.2	5.2	2.0	1.7	3.6	9.5	16.9	21.7	11.5	3.2	15.4
1727	8.3	9.1	4.5	1.0	-	0.6	9.2	12.9	25.4	17.5	3.9	7.6
1728	4.2	4.6	4.3	0.8	-	3.0	41.0	-	5.8	26.6	4.9	4.9
1729	-	3.1	2.3	-	1.7	0.5	6.4	19.4	31.6	18.5	11.3	5.2
1730	4.1	3.3	1.0	-	-	3.3	16.4	18.2	14.1	18.3	16.4	5.0
1731	3.2	1.1	3.2	-	-	0.5	11.8	28.4	22.4	7.8	5.8	16.0
1732	1.6	6.8	9.0	5.8	1.8	8.2	1.0	13.0	29.6	11.7	10.4	1.1
1733	1.1	5.2	3.2	-	1.0	7.7	6.5	17.6	16.2	12.0	20.5	9.0
1734	2.1	10.3	4.6	4.7	0.7	-	15.5	18.5	19.8	5.3	12.6	5.9
1735	3.3	2.8	2.6	-	-	7.2	14.1	13.5	19.0	14.8	15.0	7.7
1736	3.3	-	2.1	4.2	1.0	4.3	10.6	24.6	22.0	9.7	13.2	4.8
1737	2.8	1.5	1.7	14.3	3.1	8.5	3.1	18.4	12.1	16.4	10.4	7.5
1738	0.7	2.5	8.2	3.8	0.5	5.2	10.3	20.7	14.8	18.9	9.2	5.1
1739	1.5	3.9	5.6	4.0	1.1	8.9	8.9	18.2	24.9	6.8	10.6	5.5
1740	5.6	-	-	4.5	1.1	2.5	5.0	17.2	29.5	9.0	12.7	13.0
1741	0.8	3.8	4.9	3.1	1.9	6.5	19.7	14.9	15.2	13.4	10.6	5.3
1742	0.7	5.6	5.0	2.4	3.7	1.1	5.8	38.5	13.7	12.1	10.4	1.1
1743	9.9	10.5	6.7	0.9	2.7	1.2	7.0	15.0	16.0	10.6	8.3	11.1
1744	2.4	0.6	2.8	5.7	3.1	3.2	9.5	27.2	17.2	11.7	13.8	2.8
1745	2.5	2.3	5.8	7.8	2.7	1.8	-	20.0	29.9	11.4	1.2	14.6

SOURCE: GAA, PA 78/94-102

CONTINUED...

TABLE II.14.C

PERCENTAGE OF SHIPPING TONNAGE FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	2.3	-	4.9	1.8	-	5.2	3.2	29.3	15.5	3.9	17.0	16.9
1747	-	1.1	7.1	3.7	1.3	3.7	11.5	15.9	22.6	17.3	13.5	2.2
1748	7.0	-	-	16.8	4.8	2.8	1.0	9.5	24.8	5.0	9.5	18.9
1749	-	0.7	3.9	5.7	-	2.4	6.3	12.5	35.1	12.3	3.4	17.8
1750	4.6	1.6	5.3	-	8.6	3.6	12.2	16.8	12.0	13.2	6.6	15.7
1751	-	19.7	-	1.5	2.3	10.3	8.6	14.8	23.5	5.7	21.0	1.7
1752	7.4	5.1	9.0	2.2	-	7.7	9.4	32.6	12.5	1.9	7.7	4.5
1753	0.9	0.5	17.3	2.0	2.6	4.3	12.9	15.1	9.9	4.4	27.8	2.1
1754	2.7	3.7	6.7	2.8	-	2.4	6.9	24.2	19.9	3.2	11.5	16.0
1755	1.1	-	1.3	14.6	5.7	6.1	-	9.8	7.7	31.0	11.6	11.0
1756	2.6	-	3.7	1.5	-	2.7	20.2	9.0	15.0	10.5	25.4	9.4
1757	-	1.0	13.6	6.2	1.3	2.1	9.0	24.0	14.3	16.3	7.9	4.3
1758	3.3	4.0	11.5	2.9	0.6	-	21.4	23.6	8.1	6.7	1.4	16.4
1759	3.5	1.7	1.0	1.7	2.3	3.6	32.6	2.8	12.1	27.3	8.6	2.7
1760	0.5	4.4	6.1	2.8	0.2	-	17.6	12.7	16.0	14.2	11.5	14.0
1761	3.1	2.1	0.8	3.4	1.1	13.1	11.8	12.6	19.6	10.0	20.3	2.2
1762	1.7	0.4	2.4	-	-	0.5	10.1	22.8	13.0	14.3	26.0	8.8
1763	0.5	-	5.8	7.9	0.5	0.3	13.2	12.4	13.9	7.7	21.6	16.1
1764	11.5	1.5	3.2	9.7	0.5	4.1	8.6	17.4	4.9	10.9	7.4	20.3
1765	9.5	1.6	3.1	9.7	4.7	-	3.7	21.3	19.2	5.6	8.3	13.5
1766	6.8	2.3	8.2	4.1	0.8	2.2	17.0	12.1	1.9	24.4	12.9	7.3
1767	6.2	3.8	3.9	6.8	2.4	-	10.0	16.1	32.4	7.6	3.8	7.4
1768	1.6	1.3	20.3	7.0	1.0	-	7.8	18.1	5.7	19.4	12.2	5.5
1769	3.1	5.3	5.5	5.0	-	10.6	14.7	6.1	13.9	18.6	13.8	3.4
1770	1.8	2.2	5.1	10.6	1.6	0.3	5.0	27.5	4.6	9.3	16.6	15.4
1771	6.2	-	2.6	14.6	-	4.2	21.7	37.5	13.2	-	-	-
1772	0.4	4.9	7.3	2.3	8.2	5.4	20.3	22.5	7.0	8.8	7.0	5.9
1773	4.0	3.6	4.4	4.1	1.3	10.2	28.1	9.4	10.3	6.5	1.1	17.0
1774	0.2	0.8	6.7	8.6	4.6	6.0	11.9	15.1	15.3	17.1	7.8	5.9
1775		NO	DATA	AVAILABLE								
1775	-	-	-	-	-	-	-	-	-	-	-	-
1776	3.1	2.7	5.1	8.8	6.2	2.1	6.9	17.9	23.3	4.5	16.0	5.2
1777	1.5	0.4	4.4	4.0	0.6	2.7	34.5	-	6.2	5.5	32.0	8.2
1778	0.8	-	3.8	8.7	1.0	0.9	13.7	21.7	13.5	16.9	8.6	10.5
1779	4.5	1.9	1.7	5.3	0.5	19.2	17.8	3.8	8.9	8.2	28.3	-
1780	-	1.6	4.2	2.7	0.8	0.4	17.3	19.9	11.8	4.8	36.5	-
1781	1.5	1.3	16.9	5.7	4.9	4.5	5.2	6.5	19.3	24.2	10.0	-
1782	4.9	-	4.6	3.0	2.5	1.7	8.0	13.2	20.4	12.3	14.0	15.4
1783	5.8	2.5	4.4	6.1	4.1	0.6	3.7	16.7	17.1	17.2	5.7	16.1
1784	-	2.2	9.2	8.0	3.7	2.7	4.3	16.2	16.3	14.7	10.7	12.2
1785	1.4	3.0	-	2.1	2.7	3.2	11.7	18.8	18.7	9.3	16.0	13.0

SOURCE: GAA. PA 78/94-102

CONTINUED...

TABLE II.14.C

PERCENTAGE OF SHIPPING TONNAGE FROM RIGA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	-	0.6	3.1	10.3	13.0	1.1	1.3	18.3	12.0	5.5	10.9	23.9
1787	2.1	4.7	10.1	7.0	2.6	0.6	7.8	17.7	18.3	5.1	12.8	10.9
1788	2.1	6.6	8.7	6.0	5.9	-	5.4	17.8	8.8	21.2	15.5	1.9
1789	-	5.4	6.4	9.6	0.7	0.5	3.6	22.0	10.3	10.3	14.4	16.5
1790	-	2.5	4.1	3.2	1.1	0.1	9.5	16.3	20.7	15.0	7.9	11.5
1791 13	-	-	-	1.9	1.3	4.3	5.9	23.9	22.3	6.4	22.3	11.6
1792	-	10.2	3.9	4.6	-	4.3	7.8	11.8	13.2	9.7	35.4	-
1793	2.9	2.7	6.7	6.3	0.4	2.4	4.0	15.3	9.1	12.8	10.9	26.5
1794 13	8.6	3.6	6.1	2.6	-	8.0	19.8	24.0	11.3	5.4	9.9	8.5
1795	-	-	-	6.6	2.0	4.2	5.7	13.3	12.8	25.8	18.8	10.7
1796	6.3	6.4	1.4	4.8	1.1	4.5	23.6	14.8	14.8	10.2	6.1	6.8
1797	4.6	3.3	7.6	4.8	0.8	1.3	3.8	13.8	6.1	21.8	19.0	13.0
1798	14.9	4.2	11.6	4.0	9.7	5.0	15.5	15.1	9.3	1.5	5.3	4.0
1799	38.5	-	-	-	-	44.2	-	-	-	25.3	-	-
1800	-	5.2	-	2.7	5.5	-	22.1	17.0	27.6	6.9	6.8	6.1
1801	7.8	8.1	-	-	4.1	-	12.2	29.7	9.3	11.3	17.6	-
1802	1.4	3.8	5.3	1.2	2.3	11.6	19.2	7.6	14.7	15.9	17.8	-
1803	1.8	3.9	3.5	18.5	1.6	14.8	35.4	8.2	5.9	9.4	3.6	2.2
1804	2.1	-	-	15.8	-	-	19.1	20.2	-	18.9	-	23.9
1805	-	8.9	10.1	2.3	3.1	-	10.1	37.2	10.6	14.2	8.3	3.2
1806	4.9	13.7	13.7	-	-	2.4	1.5	10.5	22.8	25.2	1.2	4.0
1807	-	7.8	-	14.3	15.1	-	-	29.2	6.5	17.3	-	10.5
1808 17		NO DATA AVAILABLE										
1809		NO DATA AVAILABLE										
1810		NO DATA AVAILABLE										
1811		NO DATA AVAILABLE										
1812		NO DATA AVAILABLE										
1813		NO DATA AVAILABLE										
1814 6	-	-	-	-	-	-	-	22.1	44.2	17.0	11.6	5.1
1815	-	-	8.2	7.5	6.0	5.4	4.6	18.8	17.2	6.4	17.4	9.3
1816	8.4	0.6	2.5	4.9	1.1	0.8	10.9	14.9	11.7	21.9	20.6	9.6
1817	1.2	1.1	0.2	0.8	1.3	15.1	34.3	14.2	15.4	9.0	4.3	3.3
1818	2.8	8.2	-	-	5.7	-	4.7	24.9	19.0	25.0	4.4	5.5
1819	-	2.4	2.6	-	1.3	6.3	7.5	26.5	12.3	10.4	16.7	14.0
1820	-	3.8	4.5	10.9	5.1	3.1	12.5	11.1	18.8	15.0	6.8	8.4
1821	-	2.6	3.8	1.3	-	9.5	21.2	10.9	13.9	29.0	6.1	1.7
1822	5.8	15.8	4.5	6.3	7.9	-	33.5	-	1.4	3.4	21.4	-
1823	-	-	-	8.5	1.8	-	19.4	23.7	19.2	8.4	16.6	2.6
1824	2.2	2.1	-	1.2	3.4	31.6	7.5	10.0	24.6	14.1	-	3.1
1825 20	-	-	9.3	-	-	17.0	23.1	45.8	4.8	-	-	-

SOURCE: GAA. PA 78/98-182

TABLE II.14.B

PERCENTAGE OF SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-
1708[2]		NO DATA AVAILABLE										
1709[3]	-	-	-	-	5.2	-	-	-	-	-	30.9	63.9
1710[4]	-	-	23.8	22.5	-	17.2	29.1	-	7.3	-	-	-
1711[5]	-	-	-	-	-	-	-	-	-	-	-	-
1712[4]	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-
1714[7]	-	-	-	-	-	-	-	-	-	-	-	-
1715	-	-	-	-	-	-	-	-	-	-	-	100.0
1716	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	12.5	-	76.8	-	-	-	-	-	-	-	10.7
1718	-	-	-	-	-	-	-	-	-	-	9.8	90.2
1719	9.6	-	-	-	-	-	-	3.4	-	37.9	23.2	25.9
1720	-	-	7.9	11.9	-	4.2	8.9	14.7	12.9	24.8	4.1	10.7
1721	-	-	-	-	-	-	5.2	13.5	54.3	9.5	11.9	5.6
1722	3.5	-	-	3.7	3.4	-	-	11.2	51.3	8.7	5.1	13.1
1723	-	-	-	20.6	-	-	8.1	-	19.3	17.2	15.9	18.8
1724	-	1.4	-	-	-	-	-	-	25.5	8.2	22.0	42.8
1725	-	-	-	4.9	-	-	8.7	12.8	22.8	36.4	14.3	-
1726	-	-	-	-	-	5.3	18.2	21.1	17.3	16.9	24.6	4.6
1727	-	-	-	5.8	-	-	33.1	13.8	18.7	-	4.2	33.4
1728	-	7.8	-	-	-	-	13.8	-	7.6	71.6	-	-
1729	-	-	13.1	-	-	-	4.0	23.6	7.8	34.2	18.1	-
1730	-	-	10.2	5.6	-	2.6	10.8	14.8	14.6	4.9	26.3	10.2
1731	-	-	-	7.7	-	-	-	19.4	2.6	17.9	16.7	35.7
1732	-	-	-	10.1	-	-	12.5	14.2	18.1	6.5	26.7	11.9
1733	2.3	3.7	3.9	9.1	-	4.6	8.1	17.8	21.2	7.5	12.7	9.9
1734	-	1.1	9.7	3.4	-	-	38.2	11.3	12.5	19.7	-	4.2
1735	-	2.8	-	-	-	3.6	31.1	14.1	6.1	12.9	29.3	-
1736	-	-	-	-	2.2	-	4.8	20.5	12.1	6.7	42.8	11.6
1737	-	-	-	12.7	3.4	2.9	8.6	18.5	7.3	19.3	14.4	13.8
1738	-	-	9.6	-	3.5	-	15.3	28.2	4.3	13.8	7.5	18.6
1739	-	-	7.8	-	5.3	-	6.3	30.2	8.2	13.7	11.2	17.3
1740	-	-	-	-	-	-	9.6	11.4	26.8	-	14.1	38.1
1741	-	-	-	-	-	8.8	-	72.3	9.8	-	9.1	-
1742	-	-	7.9	18.4	-	-	-	14.7	9.3	27.5	22.3	-
1743	1.4	2.1	7.8	6.8	12.7	1.0	6.7	25.4	9.9	-	19.4	6.8
1744	2.8	-	-	-	6.5	-	-	39.6	15.7	13.7	15.4	7.1
1745	-	-	2.8	7.7	6.1	-	8.0	37.9	5.8	13.8	17.9	-

SOURCE: SAA. PA 78/99-102

CONTINUED...

TABLE II.14.D

PERCENTAGE OF SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1746	8.1	-	12.8	-	7.2	-	-	26.6	-	8.9	9.9	27.2
1747	-	-	-	9.3	-	7.8	-	49.6	10.8	-	22.4	-
1748	-	-	-	-	23.5	-	18.1	20.1	22.9	7.3	8.8	7.1
1749	-	-	-	-	16.1	-	6.7	33.8	33.7	9.8	-	-
1750	-	-	4.3	-	-	7.0	36.2	22.6	2.4	10.9	-	16.5
1751	-	-	-	-	18.6	-	-	-	38.5	37.3	-	13.7
1752	8.6	19.6	-	18.2	-	-	4.7	32.5	-	-	24.4	-
1753	-	5.2	-	13.4	18.5	6.2	28.5	18.1	18.3	-	14.9	-
1754	5.3	8.6	12.3	15.8	-	-	16.2	10.8	11.4	8.6	11.2	-
1755	-	-	6.3	18.7	18.5	-	16.7	2.3	-	19.6	25.8	-
1756	-	-	3.4	3.8	-	3.3	44.8	13.8	8.8	10.1	12.9	-
1757	-	-	-	7.3	-	13.6	17.3	37.3	11.8	12.7	-	-
1758	-	-	18.7	25.1	-	-	-	32.8	23.3	-	-	-
1759	-	11.2	-	-	-	-	44.7	-	-	8.6	35.5	-
1760	-	-	-	-	-	-	6.8	11.8	61.8	20.4	-	-
1761	-	-	-	-	-	-	34.8	23.6	-	42.4	-	-
1762	-	-	-	-	-	-	-	30.6	-	11.7	41.9	15.8
1763	-	-	5.2	-	-	-	13.3	9.8	13.9	32.1	25.5	-
1764	-	16.2	11.3	12.8	-	-	24.7	7.9	-	12.8	6.8	18.8
1765	-	8.6	6.3	-	-	-	8.2	18.7	11.1	18.7	19.2	9.8
1766	-	16.7	3.5	18.5	8.5	-	16.8	19.7	7.4	-	13.1	4.6
1767	-	-	-	-	-	-	-	-	-	29.9	41.4	28.7
1768	-	21.4	-	-	-	-	-	18.8	27.7	17.5	-	23.4
1769	-	-	13.1	-	-	-	8.5	22.7	-	47.1	8.6	-
1770	-	37.2	-	14.8	-	-	-	-	-	-	-	48.7
1771	-	-	-	-	-	-	-	-	100.8	-	-	-
1772	100.8	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	13.7	-	-	-	-	-	28.9	-	-	57.4
1774	-	-	-	23.3	-	-	-	23.6	37.4	15.7	-	-
1775			NO DATA AVAILABLE									
1775	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	24.6	-	-	7.5	20.7	-	-	17.1	-	30.1
1777	-	-	-	-	-	-	100.8	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	18.8	81.2	-	-
1779	-	-	-	-	-	-	28.5	29.2	-	17.5	24.8	-
1780	-	-	-	-	-	-	-	-	-	-	100.0	-
1781	-	-	38.3	21.1	-	20.0	-	-	-	28.5	-	-
1782	-	8.6	-	-	-	-	-	13.6	14.2	4.6	24.6	36.3
1783	8.3	-	5.6	-	-	-	15.2	28.2	33.2	9.5	-	-
1784	-	-	-	-	9.5	12.0	-	18.5	-	17.5	20.8	21.7
1785	-	-	-	-	-	-	-	41.4	-	-	35.8	22.8

SOURCE: CAA. PA 78/59-182

CONTINUED...

TABLE II.14.3

PERCENTAGE OF SHIPPING TONNAGE FROM VIBORG TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	15.1	-	-	-	15.7	-	-	14.9	-	6.8	47.6	-
1787	-	7.8	13.8	-	15.8	-	-	24.8	-	21.7	16.1	-
1788	-	-	-	-	-	-	14.3	-	45.2	-	18.5	21.9
1789	-	-	-	36.7	-	-	-	48.1	-	-	-	17.1
1790	-	-	7.8	-	-	-	-	-	-	-	40.6	52.5
1791	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	82.5	19.3	-	-	-	14.4	-	-	28.4	25.5	-
1793	8.1	-	-	-	-	-	-	15.8	29.6	22.5	14.8	10.8
1794	-	-	23.2	9.1	-	12.6	-	4.1	21.1	11.4	11.6	6.9
1795	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	34.8	-	66.8	-	-
1797	-	-	36.8	-	-	-	-	-	-	-	63.2	-
1798	26.1	-	-	58.8	-	-	-	-	-	23.8	-	-
1799	-	-	-	52.8	-	-	47.2	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	57.4	42.6	-	-
1801	-	-	-	-	-	53.4	-	-	-	19.2	-	27.4
1802	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	81.8	-	-	-	-	-	-	-	18.2	-	-
1804	-	-	-	68.1	-	-	-	19.3	-	20.6	-	-
1805	-	-	-	15.5	-	-	22.5	-	15.8	46.9	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	100.0
1807	-	-	-	-	53.4	-	-	-	12.8	-	-	34.6
1808	-	NO	DATA	AVAILABLE								
1809	-	NO	DATA	AVAILABLE								
1810	-	NO	DATA	AVAILABLE								
1811	-	NO	DATA	AVAILABLE								
1812	-	NO	DATA	AVAILABLE								
1813	-	-	-	-	-	-	-	-	45.8	-	55.8	-
1814	-	-	-	-	21.9	4.3	-	11.4	-	18.1	44.3	
1815	-	-	24.2	-	49.2	-	-	-	-	26.5	-	-
1816	-	26.2	-	-	-	-	28.8	-	45.8	-	-	-
1817	-	-	-	-	-	-	-	-	12.4	15.4	57.8	14.4
1818	-	-	-	-	-	-	-	88.9	-	-	-	11.1
1819	-	-	-	23.9	7.1	-	21.0	29.5	18.5	-	-	-
1820	-	-	-	13.8	-	-	37.8	27.8	21.4	-	-	-
1821	-	-	-	-	42.4	-	57.6	-	-	-	-	-
1822	-	-	-	-	-	-	-	31.1	-	68.9	-	-
1823	-	-	-	-	-	-	-	21.3	78.7	-	-	-
1824	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: GAL. PA 78/59-102

TABLE II.14.E

PERCENTAGE OF SHIPPING TONNAGE FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	100.0	-	-	-	-	-	-
1711	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	68.8	-	31.3	-	-	-	-
1713	-	-	30.6	69.4	-	-	-	-	-	-	-	-
1714	-	-	-	-	5.8	38.2	32.1	-	9.2	11.1	4.7	-
1715	-	-	-	-	-	-	-	-	-	-	-	100.0
1716	-	1.4	32.9	25.8	22.8	16.9	-	-	-	-	-	-
1717	-	42.8	-	13.2	7.6	-	15.2	-	29.2	-	-	-
1718	-	-	-	-	100.0	-	-	-	-	-	-	-
1719	65.2	-	-	-	-	-	-	-	34.8	-	-	-
1720	-	-	-	-	-	-	-	-	27.3	36.4	36.4	-
1721	-	-	-	-	-	-	-	33.3	-	66.7	-	-
1722	45.0	-	-	-	-	-	55.0	-	-	-	-	-
1723	-	-	29.8	-	-	-	-	15.3	33.3	-	-	30.6
1724	-	-	-	-	-	-	36.6	-	-	21.1	-	42.3
1725	-	-	-	-	-	59.7	-	-	40.3	-	-	-
1726	-	-	-	-	38.7	17.7	-	-	16.1	27.4	-	-
1727	-	-	-	-	-	-	100.0	-	-	-	-	-
1728	-	-	-	-	-	24.3	17.3	-	-	-	-	58.4
1729	-	13.7	-	-	-	-	4.8	-	51.3	15.1	15.9	-
1730	-	-	-	8.8	-	28.7	12.1	23.3	-	9.7	4.6	12.7
1731	-	5.7	5.5	-	-	6.4	-	35.8	44.4	3.8	-	-
1732	13.7	29.2	-	14.2	-	4.5	18.4	18.8	18.8	-	-	-
1733	-	-	-	-	-	-	39.3	-	60.7	-	-	-
1734	-	-	-	5.2	-	4.2	54.6	29.1	-	-	7.8	-
1735	-	-	-	-	55.5	-	-	-	44.5	-	-	-
1736	-	-	-	-	-	-	21.5	44.4	-	21.5	12.5	-
1737	-	9.7	-	-	17.1	7.1	-	6.7	29.2	14.9	15.3	-
1738	-	-	18.8	-	-	30.4	35.1	15.4	4.2	4.1	-	-
1739	-	-	2.9	-	-	16.4	14.8	37.8	6.3	16.1	2.5	3.2
1740	-	-	-	9.7	-	5.9	18.2	30.3	24.2	12.3	2.8	4.6
1741	-	-	4.3	4.8	-	28.2	53.3	6.6	3.6	-	-	-
1742	-	-	-	-	-	-	37.0	-	23.7	-	-	39.3
1743	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	33.9	66.1	-	-	-	-
1745	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: GAA, PA 70/59-482

CONTINUED...

TABLE II.10.E

PERCENTAGE OF SHIPPING TONNAGE FROM REVAL TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1766	-	-	13.5	-	-	-	77.0	9.5	-	-	-	-
1767	-	-	68.7	-	-	-	27.1	-	-	-	12.1	-
1768	-	-	-	-	27.9	-	21.6	18.9	15.3	-	16.2	-
1769	-	-	-	51.5	-	-	-	48.5	-	-	-	-
1770	-	-	-	-	-	19.2	14.0	28.0	24.8	14.0	-	-
1771	-	-	-	68.2	-	14.6	17.4	-	-	-	-	-
1772	28.7	-	25.0	-	-	-	54.3	-	-	-	-	-
1773	-	-	-	-	-	12.6	71.5	15.9	-	-	-	-
1774	-	-	-	-	-	-	-	26.4	73.6	-	-	-
1775	-	-	-	-	-	-	-	100.0	-	-	-	-
1776	-	-	46.1	19.2	-	12.1	-	-	22.6	-	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	100.0	-	-	-	-
1779	-	-	-	-	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	38.1	60.9	-
1781	-	-	-	-	-	-	9.4	38.9	12.1	-	43.6	-
1782	7.2	-	11.4	6.0	-	-	-	13.0	14.1	18.9	12.3	16.3
1783	-	-	-	-	-	38.1	-	-	28.2	-	23.5	26.2
1784	-	-	-	-	-	-	-	29.0	32.9	16.8	-	21.3
1785	-	-	-	-	-	-	-	-	-	-	-	100.0
1786	-	-	-	27.9	-	-	-	-	-	-	32.8	39.3
1787	100.0	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	-	-	-	-	-	-	100.0	-	-
1789	-	-	-	-	-	62.1	-	37.9	-	-	-	-
1790	-	-	-	-	-	-	-	58.4	-	-	-	43.6
1791	-	-	-	-	-	-	83.8	-	16.2	-	-	-
1792	-	-	-	-	-	51.1	-	48.9	-	-	-	-
1793	-	51.3	-	-	-	-	-	48.7	-	-	-	-
1794	-	-	14.1	-	6.3	-	-	14.1	26.1	-	27.9	11.5
1795	-	-	NO DATA AVAILABLE									
1796	-	-	-	-	-	-	-	-	-	-	-	-
1797	29.1	-	-	-	-	-	53.1	17.7	-	-	-	-
1798	-	-	-	-	-	46.2	53.8	-	-	-	-	-
1799	-	-	-	-	-	100.0	-	-	-	-	-	-
1800	100.0	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	100.0	-	-	-
1803	-	-	-	-	-	26.2	-	-	73.8	-	-	-
1804	-	-	-	-	-	-	-	-	-	9.2	-	90.8
1805	-	-	-	-	-	-	-	-	-	-	100.0	-
1806	-	-	-	-	-	-	100.0	-	-	-	-	-

SOURCE: GHA, PA 78/80-282

CONTINUED...

TABLE II.19.2

PERCENTAGE OF SHIPPING TONNAGE FROM REVAL TO AMSTERDAM DESTINATED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEARS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-
1708	-	-	-	-	-	-	-	100.0	-	-	-	-
1709	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	-	-	-	-	-	-	-
1711 13	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	-	100.0	-	-	-	-	-
1713	-	-	-	-	-	-	-	-	-	-	-	-
1714	-	-	-	-	-	-	-	-	-	-	100.0	-
1715 13	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	31.0	21.2	7.9	30.0	-	6.0	-
1717	50.0	-	-	-	-	-	50.0	-	-	-	-	-
1718	-	-	-	78.8	-	-	-	-	-	-	21.2	-
1719	-	-	-	-	-	-	-	-	-	-	-	-
1720	-	-	-	-	-	-	-	-	-	-	-	-
1721	-	-	-	-	-	-	100.0	-	-	-	-	-
1722	-	-	-	-	-	-	18.8	38.9	33.9	4 -	12.4	-
1723	-	-	-	-	-	-	34.5	-	-	-	-	65.5
1724	-	-	-	-	-	-	-	-	-	-	-	-
1725	-	-	-	-	-	-	-	-	-	-	-	-
1726	-	-	-	-	-	-	-	-	-	-	-	-
1727 17	-	-	-	-	-	-	-	-	-	-	-	-
1728			NO DATA AVAILABLE									
1729			NO DATA AVAILABLE									
1730			NO DATA AVAILABLE									
1731			NO DATA AVAILABLE									
1732			NO DATA AVAILABLE									
1733			NO DATA AVAILABLE									
1734 6	-	-	-	-	-	-	60.4	39.6	-	-	-	-
1735	-	-	-	-	-	-	-	-	25.7	74.3	-	-
1736	-	-	-	-	-	-	-	-	-	-	-	-
1737	-	-	23.2	-	-	42.6	15.4	-	18.8	-	-	-
1738	-	-	-	-	-	-	-	-	-	-	-	-
1739	-	-	-	-	-	-	-	-	-	-	-	-
1740	-	-	-	-	-	-	-	-	-	-	-	100.0
1741	-	-	-	-	-	-	-	-	-	-	-	-
1742	-	-	-	-	-	-	-	-	-	-	-	-
1743	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	-	-	-	-	-	-	-	-	-
1745 20	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GHA. TA 78/94-102

TABLE II.14.F

PERCENTAGE OF SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE											
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-
1713[6]	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	100.0	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	100.0	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	100.0
1719	-	-	-	-	-	-	-	-	-	100.0	-	-
1720	-	-	26.5	-	-	-	-	28.0	10.0	-	4.0	31.5
1721	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	17.6	-	42.5	28.7	-	-	-	-	-	19.1	-
1724	-	-	-	-	-	-	-	-	-	-	-	100.0
1725	-	-	-	-	-	-	-	100.0	-	-	-	-
1726	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-
1728	-	-	-	-	-	-	100.0	-	-	-	-	-
1729	-	-	-	-	-	-	-	34.1	30.3	35.5	-	-
1730	-	-	-	-	-	-	38.7	-	38.8	22.1	8.4	-
1731	-	-	-	-	-	-	-	28.4	34.8	-	14.7	21.9
1732	-	-	-	-	-	-	-	38.9	33.5	-	27.5	-
1733	-	-	-	-	-	-	-	64.9	-	-	35.1	-
1734	-	-	-	-	-	19.7	54.4	-	25.9	-	-	-
1735	-	-	-	-	-	-	-	-	-	47.8	-	52.2
1736	-	16.9	-	-	-	-	38.9	-	-	52.2	-	-
1737	-	-	29.5	37.6	-	-	-	-	-	10.1	-	22.8
1738	-	12.4	-	-	-	3.5	-	9.0	29.8	24.9	3.0	18.1
1739	-	-	-	-	2.7	4.2	2.8	26.2	-	3.7	61.1	-
1740	-	-	-	-	-	-	19.3	18.9	26.8	14.2	11.6	10.8
1741	-	-	2.8	-	-	4.9	34.6	21.5	27.1	9.8	-	-
1742	-	-	-	-	-	-	-	68.1	-	8.6	12.2	11.0
1743	-	12.5	5.7	-	-	-	-	4.7	10.4	34.9	31.7	-
1744	7.6	-	7.3	-	-	4.8	15.6	37.8	-	-	11.9	15.0
1745	8.3	-	-	2.1	-	-	58.1	16.3	4.8	4.5	-	5.8

SOURCE: GAA. PA 78/39-102

CONTINUED...

TABLE II.18.F

PERCENTAGE OF SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1706	14.6	13.1	-	-	-	-	-	-	-	29.7	-	42.6
1707	-	15.5	-	-	-	13.7	34.5	8.2	1.8	6.9	6.4	13.8
1708	-	-	-	3.6	-	-	4.3	41.9	-	15.1	17.8	17.4
1709	-	-	1.8	4.8	-	6.7	16.3	2.9	19.1	19.7	7.7	22.6
1710	-	8.5	6.6	7.8	9.9	-	2.5	-	9.8	32.4	23.3	-
1711	-	3.5	-	-	-	-	34.6	12.1	11.2	4.3	14.5	19.8
1712	-	-	-	-	-	27.8	-	15.8	18.8	2.4	37.5	6.5
1713	-	-	-	58.8	21.6	28.4	-	-	-	-	-	-
1714	26.3	19.8	-	-	-	11.5	-	10.8	8.1	-	7.6	16.7
1715	-	-	-	-	-	-	17.2	47.6	-	24.5	-	10.7
1716	-	-	-	-	-	100.8	-	-	-	-	-	-
1717	-	-	-	-	-	-	100.8	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-
1719	-	-	-	-	-	-	29.9	-	34.7	27.4	8.8	-
1720	-	-	8.7	-	-	-	58.5	-	7.4	-	23.5	-
1721	-	36.9	22.4	-	-	16.2	7.8	-	11.4	14.5	4.4	7.5
1722	16.5	-	-	-	-	6.8	35.7	6.2	13.3	22.4	-	-
1723	-	-	12.4	16.6	11.5	-	-	5.5	-	16.5	37.5	-
1724	-	-	7.9	13.4	-	19.6	9.8	8.7	-	7.7	-	32.9
1725	-	-	16.2	-	-	-	16.5	-	25.9	35.4	6.8	-
1726	10.9	-	-	-	-	-	11.7	-	-	77.4	-	-
1727	-	6.3	-	-	-	-	8.9	22.3	38.1	7.8	20.6	-
1728	-	5.1	5.1	4.8	5.7	-	7.6	6.1	20.8	6.9	33.8	4.9
1729	11.8	-	-	-	-	3.2	21.8	28.5	15.9	8.1	15.5	-
1730	-	-	-	-	-	-	18.2	27.1	-	2.4	27.8	24.5
1731	12.5	-	-	-	-	-	42.5	20.8	25.1	-	-	-
1732	-	11.9	3.7	2.2	-	8.8	28.7	9.1	6.8	25.9	-	12.6
1733	1.8	-	11.4	6.8	4.3	12.1	17.7	9.5	9.5	-	-	27.7
1734	2.1	1.5	-	3.7	-	3.2	49.1	5.5	15.7	8.6	1.9	8.8
1735	NO DATA AVAILABLE											
1736	-	-	-	-	-	-	-	-	-	-	-	-
1736	4.7	-	2.1	4.8	2.3	13.7	24.2	21.8	1.5	2.7	12.3	10.7
1737	5.8	1.5	3.8	-	2.2	2.3	54.7	-	6.3	2.9	5.7	14.8
1738	2.3	4.8	16.7	2.9	-	-	20.8	12.8	21.3	3.3	5.6	11.8
1739	9.8	-	2.4	3.1	-	6.9	36.2	2.5	20.8	6.4	11.8	-
1740	-	-	6.5	4.1	4.3	-	3.8	33.6	11.5	11.9	20.2	-
1741	36.9	-	17.2	14.9	-	11.8	-	-	-	-	-	-
1742	5.6	-	-	7.8	18.4	-	7.4	6.5	7.7	-	14.7	32.4
1743	9.5	2.6	1.9	2.1	-	3.8	2.1	14.7	11.9	23.8	8.5	28.7
1744	-	-	29.3	-	-	-	-	33.1	-	12.7	-	25.8
1745	-	5.4	-	9.8	-	-	4.9	19.4	35.8	-	25.5	-

SOURCE: CAA. PA 78/99-102

CONTINUED...

TABLE II.10.F

PERCENTAGE OF SHIPPING TONNAGE FROM ESTONIA TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1786	-	-	-	10.1	18.6	-	25.9	-	-	31.3	14.2	-
1787	-	-	6.9	27.2	-	-	15.5	7.4	15.1	4.1	8.0	15.7
1788	-	-	-	-	-	-	35.1	50.8	-	14.1	-	-
1789	4.5	3.1	-	12.0	-	-	14.3	3.2	25.0	28.1	6.1	3.6
1790	10.0	-	10.1	-	11.5	-	-	-	-	15.4	33.4	19.6
1791[13]	-	-	-	5.0	-	-	7.8	20.6	35.1	7.9	16.4	7.2
1792	-	6.3	-	-	-	6.0	-	-	11.4	16.4	60.8	-
1793	26.5	-	10.9	-	24.7	-	10.9	-	-	11.0	-	-
1794[13]	-	-	-	-	10.4	-	27.7	17.3	10.6	26.0	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	25.2	-	-	-	-	-	9.0	51.4	13.5	-	-
1797	44.5	-	14.0	-	-	-	8.6	5.7	-	-	27.2	-
1798	36.4	-	-	-	-	-	-	22.2	41.4	-	-	-
1799	-	-	100.0	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	100.0	-	-	-
1801	-	-	-	-	-	-	-	-	-	100.0	-	-
1802	-	-	-	-	-	-	26.3	-	39.9	23.8	10.7	-
1803	24.8	-	-	-	-	13.3	9.5	30.1	12.9	9.5	-	-
1804	-	-	-	-	-	-	-	-	-	100.0	-	-
1805	-	-	-	-	-	-	21.9	13.8	36.5	-	21.1	6.7
1806	15.4	-	25.1	31.4	-	-	-	-	28.1	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]			NO DATA AVAILABLE									
1809			NO DATA AVAILABLE									
1810			NO DATA AVAILABLE									
1811			NO DATA AVAILABLE									
1812			NO DATA AVAILABLE									
1813			NO DATA AVAILABLE									
1814[6]	-	-	-	-	-	-	-	100.0	-	-	-	-
1815	-	-	-	-	-	-	-	36.4	63.6	-	-	-
1816	-	-	22.0	-	-	-	17.5	19.1	-	17.0	24.3	-
1817	-	7.5	-	-	-	22.0	14.9	23.9	25.1	6.5	-	-
1818	-	-	-	-	-	-	14.1	52.6	-	33.2	-	-
1819	-	9.4	-	-	-	-	-	56.5	20.8	13.3	-	-
1820	-	-	-	-	-	-	-	-	59.8	-	-	40.2
1821	-	-	-	-	-	-	56.1	13.5	-	30.4	-	-
1822	-	-	-	-	-	-	38.1	-	25.8	-	43.1	-
1823	-	-	-	-	-	-	41.7	-	16.6	-	41.7	-
1824	-	-	-	-	-	-	38.1	-	60.9	-	-	-
1825[20]	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: GAA. PA 70/30-102

TABLE II.14.5 PERCENTAGE OF SHIPPING TONNAGE FROM FREDERIKSHAVN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1744	-	-	-	-	-	-	-	-	100.0	-	-	-
1745	-	-	6.1	-	-	29.8	36.8	-	27.4	-	-	-
1746	-	-	-	-	-	-	-	55.4	-	20.8	-	23.7
1747	-	-	11.1	-	11.9	-	18.5	18.5	23.0	-	24.9	-
1748	-	-	-	-	-	-	3.5	28.6	26.3	-	-	41.7
1749	21.4	-	-	-	-	-	31.3	13.2	-	18.1	14.3	3.7
1750	-	-	-	-	-	22.0	-	26.0	-	52.0	-	-
1751	-	-	-	-	-	41.6	-	15.3	-	43.1	-	-
1752	-	22.9	-	-	-	-	-	35.1	25.0	-	17.0	-
1753	-	-	-	-	-	-	-	100.0	-	-	-	-
1754	-	-	-	-	30.6	-	-	-	51.2	18.2	-	-
1755	-	-	-	8.8	-	-	-	14.6	47.3	29.4	-	-
1756	-	-	-	-	-	7.3	-	81.4	-	-	11.2	-
1757	-	-	-	-	5.6	-	-	46.7	41.8	-	-	5.9
1758	-	-	-	-	-	-	-	59.3	8.1	9.9	-	22.7
1759	-	-	-	-	-	-	55.1	-	26.3	5.7	12.9	-
1760	-	-	-	-	-	-	-	25.4	59.4	15.2	-	-
1761	-	-	-	-	-	-	-	19.4	36.0	-	44.6	-
1762	-	-	17.5	8.8	-	-	32.5	-	-	41.2	-	-
1763	-	-	-	16.8	-	-	42.2	-	-	13.5	-	27.5
1764	-	-	-	24.2	-	-	-	37.6	-	-	38.2	-
1765	-	-	-	30.4	-	-	-	69.6	-	-	-	-
1766	-	-	18.3	-	21.2	-	23.7	28.8	-	8.9	15.1	-
1767	-	-	-	42.9	-	-	-	57.1	-	-	-	-
1768	-	28.2	38.6	13.8	-	-	17.6	13.8	-	-	-	-
1769	-	-	18.1	12.9	-	8.8	23.8	-	16.6	15.6	-	12.9
1770	-	-	-	16.6	-	-	37.8	24.5	-	-	-	21.1
1771	-	-	-	26.7	-	-	73.3	-	-	-	-	-
1772	-	-	9.8	-	-	-	19.9	15.7	-	-	54.6	-
1773	-	-	-	14.8	-	12.4	28.8	32.5	-	-	-	12.4
1774	-	-	28.6	9.7	-	5.1	12.3	17.2	9.2	9.7	-	12.3
1775		NO DATA AVAILABLE										
1776	-	-	-	-	-	-	-	-	-	-	-	-
1776	-	-	-	-	-	-	-	-	-	100.0	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	100.0	-	-	-	-	-
1779	15.9	-	-	-	-	5.6	49.3	-	-	-	29.2	-
1780	-	-	-	-	-	-	42.1	28.0	-	-	34.0	-
1781	-	-	-	-	-	-	-	61.0	-	-	39.0	-
1782	-	-	-	11.3	-	-	18.3	12.3	-	32.3	25.8	-
1783	-	-	-	9.4	-	-	20.5	36.5	22.8	10.7	-	-

SOURCE: CAA. PA 78/99-102

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TABLE II.10.5 PERCENTAGE OF SHIPPING TONNAGE FROM FREDERIKSHAVN TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1784	-	-	-	7.4	-	-	21.8	20.3	-	23.7	26.7	-
1785	-	-	-	-	10.6	-	47.8	32.7	-	-	8.8	-
1786	-	-	-	-	-	-	60.6	-	39.4	-	-	-
1787	-	-	-	-	-	-	39.2	31.2	-	-	29.6	-
1788	-	-	-	50.1	-	-	16.6	-	-	-	33.2	-
1789	-	100.0	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-
1791 13	-	-	-	-	-	-	-	100.0	-	-	-	-
1792	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	100.0
1794 13	-	-	-	23.0	-	-	13.3	-	12.2	51.6	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	-	-	-	-	-	34.4	65.6	-
1797	-	-	-	-	-	42.1	57.9	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	58.8	41.2	-	-
1801	-	45.8	-	-	-	54.2	-	-	-	-	-	-
1802	-	-	100.0	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	46.3	-	53.8	-	-
1805	-	-	-	-	-	-	-	28.6	-	-	71.4	-
1806	-	-	-	-	-	-	-	-	-	-	-	-
1807 17	-	-	-	-	-	-	-	100.0	-	-	-	-
1808		NO	DATA	AVAILABLE								
1809		NO	DATA	AVAILABLE								
1810		NO	DATA	AVAILABLE								
1811		NO	DATA	AVAILABLE								
1812		NO	DATA	AVAILABLE								
1813 6		NO	DATA	AVAILABLE								
1824	-	-	-	-	-	-	-	-	-	-	-	-
1825 18	-	-	-	-	-	-	-	-	-	-	-	-
1826	-	-	-	30.9	-	-	-	-	-	-	69.1	-
1827	-	-	-	-	-	100.0	-	-	-	-	-	-
1828	-	-	-	-	-	-	-	-	-	-	-	-
1829	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	100.0	-	-
1821	-	-	-	27.4	-	-	72.6	-	-	-	-	-
1822	-	-	-	-	-	-	100.0	-	-	-	-	-
1823	-	-	-	-	-	-	-	42.9	57.1	-	-	-
1824	-	-	-	-	-	-	48.1	-	51.9	-	-	-
1825	-	-	-	-	-	-	-	100.0	-	-	-	-

SOURCE: SAA. PA 78/94-102

TABLE II.14.4 PERCENTAGE OF SHIPPING TONNAGE FROM COURLAND TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1796[14]	6.6	-	9.1	14.4	26.8	1.8	6.7	10.1	-	4.2	7.7	12.7
1797	3.4	8.7	5.0	14.4	19.8	8.3	5.6	4.6	1.8	5.2	10.3	12.9
1798	-	-	10.1	7.6	51.0	8.3	9.5	3.0	8.5	-	2.1	-
1799	36.8	-	-	15.0	-	-	48.1	-	-	-	-	-
1800	-	-	-	-	5.8	36.1	15.2	4.8	30.0	-	-	-
1801	-	3.9	-	-	-	4.7	26.5	32.4	12.6	3.9	15.9	-
1802	-	7.9	6.3	5.6	41.8	11.5	9.9	7.7	-	5.6	3.5	-
1803	1.7	-	-	2.5	4.4	47.8	28.0	1.4	7.3	-	3.1	11.8
1804	6.3	-	-	57.6	-	-	9.1	12.8	-	10.3	-	3.9
1805	-	-	16.3	6.1	6.1	26.0	21.4	17.0	-	3.8	3.3	-
1806	-	4.7	-	10.8	7.8	8.4	6.1	15.7	15.1	31.3	-	-
1807	-	-	-	11.7	-	35.3	15.1	28.4	-	-	-	9.5
1808[17]		NO	DATA	AVAILABLE								
1809		NO	DATA	AVAILABLE								
1810		NO	DATA	AVAILABLE								
1811		NO	DATA	AVAILABLE								
1812		NO	DATA	AVAILABLE								
1813		NO	DATA	AVAILABLE								
1814[6]	-	-	-	-	-	31.2	24.5	10.4	21.6	-	6.7	5.5
1815	-	-	-	-	21.7	10.3	5.1	21.1	11.4	18.0	12.5	-
1816	-	-	-	5.9	2.4	24.6	9.6	16.2	20.1	2.0	13.1	6.3
1817	-	6.8	-	9.5	44.7	3.3	13.0	8.8	10.7	2.3	1.8	-
1818	-	-	-	-	58.3	14.6	5.6	9.0	11.7	8.8	-	-
1819	6.1	-	-	-	9.3	9.8	28.5	38.5	-	-	7.9	-
1820	-	-	-	-	-	42.7	28.0	8.0	-	15.7	-	5.6
1821	-	3.2	7.8	47.8	-	15.7	3.8	4.4	2.2	15.8	-	-
1822	-	23.3	-	-	51.3	-	-	-	-	25.4	-	-
1823	-	-	-	-	22.7	-	55.9	21.3	-	-	-	-
1824	-	-	6.2	-	22.4	44.5	-	-	14.2	12.6	-	4
1825[20]	-	-	-	-	38.5	21.9	14.1	25.5	-	-	-	-

SOURCE: GAA. PA 78/94-102

TABLE II-18 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SIZES IN TONS	A 1 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE															
1709	51.3	56.0	112.0	160.0	243.0	231.0	313.3	398.0	458.5	420.0	-	-	-	-	267.7	240.7
1710	50.5	63.0	155.3	133.0	263.7	266.8	350.7	338.0	460.0	423.0	554.0	-	-	-	242.9	232.0
1711	56.8	47.0	-	120.0	220.0	220.0	-	-	-	-	-	-	-	-	84.0	88.0
1712	51.0	55.9	140.0	114.0	-	260.0	-	-	-	-	-	-	-	-	80.7	81.1
1713	53.5	65.5	163.7	159.1	249.1	251.7	351.0	350.0	462.0	-	-	-	-	-	219.9	192.3
1714	71.4	60.3	124.3	156.5	280.0	235.3	340.5	340.0	492.0	-	-	-	-	-	148.5	109.3
1715	68.3	67.5	146.6	135.7	252.8	240.4	345.0	370.0	-	-	-	-	-	-	143.8	117.4
1716	79.5	53.7	153.1	147.1	252.7	253.8	348.4	325.3	444.0	440.0	520.0	-	-	-	207.6	171.0
1717	71.1	68.7	151.3	149.4	251.8	253.6	332.4	340.2	466.3	450.0	-	-	-	-	211.2	188.2
1718	69.5	72.3	147.1	154.9	265.3	252.7	353.9	345.2	432.0	420.0	-	-	-	-	239.3	207.4
1719	77.3	78.9	152.2	141.2	257.6	247.5	348.8	358.4	439.6	422.4	-	-	-	-	222.6	202.3
1720	67.9	64.3	161.2	156.2	255.7	255.3	361.1	365.3	443.5	425.1	-	-	-	-	245.1	222.8
1721	68.7	61.5	148.7	153.4	248.5	247.3	361.1	361.8	447.1	422.3	-	-	-	-	247.7	222.0
1722	76.9	68.7	152.2	145.0	249.7	251.5	362.8	358.7	439.6	419.2	560.0	-	-	-	252.4	231.9
1723	75.9	71.7	156.3	153.4	245.2	242.3	354.9	359.4	440.7	413.7	-	-	-	-	236.2	213.9
1724	73.5	71.4	152.2	147.2	255.1	248.2	356.3	351.6	435.6	420.7	-	-	-	-	224.2	210.0
1725	76.5	74.8	153.8	143.1	254.2	254.5	351.2	351.3	436.4	419.5	-	-	-	-	226.2	213.1
1726	78.3	80.3	149.9	150.0	252.3	249.2	351.4	345.6	437.2	412.7	-	-	-	-	225.8	202.2
1727	87.9	88.6	156.1	137.0	249.6	255.3	331.9	320.9	431.0	-	-	-	-	-	229.7	202.1
1728	83.7	77.5	154.9	144.6	253.2	256.9	323.9	318.9	-	-	536.0	504.0	-	-	220.4	195.9
1729	86.2	79.5	160.6	146.9	253.0	252.7	331.4	321.5	448.2	-	546.0	-	-	-	249.1	210.1
1730	78.1	78.4	157.9	143.4	250.7	250.4	324.6	319.8	434.0	-	520.0	-	-	-	230.6	207.1
1731	93.3	79.0	157.7	142.7	247.7	249.6	328.7	322.5	436.0	-	508.0	-	-	-	231.7	209.1
1732	93.5	79.7	158.5	146.0	250.2	253.8	329.5	322.5	402.0	-	-	-	-	-	245.6	232.2
1733	76.9	77.7	161.0	150.4	255.7	258.6	331.6	324.9	424.0	-	-	-	-	-	250.6	237.1
1734	77.4	81.0	152.9	119.1	249.8	254.7	331.4	324.1	475.0	-	586.0	-	-	-	245.7	225.8
1735	84.9	95.3	161.0	150.0	250.6	256.6	331.6	325.7	438.0	408.0	-	-	-	-	258.2	233.8
1736	84.3	83.7	166.2	152.4	252.1	253.2	334.2	328.5	444.7	-	540.0	-	-	-	248.0	223.6
1737	74.5	78.9	161.9	153.9	253.4	254.6	333.0	325.5	432.0	408.0	-	-	-	-	249.3	227.2
1738	85.3	82.7	163.6	151.2	251.9	257.1	333.5	327.1	433.2	408.0	-	-	-	-	250.5	227.5
1739	76.5	75.1	161.0	146.7	252.7	253.9	334.7	325.9	439.8	-	600.0	-	-	-	256.1	219.5
1740	78.3	75.4	157.6	139.4	253.3	252.1	336.9	327.3	458.6	-	546.9	-	708.0	-	244.5	191.1
1741	78.4	73.1	153.2	139.2	253.2	250.9	338.7	329.7	438.2	408.0	552.0	-	-	-	229.1	191.5
1742	77.5	75.9	154.4	146.0	243.9	244.0	331.5	326.8	416.0	-	-	-	-	-	220.5	207.5
1743	79.5	78.9	157.5	152.3	250.0	250.3	335.8	332.8	431.3	408.0	-	-	-	-	249.1	242.0
1744	81.8	86.6	149.6	140.9	248.9	258.0	338.9	334.3	415.3	408.0	-	-	-	-	221.9	204.4
1745	78.0	81.5	153.3	152.7	256.8	257.5	341.1	333.9	-	-	-	-	-	-	252.3	239.6

SOURCE: SAA, PA 78/94-132

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TABLE II.15 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SIZES IN TONS	A 1 - 160		B 161 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1745	93.3	76.8	166.9	143.3	252.3	248.1	339.9	333.3	451.8	488.0	-	-	656.0	-	258.3	223.6
1747	79.5	88.7	157.2	143.9	247.1	249.4	335.9	338.1	423.2	488.8	516.9	-	-	-	230.3	218.8
1749	93.6	91.7	153.3	143.3	248.8	246.6	338.5	334.0	488.8	488.8	529.8	-	-	-	231.8	216.9
1749	84.9	96.3	146.6	146.7	252.2	254.2	339.7	335.5	438.8	488.8	-	-	-	-	236.7	224.9
1750	86.8	98.9	147.9	139.8	254.5	256.8	341.2	337.3	448.8	488.8	-	-	-	-	242.8	231.8
1751	82.5	91.8	148.5	141.5	261.6	266.4	341.6	337.9	488.8	488.8	527.3	-	-	-	261.3	245.1
1752	84.9	92.5	149.2	141.8	251.8	253.8	343.6	348.9	418.8	-	-	-	-	-	239.4	223.8
1753	71.2	98.3	154.5	147.4	246.1	248.9	343.8	345.9	482.8	482.8	-	536.8	-	-	238.9	225.7
1754	81.3	91.4	152.4	144.5	241.4	242.4	345.6	343.2	413.5	482.8	-	-	-	-	235.2	221.9
1755	88.1	98.1	155.1	147.5	237.9	239.7	349.3	349.4	416.5	418.3	-	-	-	-	245.8	235.2
1756	86.3	89.3	152.5	147.8	244.7	248.3	353.2	360.8	436.7	485.8	-	-	-	-	219.9	196.7
1757	92.8	96.8	154.1	146.6	241.8	238.2	351.5	351.6	421.8	488.5	-	-	988.8	-	237.5	208.1
1758	95.3	97.6	152.6	148.7	241.7	238.6	353.1	356.2	487.4	487.4	-	-	-	-	237.8	215.9
1759	98.4	87.4	163.8	136.9	253.8	244.5	355.6	354.2	411.6	418.2	-	-	-	-	266.4	237.6
1760	99.2	95.4	164.7	143.1	239.4	238.5	358.4	356.7	425.9	414.3	-	-	-	-	263.2	224.8
1761	91.1	88.9	168.3	141.6	241.2	235.9	352.3	356.2	418.2	413.8	534.8	-	-	-	255.3	218.2
1762	98.3	86.3	172.8	137.8	242.4	235.9	354.5	358.5	424.9	416.8	538.7	-	618.8	-	277.7	215.8
1763	95.3	88.9	167.2	145.9	245.1	239.2	358.2	353.2	417.5	413.5	-	-	-	-	252.8	213.5
1764	98.5	97.9	162.9	142.6	243.8	236.4	351.2	353.5	416.5	413.3	-	-	-	-	263.7	235.6
1765	98.3	98.6	168.8	142.9	241.2	238.8	349.2	354.2	417.9	414.3	532.8	532.9	-	-	278.8	243.1
1766	89.9	94.3	157.8	148.3	246.5	235.8	351.4	356.6	414.9	414.9	-	-	-	-	265.7	238.1
1767	-	97.6	164.8	141.4	248.2	238.6	351.1	356.7	421.2	414.8	558.8	-	-	-	278.8	217.5
1768	92.3	98.3	162.8	133.4	246.2	235.1	354.9	359.9	414.8	414.6	598.8	-	-	-	267.3	221.5
1769	87.4	96.9	164.9	142.6	245.9	237.3	368.8	361.9	428.6	418.2	545.8	-	988.8	-	269.2	223.5
1770	88.9	91.5	178.5	143.9	242.4	235.8	358.7	362.5	418.2	415.8	568.8	-	-	-	298.7	238.7
1771	88.3	97.8	167.8	133.9	233.2	232.3	357.4	369.2	418.6	416.9	-	-	678.8	-	251.9	193.2
1772	78.3	96.9	162.3	138.2	238.9	231.6	354.5	364.7	418.3	417.1	549.8	-	-	-	248.5	194.2
1773	97.5	83.9	157.4	129.2	243.9	239.9	359.4	362.4	422.1	416.7	537.3	-	628.8	-	258.6	206.1
1774	87.5	83.5	154.6	137.8	235.1	238.3	359.9	364.5	425.8	419.3	572.8	-	649.8	-	278.8	209.9
1775	98.3	95.8	178.1	128.1	229.8	218.8	-	-	-	-	-	-	-	-	192.1	114.7
1776	88.3	85.3	161.7	136.9	246.8	243.6	359.9	368.2	427.3	427.3	593.8	-	692.8	-	279.8	233.4
1777	78.3	96.1	165.2	136.4	247.5	243.5	355.9	356.4	438.1	428.1	533.8	-	674.8	-	285.6	234.2
1778	93.7	98.2	168.7	138.5	237.9	238.9	365.3	352.7	433.2	438.6	538.8	-	685.8	-	274.6	213.3
1779	83.2	92.5	156.9	132.8	235.1	238.6	349.3	347.3	434.8	431.4	512.8	-	754.7	-	275.3	220.8
1780	66.8	95.9	146.1	124.2	235.5	224.8	352.6	345.6	443.8	437.3	542.7	-	666.7	-	298.7	228.8
1781	78.4	87.6	151.5	132.5	235.9	258.8	344.3	353.8	438.8	458.7	598.8	-	726.8	-	198.8	124.3
1782	86.9	76.1	148.2	127.7	238.7	231.3	358.9	359.6	442.1	434.1	562.8	-	-	-	281.4	147.8
1783	98.8	77.3	156.2	132.2	248.7	233.9	346.2	336.1	442.4	438.6	512.7	-	-	-	253.8	201.7
1784	64.3	88.9	185.4	135.8	243.3	238.7	346.7	348.6	441.1	441.4	538.8	-	786.8	-	279.1	216.5
1785	96.3	87.2	163.1	136.3	245.6	243.9	354.4	354.4	441.4	443.8	516.8	-	-	-	289.3	246.5
1786	84.6	82.9	157.1	139.5	248.7	247.8	346.9	344.3	448.8	445.4	589.8	-	-	-	308.1	271.3

SOURCE: GAA, PA 7870-182

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TABLE II.15 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SIZES IN TONS	A 2 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1787	73.3	79.4	156.3	134.4	241.9	244.9	347.3	349.2	445.7	442.7	594.0	-	-	-	279.2	258.6
1788	89.2	88.9	157.7	139.1	253.1	256.2	339.4	346.2	446.4	444.8	-	-	-	-	296.4	247.4
1789	84.4	76.8	151.8	135.4	246.8	244.8	357.2	358.6	483.9	442.3	589.3	518.9	-	-	298.7	248.8
1790	80.5	78.3	161.2	136.3	249.1	253.4	358.7	357.3	445.3	446.2	-	-	-	-	285.4	228.2
1791	75.6	77.2	161.7	138.7	246.1	256.7	359.8	353.6	443.1	443.8	-	-	-	-	306.7	256.5
1792	82.1	82.1	161.4	136.2	249.8	267.8	359.6	355.7	447.2	445.8	586.8	-	-	-	302.7	257.5
1793	78.6	79.5	148.9	135.7	238.9	241.2	344.8	354.8	432.4	431.6	-	-	-	-	199.1	146.5
1794	92.9	78.9	158.4	133.8	242.7	238.2	341.7	365.5	443.8	443.5	-	-	-	-	257.3	224.4
1795	72.7	71.5	146.5	124.9	226.2	-	382.8	342.8	418.9	418.8	-	-	-	-	163.5	108.5
1796	96.3	78.2	146.7	134.1	233.7	231.7	382.2	341.8	436.8	436.8	532.8	-	-	-	181.5	124.3
1797	73.3	74.8	153.3	146.9	244.3	237.2	353.3	352.9	446.3	446.5	-	-	-	-	228.1	176.3
1798	75.3	74.3	155.9	127.6	229.2	231.5	336.8	338.8	443.7	443.7	-	-	-	-	184.7	137.6
1799	106.3	73.5	136.3	133.2	222.3	-	-	-	-	-	-	-	-	-	151.1	106.7
1800	94.5	76.9	153.7	119.6	222.8	223.5	-	351.8	428.8	454.8	588.8	-	666.5	-	228.7	143.1
1801	88.7	67.9	144.7	126.3	231.3	236.8	325.9	-	416.3	442.8	-	-	666.8	-	193.5	122.3
1802	88.9	75.3	155.5	138.3	241.6	223.8	345.4	362.8	443.8	449.2	551.3	-	672.4	-	279.8	176.7
1803	86.5	76.2	158.6	138.8	233.8	231.3	338.5	345.3	-	446.8	523.8	518.8	754.3	632.8	289.7	126.1
1804	88.8	88.8	158.4	125.3	225.4	232.7	341.8	-	-	-	-	518.8	882.8	-	181.2	112.5
1805	85.9	76.3	159.1	125.5	237.2	248.5	332.2	382.8	456.5	482.8	596.8	-	882.8	-	186.6	115.1
1806	93.3	72.8	161.3	133.1	241.2	248.9	315.9	392.9	416.3	-	522.8	-	-	-	196.4	122.1
1807	88.3	56.5	138.4	126.8	242.8	228.8	382.9	-	-	-	-	-	-	-	145.1	82.5
1808			NO DATA AVAILABLE													
1809			NO DATA AVAILABLE													
1810			NO DATA AVAILABLE													
1811			NO DATA AVAILABLE													
1812			NO DATA AVAILABLE													
1813			NO DATA AVAILABLE													
1814	78.3	69.4	145.7	132.8	233.6	238.6	369.4	-	436.8	-	-	-	-	-	183.9	113.4
1815	91.9	68.5	152.6	136.3	225.9	252.8	361.6	365.2	428.7	464.8	547.8	-	638.7	-	198.6	121.3
1816	73.9	67.8	152.5	141.9	243.6	248.2	338.9	356.8	435.5	456.2	555.6	-	626.3	-	284.9	137.8
1817	78.3	78.8	156.8	152.6	238.9	238.8	333.1	348.3	435.8	441.6	533.8	511.8	724.7	734.4	281.6	172.6
1818	78.7	71.6	152.8	148.8	239.6	237.7	323.9	348.8	409.3	488.8	579.8	578.8	737.1	737.1	238.7	209.2
1819	79.5	77.5	151.8	146.5	227.2	236.6	361.3	358.8	478.7	495.8	518.8	586.8	716.8	728.8	282.8	173.3
1820	93.9	79.1	154.2	152.9	235.3	237.3	365.5	375.3	448.3	448.8	-	-	778.8	778.8	216.3	193.6
1821	84.9	77.2	157.5	154.5	233.1	234.2	343.3	358.8	486.8	486.8	528.8	528.8	885.3	885.3	208.6	177.1
1822	81.8	69.7	146.2	143.9	229.4	223.8	338.7	338.7	-	-	-	-	833.3	833.3	226.8	209.8
1823	73.7	67.4	155.8	156.2	234.8	238.5	338.8	329.3	496.8	496.8	536.8	536.8	948.8	848.8	218.7	207.6
1824	72.5	78.4	163.7	165.2	225.4	229.8	338.3	358.8	-	-	542.8	538.8	958.8	858.8	192.2	182.7
1825	76.8	78.1	157.2	157.8	213.7	218.8	362.9	368.7	448.8	428.8	-	-	-	-	167.2	195.6

SOURCE: GAA. 76 78/79-187

TABLE II.15-A AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM

SIZES IN TONS	A 0 - 200		B 201 - 300		C 301 - 400		D 401 - 500		E 501 - 600		F 601 - 700		G 700 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1702	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1703	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1704			NO DATA AVAILABLE													
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	78.0	75.3	-	-	-	-	-	-	-	-	-	-	-	-	78.0	75.3
1715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	78.0	78.0	185.3	159.3	278.0	245.0	-	-	-	-	-	-	-	-	178.8	168.4
1717	68.0	68.0	135.0	138.0	250.0	250.0	-	-	-	-	-	-	-	-	124.2	121.7
1718	96.0	90.0	143.3	158.0	256.0	294.0	388.0	-	-	-	-	-	-	-	231.2	282.5
1719	78.7	75.3	144.3	144.0	252.0	252.0	-	-	-	-	-	-	-	-	128.9	119.9
1720	76.9	67.0	167.3	143.2	269.0	223.5	373.3	344.0	428.0	-	-	-	-	-	183.9	149.5
1721	71.4	62.5	138.3	-	258.0	224.0	-	-	-	-	-	-	-	-	185.4	85.6
1722	76.7	68.0	115.2	112.0	243.3	235.0	488.0	-	-	-	-	-	-	-	133.1	181.8
1723	76.5	66.7	132.3	178.5	235.0	238.0	348.3	388.0	-	-	-	-	-	-	149.4	129.8
1724	74.4	56.9	136.0	136.0	258.3	228.0	348.9	336.0	-	-	-	-	-	-	126.9	116.6
1725	78.3	58.9	138.7	128.7	238.6	226.0	-	-	-	-	-	-	-	-	113.4	96.1
1726	81.6	76.0	138.9	138.3	253.0	229.1	338.0	388.0	-	-	-	-	-	-	162.3	128.4
1727	76.3	52.4	148.7	133.9	229.0	217.0	382.0	-	-	-	-	-	-	-	145.8	122.5
1728	52.7	78.9	145.9	141.0	241.0	217.0	-	-	-	-	-	-	-	-	138.0	114.2
1729	85.9	68.0	168.5	154.2	239.0	238.0	-	-	-	-	-	-	-	-	162.7	160.3
1730	85.7	85.7	138.1	133.6	229.3	229.3	-	-	-	-	-	-	-	-	144.8	142.4
1731	84.0	91.1	147.5	154.9	235.7	222.4	341.0	-	-	-	-	-	-	-	164.6	144.7
1732	86.3	96.0	135.3	149.6	223.1	226.2	358.0	-	-	-	-	-	-	-	178.7	158.6
1733	85.2	90.0	167.3	157.7	238.0	238.0	-	336.0	428.0	-	-	-	-	-	141.4	138.3
1734	78.2	98.3	129.6	134.0	222.6	221.3	324.0	324.0	-	-	-	-	-	-	146.1	137.6
1735	85.7	85.7	153.0	149.9	216.3	216.4	-	-	-	-	-	-	-	-	152.4	145.0
1736	95.5	88.9	136.7	129.5	267.0	238.5	-	-	-	-	-	-	-	-	158.5	138.3
1737	94.3	98.0	147.5	145.1	269.8	256.9	351.0	338.7	-	-	-	-	-	-	205.9	194.1
1738	87.1	98.2	149.4	142.9	253.4	255.8	338.0	338.4	-	-	-	-	-	-	215.3	208.0
1739	92.9	94.0	143.7	148.9	232.2	241.5	324.0	338.0	-	-	-	-	-	-	193.4	184.2
1740	84.9	88.7	138.1	127.6	259.0	256.8	329.3	335.5	-	-	-	-	-	-	186.3	168.0
1741	72.2	92.6	152.6	137.1	256.5	257.0	338.1	328.2	438.0	438.0	552.0	-	-	-	247.9	218.8
1742	91.3	96.2	138.6	136.2	256.3	254.9	338.4	323.5	416.0	-	-	-	-	-	283.1	183.2
1743	88.4	98.7	148.1	142.6	253.6	248.5	326.7	338.8	443.0	488.0	-	-	-	-	176.1	167.1
1744	78.1	98.7	139.9	131.7	248.8	238.0	352.0	336.0	-	-	-	-	-	-	156.2	138.4
1745	82.3	78.9	148.8	138.2	264.8	241.0	-	-	-	-	-	-	-	-	127.3	128.8

SOURCE: CHL. 7A 70/39-102

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TABLE III.1g.4 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM ST. PETERSBURG TO ARCHANGEL

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1766	56.7	73.6	143.6	125.6	246.0	243.5	394.0	-	-	-	-	-	-	-	194.8	124.1
1767	54.3	63.4	146.1	138.7	223.5	208.7	-	352.0	428.0	-	-	-	-	-	151.3	125.4
1768	54.2	53.6	126.7	127.1	232.0	229.0	378.0	352.0	-	-	544.0	-	-	-	158.8	132.3
1769	55.3	56.9	126.1	123.3	258.0	258.0	-	-	-	-	-	-	-	-	142.5	121.2
1770	52.7	58.2	149.2	134.3	252.5	238.0	-	-	-	-	-	-	-	-	152.9	125.8
1771	56.7	63.6	146.2	135.2	248.7	234.0	348.3	338.0	-	-	512.0	-	-	-	158.4	118.1
1772	58.3	55.6	140.1	135.1	258.4	222.0	-	-	-	-	-	-	-	-	152.9	119.9
1773	71.3	92.5	143.9	129.7	245.2	282.0	-	-	-	-	-	-	-	-	142.1	116.1
1774	52.7	51.6	138.9	138.3	232.0	-	-	-	-	-	-	-	-	-	133.4	118.6
1775	73.6	78.4	138.2	138.6	236.0	-	-	-	-	-	-	-	-	-	122.5	112.4
1776	58.3	57.5	137.6	134.3	234.4	225.3	-	-	-	-	-	-	-	-	138.5	128.1
1777	76.5	85.3	158.9	133.7	238.2	244.9	355.3	-	-	482.0	-	-	883.0	-	183.9	125.2
1778	58.3	69.2	142.3	134.5	253.1	225.6	384.0	-	-	-	-	-	-	-	171.9	131.8
1779	-	98.6	148.3	146.1	246.3	217.8	-	-	-	-	-	-	-	-	188.8	123.3
1780	135.3	92.7	166.5	121.7	229.2	254.3	357.5	-	-	-	-	-	-	-	209.1	124.2
1781	72.3	72.8	148.6	142.8	258.7	234.0	382.9	-	-	-	-	-	-	-	221.7	137.1
1782	58.8	92.6	178.9	138.5	285.7	282.8	323.2	-	428.0	488.8	-	-	-	-	287.5	126.2
1783	72.3	92.8	148.5	158.5	258.3	282.8	348.5	-	462.8	-	-	-	-	-	227.4	136.6
1784	-	82.7	146.6	133.6	243.2	-	-	-	-	-	-	-	-	-	182.1	121.9
1785	-	74.6	154.5	141.1	248.3	282.8	336.8	-	-	-	-	-	-	-	248.8	127.8
1786	108.3	92.8	167.3	152.8	247.6	218.8	333.2	-	-	-	-	-	-	-	222.3	137.4
1787	-	94.8	167.5	148.2	243.3	282.8	317.6	-	-	-	-	-	-	-	222.8	128.7
1788	-	92.7	158.8	138.7	258.8	282.8	348.8	-	-	-	-	-	-	-	238.9	129.6
1789	82.3	81.2	171.5	148.3	243.2	282.8	328.8	382.8	448.8	488.8	588.8	-	588.8	-	233.8	134.4
1790	-	98.3	168.6	132.8	246.7	234.7	343.5	336.8	-	-	-	-	-	-	228.8	135.3
1791	81.3	85.2	172.2	148.5	246.7	278.8	332.7	-	-	-	-	-	-	-	213.6	138.1
1792	58.8	78.4	162.8	137.6	257.3	-	312.8	-	-	-	-	-	-	-	282.1	121.2
1793	87.3	84.1	168.3	133.5	251.8	-	382.3	-	-	-	-	-	-	-	187.9	186.1
1794	85.3	91.1	163.7	147.8	240.7	221.5	336.5	313.8	448.3	-	-	-	-	-	217.4	133.2
1795	58.3	85.8	178.1	128.1	234.8	218.8	-	-	-	-	-	-	-	-	192.1	114.7
1796	-	82.4	148.7	132.6	246.3	-	-	-	-	-	-	-	-	-	172.5	118.1
1797	58.3	86.6	158.6	128.7	243.3	226.8	328.8	-	-	-	-	-	-	-	177.2	116.3
1798	87.3	84.1	168.3	128.1	238.7	245.8	361.6	-	588.8	-	-	-	-	-	195.8	117.7
1799	82.3	78.3	156.3	126.2	251.8	248.8	-	316.8	478.8	438.8	528.8	-	-	-	198.1	136.8
1800	86.8	92.6	156.7	123.6	247.5	238.8	328.8	-	-	-	526.8	-	-	-	213.8	113.8
1801	92.3	96.3	158.3	138.8	258.1	-	328.3	-	-	-	-	-	-	-	198.7	189.1
1802	88.3	87.5	138.1	138.3	238.5	236.8	338.3	-	-	-	-	-	-	-	177.5	99.5
1803	78.3	76.4	178.7	126.2	232.8	228.8	338.7	312.8	588.8	-	-	-	-	-	232.4	127.6
1804	28.8	88.8	174.7	158.3	245.3	238.8	348.3	-	428.8	-	-	-	-	-	238.6	123.4
1805	-	92.3	164.8	122.8	253.2	-	-	-	-	-	-	-	-	-	223.5	187.2
1806	188.8	86.8	136.6	118.6	226.4	-	-	-	-	-	-	-	-	-	182.2	182.8

SOURCE: CHL, PP 1970-692

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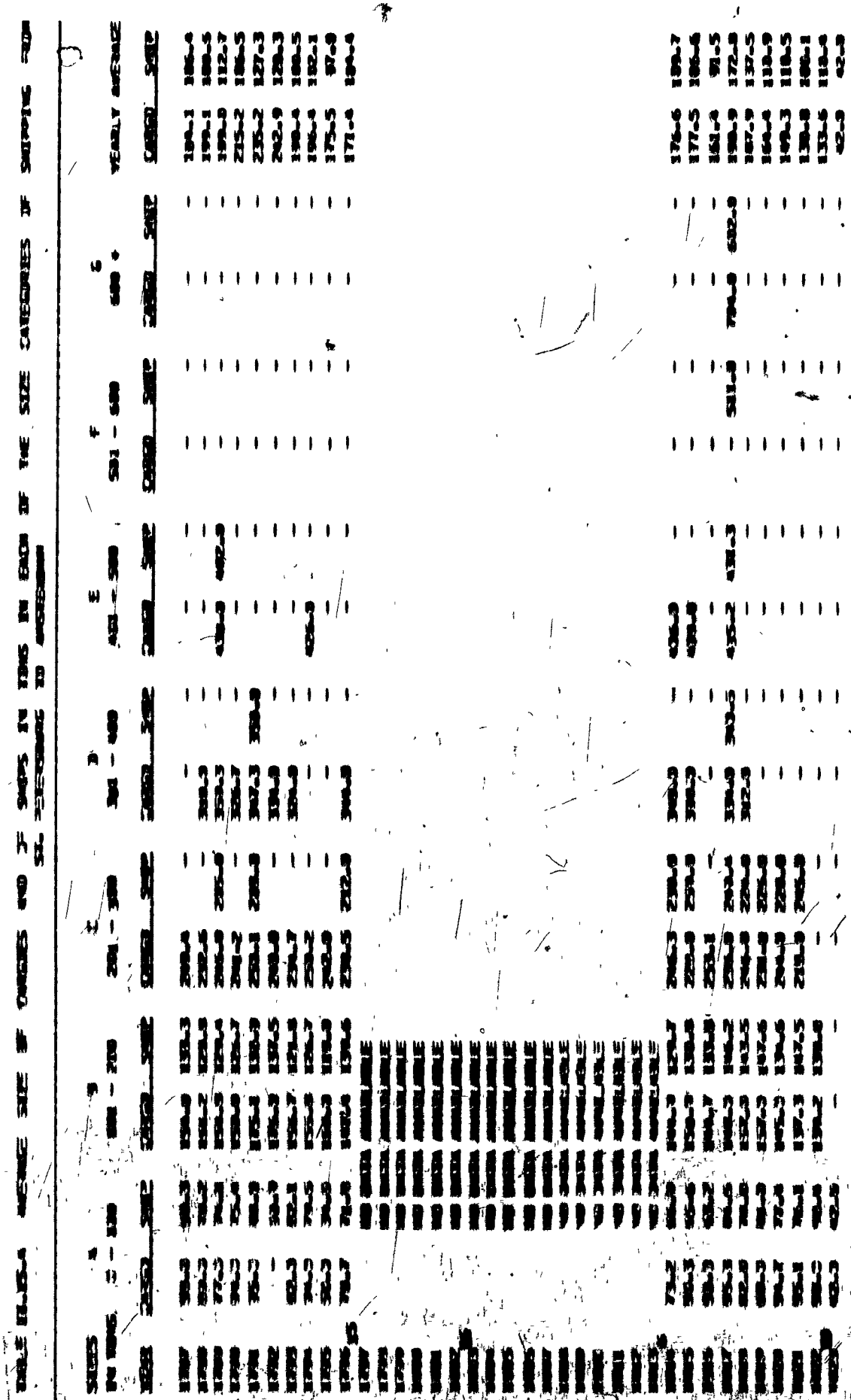

TABLE II.15.9 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM BURMA TO AUSTRIA

SIZES IN TONS	A 2 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1901	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1902	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1903	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1904	NO DATA AVAILABLE															
1905	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1906	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1907	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1908	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1910	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1911	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1912	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1913	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1915	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1916	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1917	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1918	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1919	69.0	69.0	-	-	285.0	298.7	386.0	350.0	429.7	419.0	-	-	-	-	326.2	282.4
1920	59.3	55.0	128.9	148.0	286.9	250.0	363.1	361.8	444.4	422.4	-	-	-	-	354.0	325.5
1921	51.3	48.0	142.3	135.3	258.5	258.7	365.3	352.9	446.3	418.7	-	-	-	-	348.5	338.1
1922	68.3	58.0	158.7	148.0	267.3	278.2	364.5	357.6	441.6	419.7	588.0	-	-	-	367.2	329.2
1923	-	-	288.3	178.0	235.6	245.0	359.8	368.4	443.5	411.6	-	-	-	-	378.1	342.2
1924	76.3	77.0	168.7	178.0	269.4	282.8	358.5	352.4	433.6	428.0	-	-	-	-	346.3	328.2
1925	-	108.0	158.2	158.8	265.6	288.3	381.7	369.8	434.4	412.7	-	-	-	-	333.5	317.6
1926	-	98.0	178.7	182.4	278.5	271.5	382.3	365.5	438.1	409.0	-	-	-	-	338.1	313.7
1927	108.3	98.0	148.0	141.3	268.6	284.1	333.3	321.9	419.0	-	-	-	-	-	298.5	281.6
1928	98.3	68.3	158.5	158.2	268.5	285.7	323.5	313.4	-	-	-	-	-	-	277.5	271.9
1929	88.3	-	178.7	158.5	266.2	288.8	326.3	328.7	-	-	-	-	-	-	291.2	287.7
1930	76.6	98.0	168.4	185.6	281.4	282.6	321.3	317.1	-	-	-	-	-	-	283.8	277.5
1931	-	-	186.5	158.6	286.5	257.3	326.8	322.5	-	-	-	-	-	-	284.4	278.6
1932	98.0	68.0	173.3	157.0	257.6	258.5	329.1	322.4	-	-	-	-	-	-	285.9	279.1
1933	-	-	172.4	178.0	261.7	263.4	331.0	324.5	446.3	-	-	-	-	-	294.6	287.9
1934	96.3	88.0	148.5	167.0	262.2	284.8	331.3	325.2	-	-	-	-	-	-	302.1	294.1
1935	-	-	-	152.0	286.5	272.2	331.2	325.2	436.0	408.0	-	-	-	-	314.8	305.4
1936	-	-	176.3	158.0	286.7	288.0	333.5	327.8	-	-	-	-	-	-	313.9	304.6
1937	96.3	96.3	138.0	173.2	284.9	287.7	332.4	325.4	436.0	408.0	-	-	-	-	307.3	298.5
1938	-	83.0	182.5	178.7	298.3	278.2	332.3	325.9	436.0	408.0	-	-	-	-	307.0	301.2
1939	98.0	98.0	148.0	132.0	273.4	273.7	331.8	326.8	444.0	-	-	-	-	-	308.7	303.0
1940	78.3	77.0	158.3	158.5	284.8	283.1	333.7	329.4	432.9	-	396.0	-	-	-	326.8	307.1
1941	-	97.0	167.5	161.5	283.8	278.8	337.3	330.3	438.7	-	-	-	-	-	319.8	304.2
1942	88.4	78.0	138.8	135.2	288.7	281.6	329.3	329.1	-	-	-	-	-	-	282.9	288.8
1943	77.8	77.8	167.6	167.6	287.4	287.8	335.6	332.6	488.8	488.8	-	-	-	-	297.5	294.8
1944	96.3	88.3	122.8	122.8	291.1	288.1	338.9	335.4	-	-	-	-	-	-	315.4	312.8
1945	-	-	187.3	196.8	278.1	298.2	348.4	334.6	-	-	-	-	-	-	319.9	317.8

SOURCE: CBS, PA 78979-882

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TABLE II.B.3 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM [illegible] TO ANTWERP

SIZES IN TONS	A 0 - [illegible]		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1766	-	-	-	200.0	278.5	286.9	337.3	333.9	429.9	408.0	-	-	-	-	328.9	323.7
1767	-	-	-	188.0	298.5	288.1	337.6	334.8	-	-	-	-	-	-	328.6	323.2
1768	-	-	158.5	167.2	273.2	278.7	348.1	335.3	-	-	514.0	-	-	-	313.1	305.8
1769	-	188.0	162.0	178.0	281.6	281.4	341.3	336.6	-	-	-	-	-	-	321.2	316.1
1770	82.5	88.0	127.8	186.0	271.9	271.4	342.0	337.1	488.0	488.0	-	-	-	-	308.5	297.0
1771	-	-	146.5	146.4	279.1	282.4	342.2	334.1	488.0	488.0	-	-	-	-	317.8	315.0
1772	-	-	156.9	136.0	279.4	279.2	344.4	341.6	418.3	-	-	-	-	-	332.9	328.7
1773	-	-	134.3	134.0	283.6	285.8	346.3	346.2	482.8	482.8	-	536.0	-	-	335.2	335.8
1774	-	-	158.3	152.0	268.5	268.3	346.1	343.8	426.8	-	-	-	-	-	331.3	327.8
1775	95.3	95.0	-	-	286.8	271.7	349.9	349.8	416.5	411.7	-	-	-	-	339.7	337.2
1776	-	-	152.3	136.0	256.8	256.8	377.3	377.3	-	-	-	-	-	-	314.8	314.8
1777	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	158.3	157.5	255.9	255.9	348.9	346.5	418.3	418.8	-	-	-	-	329.5	327.8
1779	96.3	96.8	174.8	174.3	252.7	245.3	361.4	359.3	425.9	425.8	-	-	-	-	335.6	332.5
1780	-	-	-	-	273.8	269.8	344.8	347.3	441.8	418.8	-	-	-	-	351.4	334.9
1781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	-	352.2	352.2	415.7	415.7	-	-	-	-	367.4	367.4
1783	-	-	188.8	188.8	295.7	295.7	353.8	350.1	417.7	415.4	-	-	-	-	354.5	353.1
1784	188.3	82.8	158.3	118.8	284.8	284.8	356.6	357.5	416.9	416.5	-	-	-	-	368.3	358.4
1785	-	-	142.3	126.7	257.2	256.5	356.5	356.5	417.8	413.8	532.8	532.8	-	-	353.5	349.9
1786	72.3	78.8	158.3	176.7	252.3	242.8	361.2	361.2	415.5	415.5	-	-	-	-	358.8	356.3
1787	-	-	148.8	148.8	-	-	361.9	361.9	415.2	415.2	-	-	-	-	376.3	376.3
1788	-	-	134.3	134.8	255.8	253.8	364.8	362.8	415.7	414.8	-	-	-	-	376.7	371.2
1789	-	-	-	-	266.3	266.8	373.8	376.8	419.3	419.2	-	-	-	-	388.1	388.1
1790	-	-	-	-	-	-	375.2	375.2	415.5	415.1	-	-	-	-	396.2	396.8
1791	-	-	158.3	158.8	-	-	369.1	369.1	418.3	418.8	-	-	-	-	385.8	385.8
1792	-	-	-	-	-	-	376.3	375.5	420.9	420.1	-	-	-	-	402.8	401.6
1793	-	-	198.5	198.5	-	-	368.6	369.6	417.4	416.6	-	-	-	-	391.7	391.2
1794	-	-	-	126.8	232.6	-	372.3	372.3	417.1	419.1	-	-	-	-	394.4	391.9
1795	NO DATA AVAILABLE															
1796	-	-	196.3	196.5	-	-	368.7	370.7	428.2	428.2	-	-	-	-	415.1	415.1
1797	-	-	-	-	-	-	340.8	338.6	429.2	429.1	554.8	-	-	-	425.8	421.9
1798	-	-	-	-	-	-	351.3	351.3	431.5	431.5	-	-	-	-	426.5	426.5
1799	-	-	-	-	296.5	294.5	-	-	438.6	437.6	-	-	-	-	432.7	428.5
1800	-	-	-	-	-	-	376.8	376.6	448.7	437.8	514.8	-	656.8	-	446.2	433.2
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	352.3	356.8	434.9	426.5	-	-	-	-	428.3	401.7
1803	-	-	-	-	298.8	298.8	366.3	366.3	435.8	435.2	-	-	-	-	425.6	425.8
1804	48.8	48.8	176.8	176.8	268.8	268.8	352.7	352.7	448.6	448.2	-	-	-	-	415.9	415.6
1805	-	-	163.8	187.8	280.8	275.2	363.3	363.3	441.1	441.1	-	-	-	-	412.5	418.6
1806	68.3	68.8	158.5	158.5	254.8	254.8	361.7	351.7	447.5	445.1	588.8	-	-	-	407.2	405.3

SOURCE: SAL. IN TT/TS-182

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TABLE II.15.3 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM [illegible] TO AUSTRALIA

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEARS	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1787	-	68.0	138.5	141.3	272.0	272.0	361.0	361.0	446.1	446.1	594.0	-	-	-	418.3	415.4
1788	38.0	62.0	142.0	136.0	281.0	282.5	362.4	362.4	446.3	445.3	-	-	-	-	428.8	415.9
1789	-	-	-	-	273.0	270.0	359.2	354.3	444.7	448.5	584.0	-	-	-	429.7	426.6
1790	-	-	-	-	254.0	254.0	356.2	355.4	446.2	446.2	-	-	-	-	419.1	419.8
1791	63.5	63.5	148.0	145.0	255.3	259.6	371.3	371.3	444.3	443.8	-	-	-	-	398.4	395.4
1792	-	-	138.0	138.0	237.3	237.3	362.2	362.2	446.0	446.0	-	-	-	-	425.6	425.5
1793	-	-	134.5	134.5	-	-	367.3	367.3	433.3	431.6	-	-	-	-	346.2	345.2
1794	88.3	88.8	127.3	125.5	276.0	-	367.3	367.3	443.8	443.6	-	-	-	-	421.4	419.2
1795	-	-	-	-	-	-	-	-	418.8	418.8	-	-	-	-	418.8	418.8
1796	-	-	-	-	247.3	247.3	-	-	436.8	436.8	-	-	-	-	404.6	404.6
1797	66.3	66.0	145.8	145.8	259.9	259.8	365.7	365.7	446.5	446.5	-	-	-	-	383.7	383.7
1798	56.8	56.8	-	-	228.3	228.8	-	-	443.7	443.7	-	-	-	-	375.8	375.8
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	351.3	441.3	454.8	588.8	-	666.5	-	579.4	625.1
1801	-	-	-	-	-	-	-	-	-	478.8	-	-	678.8	-	678.8	478.8
1802	-	-	-	-	265.3	238.8	384.8	373.2	449.3	449.2	551.3	-	673.9	-	633.2	431.8
1803	-	-	-	-	-	-	-	366.8	-	458.7	538.8	-	677.8	-	614.8	438.6
1804	-	96.0	166.3	119.2	-	-	322.8	-	-	-	-	-	-	-	183.4	112.6
1805	76.7	82.3	156.2	119.3	264.8	249.7	339.9	382.8	452.8	486.8	586.8	-	-	-	228.9	147.9
1806	-	-	-	135.8	268.8	241.5	384.3	382.8	-	-	522.8	-	-	-	345.7	246.9
1807	84.3	78.8	156.8	128.8	278.8	228.3	-	-	-	-	-	-	-	-	165.1	122.3
1808		NO DATA AVAILABLE														
1809		NO DATA AVAILABLE														
1810		NO DATA AVAILABLE														
1811		NO DATA AVAILABLE														
1812		NO DATA AVAILABLE														
1813		NO DATA AVAILABLE														
1814	-	92.8	166.8	158.8	215.3	212.8	336.3	-	-	-	-	-	-	-	218.4	138.2
1815	-	99.8	146.8	149.8	238.8	-	-	379.6	-	454.8	547.8	-	638.7	-	488.7	383.3
1816	46.8	48.5	163.1	137.1	215.3	267.8	355.3	355.8	446.8	458.9	555.6	-	623.6	-	368.8	276.2
1817	-	-	-	-	-	-	-	-	-	445.8	-	-	727.8	755.7	727.8	686.9
1818	-	-	178.8	178.8	284.8	284.8	332.3	332.3	494.8	488.8	-	-	737.1	737.1	486.7	486.7
1819	77.5	76.5	153.1	152.9	-	-	358.8	353.6	486.3	488.8	518.8	586.3	728.8	728.8	298.5	298.1
1820	-	-	187.8	187.8	-	-	398.3	398.8	458.3	458.8	-	-	778.8	778.8	472.2	472.2
1821	-	-	156.8	157.8	215.7	228.8	-	-	496.3	496.8	-	-	985.3	985.3	553.8	552.8
1822	76.3	76.8	167.7	167.7	218.8	218.8	324.8	324.8	-	-	-	-	833.3	833.3	446.4	446.4
1823	96.3	96.8	156.8	156.8	237.1	248.8	368.7	367.3	-	-	536.8	536.8	848.8	848.8	386.6	387.4
1824	-	-	153.4	153.2	211.8	211.8	364.8	364.8	-	-	542.8	538.8	858.8	858.8	228.5	228.2
1825	87.3	87.8	156.7	155.8	-	-	357.8	355.8	-	-	-	-	-	-	172.2	171.5

SOURCE: CMH, PA 78/39-152

TABLE II.15.C AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RISA TO AMSTERDAM

SIZES in tons	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1702	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1703	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1704			NO DATA AVAILABLE													
1705	51.3	34.0	-	168.0	276.0	240.0	313.0	-	-	-	-	-	-	-	176.0	158.0
1706	58.0	52.0	169.3	148.7	264.0	267.3	339.0	314.0	-	486.0	559.0	-	-	-	243.8	238.4
1707	56.9	47.0	-	128.0	228.0	228.0	-	-	-	-	-	-	-	-	84.0	88.0
1708	48.5	41.0	158.0	114.0	-	268.0	-	-	-	-	-	-	-	-	83.0	89.7
1709	63.5	63.3	173.3	159.1	269.1	251.7	351.0	358.0	482.0	-	-	-	-	-	229.2	208.6
1710	73.2	61.0	126.3	156.5	258.0	243.0	338.3	343.0	482.0	-	-	-	-	-	159.4	116.6
1711	72.4	70.9	146.5	135.7	248.8	232.5	345.0	378.0	-	-	-	-	-	-	146.1	117.5
1712	77.9	61.9	158.4	143.5	258.6	258.1	352.9	327.6	448.0	448.0	-	-	-	-	182.2	156.7
1713	76.5	68.7	151.4	147.4	251.3	251.0	328.7	338.7	484.7	-	-	-	-	-	205.0	186.8
1714	67.0	71.7	147.4	152.4	269.0	248.9	345.6	336.7	-	-	-	-	-	-	219.9	188.8
1715	74.5	71.3	152.7	141.8	257.5	248.1	337.2	335.3	-	-	-	-	-	-	212.7	192.0
1716	67.2	63.7	145.1	168.5	257.9	258.9	339.9	332.8	-	-	-	-	-	-	198.1	179.4
1717	68.3	63.6	147.7	147.6	248.7	243.8	336.9	335.5	456.8	-	-	-	-	-	194.4	161.3
1718	78.2	73.7	155.1	143.5	258.9	245.2	343.3	317.3	468.8	-	-	-	-	-	196.9	177.8
1719	76.5	75.3	157.9	147.4	248.4	242.2	323.2	312.8	-	-	-	-	-	-	188.4	168.2
1720	73.5	77.0	152.8	146.8	248.8	242.6	348.3	332.3	-	-	-	-	-	-	166.4	158.8
1721	75.3	79.8	155.7	142.9	243.9	242.3	344.5	343.5	-	448.8	-	-	-	-	168.5	158.6
1722	79.5	84.2	168.3	163.2	243.9	233.1	325.8	328.8	-	-	-	-	-	-	176.7	149.1
1723	78.3	86.6	157.4	136.6	236.8	225.8	321.3	-	443.8	-	-	-	-	-	182.1	142.1
1724	83.9	77.5	158.6	143.7	243.1	225.6	328.8	322.3	-	-	528.8	584.8	-	-	187.7	144.1
1725	86.5	81.9	158.8	145.3	241.3	224.9	361.8	-	439.7	-	546.8	-	-	-	221.4	145.5
1726	78.2	78.8	157.6	145.2	237.2	223.8	329.1	332.8	468.8	-	-	-	-	-	196.8	152.6
1727	84.9	84.3	154.4	139.8	228.8	228.2	331.3	332.6	-	-	-	-	-	-	183.8	147.1
1728	88.3	93.3	161.9	138.6	225.4	227.5	321.8	332.8	482.8	-	-	-	-	-	183.6	153.8
1729	77.3	83.2	154.4	144.9	237.7	238.6	358.8	-	412.8	-	-	-	-	-	191.2	154.4
1730	78.3	78.7	167.2	138.9	233.5	238.1	325.3	-	458.8	-	-	-	-	-	189.6	151.2
1731	82.2	85.1	152.6	158.4	238.6	229.2	336.7	354.8	438.7	-	-	-	-	-	214.8	164.8
1732	96.9	93.8	178.3	158.2	232.6	238.5	346.5	386.8	484.7	-	548.8	-	-	-	223.3	175.6
1733	82.9	77.8	178.9	153.4	231.1	221.7	336.2	333.8	438.8	-	-	-	-	-	211.5	161.1
1734	84.9	86.2	174.5	155.9	236.4	231.8	342.7	-	432.5	-	-	-	-	-	216.3	169.8
1735	85.7	74.7	172.9	153.5	239.7	234.1	352.8	318.8	455.2	-	648.8	-	-	-	231.4	167.1
1736	71.4	78.6	153.7	139.3	233.3	232.5	343.5	348.8	443.5	-	-	-	-	-	207.4	145.1
1737	82.1	75.5	156.3	145.4	236.6	228.1	343.5	-	-	-	-	-	-	-	176.5	126.9
1738	76.4	76.8	161.7	144.2	228.2	223.6	364.8	-	-	-	-	-	-	-	174.6	152.9
1739	73.3	81.8	165.3	155.5	222.9	221.1	326.8	-	-	-	-	-	-	-	185.8	178.7
1740	82.4	87.4	153.4	143.8	224.5	228.8	349.3	-	426.8	-	-	-	-	-	178.1	158.4
1741	88.7	88.4	156.7	164.2	228.2	224.8	355.4	318.8	-	-	-	-	-	-	197.5	163.8

SOURCES: GAA, PA 78/79-132

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TABLE II.15.C AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RISA TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEARS	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1765	98.9	88.6	164.8	158.3	235.4	225.1	367.6	-	455.0	-	-	-	-	-	208.2	161.8
1767	77.8	83.9	164.1	152.2	227.8	224.6	348.8	-	412.8	-	-	-	-	-	182.2	152.6
1768	78.8	88.5	167.6	148.3	225.9	223.4	334.8	-	-	-	-	-	-	-	181.5	159.1
1769	94.2	87.0	159.1	153.7	232.6	228.4	344.8	-	489.3	488.8	-	-	-	-	176.5	156.2
1770	84.6	98.9	153.7	165.2	231.9	229.3	338.7	342.8	-	-	-	-	-	-	182.6	156.9
1771	84.7	86.3	158.4	141.8	224.6	232.7	356.8	-	-	-	550.8	-	-	-	198.7	153.3
1772	94.7	93.7	158.2	145.9	232.9	232.6	352.8	-	418.9	-	-	-	-	-	175.7	147.5
1773	72.2	88.9	166.1	159.5	231.6	225.8	321.3	-	-	-	-	-	-	-	189.5	167.3
1774	91.8	82.5	161.2	148.3	233.8	231.8	327.8	383.8	418.9	482.8	-	-	-	-	191.1	172.3
1775	76.7	92.2	165.8	157.5	228.9	228.4	367.5	339.8	-	482.8	-	-	-	-	197.6	178.8
1776	72.5	93.6	164.1	157.8	238.5	238.1	348.2	364.7	492.8	482.8	-	-	-	-	241.3	207.3
1777	97.9	86.2	168.1	156.4	242.5	235.3	351.3	351.8	421.8	418.7	-	-	-	-	261.1	225.3
1778	87.8	86.4	156.6	143.8	233.2	238.4	345.7	358.2	486.4	486.4	-	-	-	-	235.8	215.4
1779	95.3	96.0	158.7	133.4	253.1	243.8	358.3	369.5	487.7	485.3	-	-	-	-	268.8	237.5
1780	88.3	88.4	165.1	154.2	238.6	235.1	358.2	357.7	425.1	413.6	-	-	-	-	266.2	232.2
1781	89.8	98.8	172.3	161.2	237.1	236.3	361.3	355.6	419.8	413.8	534.8	-	-	-	265.8	223.3
1782	-	87.3	173.3	139.5	248.3	237.8	368.5	363.7	421.4	418.4	538.7	-	618.8	-	278.6	211.1
1783	98.3	92.6	178.4	144.4	238.7	238.2	348.8	358.2	485.5	485.3	-	-	-	-	225.2	182.8
1784	82.7	96.0	166.9	145.9	239.5	239.8	341.2	342.8	415.7	418.4	-	-	-	-	245.9	207.6
1785	-	95.5	165.1	159.1	241.5	237.4	346.5	358.8	419.2	416.9	-	-	-	-	267.1	231.2
1786	88.5	85.1	161.9	147.9	245.6	235.2	337.9	343.6	413.7	413.7	-	-	-	-	245.1	212.3
1787	-	98.9	161.3	136.9	239.1	243.1	341.3	338.9	434.8	413.5	558.8	-	-	-	256.2	193.4
1788	92.3	88.8	156.4	138.5	244.3	232.2	337.7	341.1	485.8	488.8	-	-	-	-	223.9	172.4
1789	-	87.1	159.9	143.6	244.7	237.8	358.3	347.5	421.4	416.7	-	-	-	-	259.6	209.1
1790	98.8	91.1	171.2	145.3	243.7	236.8	358.5	352.9	425.8	415.3	-	-	-	-	275.3	209.1
1791	-	88.5	165.3	132.4	238.3	229.2	355.6	369.4	413.8	413.8	-	-	-	-	233.3	172.5
1792	98.4	91.1	161.6	139.3	238.1	238.8	349.9	355.8	413.2	412.8	523.8	-	-	-	238.8	182.5
1793	88.5	84.6	158.3	128.7	241.8	241.2	352.3	358.9	422.9	415.3	526.8	-	628.8	-	253.9	191.1
1794	78.8	83.1	164.7	138.3	235.4	240.8	355.6	369.2	427.4	417.3	575.8	-	616.8	-	267.5	196.4
1795			NO DATA AVAILABLE													
1796	93.5	85.5	162.2	137.8	249.5	241.6	348.9	345.8	424.8	428.9	688.8	-	-	-	260.6	207.9
1797	76.8	83.2	168.8	148.8	245.9	242.1	352.2	354.1	425.6	425.8	512.8	-	-	-	281.7	238.1
1798	-	78.5	169.7	132.4	243.8	238.2	347.4	342.7	431.8	427.3	-	-	686.8	-	288.3	228.8
1799	86.3	85.5	158.2	135.4	228.3	226.6	352.5	351.8	433.3	426.9	584.8	-	-	-	273.1	228.2
1800	-	83.2	178.8	128.3	238.6	227.6	358.5	361.9	444.7	436.3	552.8	-	672.8	-	318.8	248.8
1801	76.2	66.4	149.7	125.7	229.1	238.8	356.4	348.7	438.8	458.7	588.8	-	882.8	-	193.1	118.4
1802	76.7	76.8	151.3	125.1	232.5	229.2	364.3	373.2	446.7	448.8	562.8	-	-	-	208.3	143.3
1803	88.3	76.8	153.5	129.2	241.7	231.8	358.7	337.4	458.7	443.9	512.7	-	-	-	228.9	178.5
1804	84.8	78.6	163.3	136.3	242.3	241.1	346.8	324.8	458.8	458.8	538.8	-	-	-	237.7	159.3
1805	108.3	86.1	163.5	134.7	238.3	236.8	349.5	338.4	446.3	478.8	516.8	-	-	-	228.4	163.5
1806	98.7	82.8	163.2	143.7	238.9	243.4	342.7	336.2	456.6	448.9	-	-	-	-	257.1	213.9

SOURCE: CBA. RA 78/99-132

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TABLE II.18.C AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RIGA TO AMSTERDAM

SIZES	A		B		C		D		E		F		G			
IN TONS	0 - 100		101 - 200		201 - 300		301 - 400		401 - 500		501 - 600		600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1977	136.5	91.0	157.6	174.3	238.5	241.5	336.4	335.5	415.0	409.0	-	-	-	-	205.8	162.1
1978	-	96.3	158.6	136.7	253.4	258.0	333.1	319.3	449.5	435.3	-	-	-	-	236.4	158.1
1979	95.3	76.9	166.7	137.9	246.7	247.0	358.3	348.0	448.0	409.0	582.0	518.0	-	-	246.2	167.9
1980	86.5	81.6	161.9	135.8	238.2	253.0	364.2	367.8	431.6	-	-	-	-	-	225.1	134.8
1981	98.3	76.3	168.6	138.9	248.0	258.0	348.2	318.7	425.6	-	-	-	-	-	242.7	148.9
1982	76.8	81.7	161.6	136.1	249.8	251.1	355.5	323.0	468.0	448.0	-	-	-	-	226.4	151.7
1983	78.3	78.7	148.4	136.4	241.9	255.6	325.7	339.6	431.1	-	-	-	-	-	182.5	125.5
1984	81.7	79.9	155.9	138.5	243.9	243.5	319.0	-	469.0	484.0	-	-	-	-	167.8	121.3
1985	77.2	73.9	145.9	125.9	222.2	-	342.0	342.0	-	-	-	-	-	-	157.0	103.0
1986	91.3	76.7	158.4	133.5	232.3	213.6	341.4	341.0	-	-	532.0	-	-	-	177.1	112.2
1987	86.3	78.5	156.3	144.9	244.2	238.2	338.7	326.0	-	-	-	-	-	-	196.7	148.8
1988	78.8	82.5	168.1	126.5	223.7	227.3	344.7	338.8	-	-	-	-	-	-	172.4	129.3
1989	103.3	96.8	148.3	142.8	208.8	-	-	-	-	-	-	-	-	-	152.8	125.7
1990	108.3	73.3	157.9	119.4	225.8	223.5	-	-	432.9	-	-	-	-	-	187.1	116.8
1991	98.3	75.7	158.7	126.1	236.7	228.7	-	-	-	-	-	-	-	-	176.5	114.1
1992	95.5	75.9	159.3	138.9	243.5	219.5	343.7	343.3	423.6	-	-	-	622.0	-	209.8	126.1
1993	88.9	77.1	158.9	138.3	238.8	221.8	332.3	335.8	-	418.8	582.0	518.0	857.3	632.0	203.5	128.8
1994	84.9	81.0	162.9	138.5	228.3	215.8	321.8	-	-	-	-	518.0	882.0	-	193.1	128.3
1995	85.9	75.9	159.9	125.4	234.2	248.5	338.8	-	428.8	478.8	-	-	982.8	-	184.6	118.6
1996	94.3	78.7	147.1	126.1	229.3	256.8	336.8	-	416.8	-	-	-	-	-	188.7	105.7
1997	78.3	55.6	115.5	128.8	225.8	-	-	-	-	-	-	-	-	-	131.3	67.3
1998		NO DATA AVAILABLE														
1999		NO DATA AVAILABLE														
1900		NO DATA AVAILABLE														
1901		NO DATA AVAILABLE														
1902		NO DATA AVAILABLE														
1903		NO DATA AVAILABLE														
1904	91.3	57.5	143.3	134.3	225.7	242.8	351.7	-	-	-	-	-	-	-	195.9	118.1
1905	78.3	58.7	155.9	148.2	227.4	258.8	344.8	-	-	-	-	-	-	-	174.4	107.5
1906	82.8	72.2	151.3	145.9	239.1	242.3	328.9	-	425.8	438.8	-	-	658.8	-	191.8	126.6
1907	88.8	75.9	161.3	152.9	239.8	235.4	332.5	338.7	441.8	447.8	533.8	-	718.8	718.8	201.6	166.1
1908	72.3	82.6	154.5	158.8	233.5	244.3	316.8	-	-	-	-	-	-	-	189.3	157.7
1909	98.3	87.8	153.3	147.7	227.8	236.4	-	-	-	-	-	-	-	-	175.4	142.1
1910	94.3	96.7	155.6	154.4	235.2	238.7	343.3	398.8	-	-	-	-	-	-	179.1	155.1
1911	87.5	76.8	158.8	155.9	237.6	232.7	344.8	-	-	-	-	-	-	-	187.8	152.1
1912	83.8	76.4	147.3	145.1	223.1	213.5	-	-	-	-	-	-	-	-	166.4	143.5
1913	76.3	71.3	157.2	158.8	231.5	242.9	382.8	382.8	-	-	-	-	-	-	178.2	162.2
1914	72.7	68.3	158.5	167.3	212.7	209.5	-	-	-	-	-	-	-	-	164.1	155.8
1915	84.3	77.8	158.7	162.8	211.6	208.5	-	-	448.8	428.8	-	-	-	-	184.1	176.9

SOURCE: SHA. 36 78/79-132

TABLE II.18.3 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM VISORS TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1704	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE															
1709	-	100.0	112.0	-	210.0	204.0	-	300.0	458.5	420.0	-	-	-	-	359.3	323.3
1710	-	-	100.0	110.0	260.3	260.0	361.0	350.0	460.0	440.0	-	-	-	-	316.4	302.0
1711	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	60.3	60.0	-	-	272.0	272.0	-	-	-	-	-	-	-	-	156.0	156.0
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	172.0	196.0	263.3	-	-	392.0	488.0	458.0	-	-	-	-	375.2	321.2
1718	-	-	-	156.0	268.7	284.4	366.9	354.0	432.0	428.0	-	-	-	-	353.2	314.0
1719	81.3	56.0	208.3	-	260.0	244.0	356.0	363.0	457.5	422.0	-	-	-	-	318.2	302.0
1720	70.0	85.0	124.0	204.0	252.0	251.0	373.3	377.2	443.6	427.3	-	-	-	-	356.0	333.9
1721	52.0	52.0	168.3	184.0	220.0	300.0	361.0	367.5	446.3	433.3	-	-	-	-	354.9	339.9
1722	78.0	78.0	208.0	-	-	285.3	356.2	382.5	434.2	418.0	-	-	-	-	359.1	336.2
1723	-	-	208.0	208.0	300.0	288.0	364.0	368.9	436.4	416.0	-	-	-	-	376.2	348.9
1724	52.0	52.0	208.3	208.0	-	265.3	352.0	363.0	449.3	424.0	-	-	-	-	313.7	299.2
1725	58.3	58.0	116.7	116.7	258.0	258.0	358.0	378.0	447.5	-	-	-	-	-	276.1	262.6
1726	-	-	208.0	208.0	262.5	258.5	357.8	352.6	424.0	424.0	-	-	-	-	304.6	299.9
1727	72.0	78.0	208.3	208.0	256.7	266.7	329.5	314.7	448.0	-	-	-	-	-	264.5	258.4
1728	-	-	174.0	174.0	258.2	257.1	322.7	318.0	-	-	-	-	-	-	266.6	262.9
1729	84.0	84.0	-	134.0	245.6	245.2	329.3	308.0	-	-	-	-	-	-	252.0	239.3
1730	-	-	108.0	106.5	263.3	256.7	348.3	339.3	-	-	-	-	-	-	264.8	259.2
1731	-	78.0	118.7	131.6	270.0	268.7	326.7	328.8	-	-	-	-	-	-	254.2	252.0
1732	83.0	75.3	158.2	151.5	254.0	258.7	325.3	302.0	-	-	-	-	-	-	228.4	212.9
1733	69.0	58.5	136.7	142.5	254.1	251.9	338.0	338.7	-	-	-	-	-	-	206.5	204.3
1734	78.7	67.3	163.3	155.2	253.2	252.8	316.3	308.4	-	-	-	-	-	-	226.5	223.3
1735	-	-	156.3	152.5	271.5	269.9	327.8	319.6	-	-	-	-	-	-	288.9	284.7
1736	-	-	142.3	142.5	276.9	272.8	327.9	323.2	-	-	-	-	-	-	289.9	287.0
1737	94.0	94.0	140.0	140.0	265.1	258.5	328.7	321.4	-	-	-	-	-	-	268.3	257.5
1738	94.0	78.0	168.3	168.0	267.9	251.1	316.0	311.5	-	-	-	-	-	-	249.1	246.9
1739	-	-	124.3	124.0	243.5	243.5	314.5	314.5	-	-	-	-	-	-	253.2	253.2
1740	-	-	-	-	252.5	262.0	312.0	312.0	-	-	-	-	-	-	282.2	280.7
1741	-	-	112.0	112.0	253.5	253.5	329.2	327.2	-	-	-	-	-	-	289.2	288.0
1742	-	-	162.0	162.0	254.2	252.5	304.0	304.0	-	-	-	-	-	-	251.5	250.5
1743	78.5	64.0	148.7	151.3	265.0	263.2	339.0	325.3	-	-	-	-	-	-	224.3	208.7
1744	82.0	90.0	136.7	136.5	255.2	253.5	302.0	314.0	412.0	-	-	-	-	-	213.0	203.3
1745	96.0	96.0	116.0	116.0	251.5	251.5	306.7	325.3	-	-	-	-	-	-	251.2	247.4

SOURCE: GAA, PA 7579/4-157

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TABLE II.18.D AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS, IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM VISURG TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1746	73.0	71.0	-	-	272.0	265.7	338.0	332.0	452.0	-	-	-	-	-	277.0	261.5
1747	-	-	-	-	256.0	257.5	335.7	365.3	-	-	516.0	-	-	-	329.0	316.2
1748	90.0	90.0	139.3	153.0	250.0	240.2	-	-	-	-	-	-	-	-	215.0	209.9
1749	-	-	138.0	138.0	238.4	236.4	389.0	389.0	-	-	-	-	-	-	241.5	240.0
1750	88.3	94.7	139.7	148.4	258.7	258.5	337.0	350.7	498.0	-	-	-	-	-	223.5	216.1
1751	-	-	198.3	198.0	258.0	258.0	378.0	378.0	-	-	-	-	-	-	251.1	251.1
1752	-	-	155.3	142.7	251.1	258.0	-	-	-	-	-	-	-	-	222.4	217.8
1753	-	-	137.3	137.3	245.6	246.0	332.0	332.0	-	-	-	-	-	-	239.6	236.4
1754	-	-	154.0	162.0	252.3	252.3	342.7	351.0	418.0	-	-	-	-	-	283.3	280.0
1755	90.3	90.3	168.0	161.0	238.0	236.8	349.6	345.6	-	-	-	-	-	-	219.3	214.6
1756	-	-	154.3	171.0	268.2	257.8	382.9	369.3	488.0	488.0	-	-	-	-	296.7	291.2
1757	-	-	194.3	194.0	258.5	247.5	366.0	364.0	-	-	-	-	-	-	281.7	279.2
1758	-	-	-	-	259.0	268.0	358.0	370.0	-	-	-	-	-	-	318.0	312.0
1759	-	-	-	184.0	257.2	251.2	352.7	351.0	-	-	-	-	-	-	293.0	287.7
1760	-	-	-	-	248.0	248.0	368.7	368.7	418.0	418.0	-	-	-	-	354.4	354.4
1761	-	-	139.3	139.0	232.0	232.0	375.0	375.0	-	-	-	-	-	-	248.7	248.7
1762	-	-	198.3	198.0	242.0	242.0	357.3	357.3	-	-	-	-	-	-	285.1	285.1
1763	-	188.0	158.4	149.3	224.0	224.0	332.0	332.0	-	-	-	-	-	-	195.1	183.6
1764	-	-	198.7	198.7	233.3	233.3	-	-	-	-	-	-	-	-	204.4	204.4
1765	-	-	165.0	152.5	247.7	247.7	316.0	316.0	426.0	426.0	-	-	-	-	248.7	236.5
1766	-	192.0	125.7	125.2	256.9	241.8	-	-	-	-	-	-	-	-	209.6	193.5
1767	-	-	146.0	143.0	221.0	202.0	-	-	-	-	-	-	-	-	196.0	162.7
1768	-	-	154.0	125.3	262.5	254.5	-	-	-	-	-	-	-	-	216.0	199.1
1769	88.3	96.0	164.3	167.5	259.3	259.3	368.3	369.0	-	-	-	-	-	-	209.1	201.8
1770	-	-	177.0	177.0	272.0	252.7	340.0	-	-	-	-	-	-	-	247.6	222.4
1771	-	-	-	-	264.0	264.0	-	-	-	-	-	-	-	-	264.0	264.0
1772	-	-	146.0	146.0	-	-	-	-	-	-	-	-	-	-	146.0	146.0
1773	-	-	158.3	158.0	712.0	209.3	316.0	315.0	-	-	-	-	-	-	220.4	218.8
1774	-	-	175.3	175.3	-	-	314.0	314.0	-	-	-	-	-	-	218.0	218.0
1775			NO DATA AVAILABLE													
1776	-	66.0	147.3	146.0	248.0	248.0	-	-	-	-	-	-	-	-	184.4	175.6
1777	-	-	175.0	175.0	-	-	-	-	-	-	-	-	-	-	175.0	175.0
1778	-	-	113.0	120.0	206.0	-	392.3	392.0	448.0	448.0	-	-	-	-	254.4	248.0
1779	-	-	186.3	178.0	228.0	228.0	332.0	338.0	434.0	426.7	-	-	-	-	354.6	338.6
1780	-	-	-	-	-	-	-	-	452.0	452.0	-	-	-	-	452.0	452.0
1781	-	-	192.3	183.0	238.0	262.0	306.0	-	-	-	-	-	-	-	239.5	222.5
1782	84.0	82.7	132.9	131.5	-	-	-	-	424.0	424.0	-	-	-	-	168.1	158.9
1783	88.0	88.0	148.7	138.3	225.0	221.0	389.0	389.0	-	-	-	-	-	-	208.2	196.7
1784	-	-	167.3	167.3	240.0	238.7	-	-	-	-	-	-	-	-	193.7	188.0
1785	98.0	-	-	132.0	244.0	241.0	324.0	324.0	-	-	-	-	-	-	232.0	236.7
1786	82.0	82.0	114.0	114.0	247.7	247.7	-	-	-	-	-	-	-	-	218.2	218.2

SOURCE: EMA, PA 78/94-102

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TABLE 11.19.E AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE															
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	51.0	36.0	-	-	-	-	-	-	-	-	-	-	-	-	51.0	36.0
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	54.7	44.5	120.1	-	-	-	-	-	-	-	-	-	-	-	76.8	64.0
1713[6]	94.0	72.0	109.6	-	-	-	-	-	-	-	-	-	-	-	86.0	72.0
1714[6]	61.5	49.2	110.0	-	290.0	220.0	344.0	-	-	-	-	-	-	-	139.7	90.8
1715[7]	48.3	36.0	-	-	-	-	-	-	-	-	-	-	-	-	48.0	36.0
1716	98.7	78.0	149.3	146.4	257.3	262.5	344.0	322.5	444.7	-	520.0	-	-	-	309.2	223.7
1717	46.3	44.3	174.3	158.4	270.0	272.5	337.3	-	-	-	-	-	-	-	280.2	197.6
1718	-	-	-	200.0	210.0	-	-	-	-	-	-	-	-	-	210.0	200.0
1719	100.3	54.6	160.3	126.0	-	-	-	-	-	-	-	-	-	-	130.0	92.0
1720	56.7	36.7	-	-	-	-	-	-	-	-	-	-	-	-	56.7	36.7
1721	54.3	45.0	-	-	-	-	-	-	-	-	-	-	-	-	54.0	45.0
1722	-	108.0	153.3	150.0	-	-	-	-	-	-	-	-	-	-	153.3	133.3
1723	76.0	72.0	-	-	-	-	-	-	-	-	-	-	-	-	76.0	72.0
1724	62.0	47.3	-	-	-	-	-	-	-	-	-	-	-	-	62.0	47.3
1725	82.7	82.7	-	-	-	-	-	-	-	-	-	-	-	-	82.7	82.7
1726	54.0	42.0	-	-	-	-	-	-	-	-	-	-	-	-	54.0	42.0
1727	70.0	70.0	-	-	-	-	-	-	-	-	-	-	-	-	70.0	70.0
1728	60.0	70.0	140.0	139.3	235.0	276.0	-	-	-	-	552.0	-	-	-	246.4	192.8
1729	90.2	64.0	159.3	122.0	254.7	232.5	408.0	-	474.0	-	-	-	-	-	251.8	151.0
1730	30.8	68.0	154.2	131.7	254.7	229.3	313.0	-	408.0	-	520.0	-	-	-	227.0	145.2
1731	76.8	98.5	148.0	145.6	233.7	230.0	353.0	-	406.0	-	508.0	-	-	-	232.5	151.8
1732	98.0	98.0	123.5	139.7	269.0	206.0	337.0	-	-	-	-	-	-	-	194.9	137.8
1733	70.0	70.0	108.0	108.0	-	-	-	-	-	-	-	-	-	-	89.0	89.0
1734	-	49.5	144.3	130.8	-	229.0	364.3	310.0	500.0	-	556.0	-	-	-	247.5	148.3
1735	-	-	143.0	119.0	-	-	-	-	-	-	-	-	-	-	143.0	119.0
1736	72.0	82.0	138.7	124.0	280.0	-	-	-	-	-	-	-	-	-	140.0	96.0
1737	83.0	76.5	132.0	158.0	208.0	-	-	-	-	-	-	-	-	-	139.5	84.2
1738	82.3	74.7	172.2	148.4	268.0	202.0	348.0	-	-	-	-	-	-	-	196.8	121.9
1739	80.3	73.3	193.6	125.1	228.0	229.7	372.0	324.0	423.6	-	600.0	-	-	-	228.1	142.3
1740	78.0	80.3	170.1	137.2	248.2	247.5	347.5	348.0	473.4	-	541.4	-	700.0	-	329.7	187.6
1741	92.9	74.8	198.1	138.5	292.0	210.4	387.0	-	-	-	-	-	-	-	211.8	133.8
1742	88.0	88.0	157.0	115.0	288.0	288.0	-	-	-	-	-	-	-	-	132.0	131.0
1743	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	172.0	124.0	244.0	242.0	-	-	-	-	-	-	-	-	208.0	183.0
1745	-	-	198.0	129.0	-	-	-	-	-	-	-	-	-	-	198.0	129.0

SOURCES: SAA, PA 78/94-102

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TAB.E 11.19.1 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1746	80.0	78.7	102.0	124.0	-	272.7	-	-	480.0	-	-	-	650.0	-	315.7	102.7
1747	62.5	55.0	-	170.0	290.0	-	-	-	-	-	-	-	-	-	140.7	93.3
1748	65.0	60.0	126.0	124.0	-	-	-	-	-	-	-	-	-	-	114.4	88.0
1749	-	100.0	113.0	100.0	-	-	-	-	-	-	-	-	-	-	113.0	103.0
1750	88.0	78.7	190.0	132.0	234.0	-	-	-	-	-	-	-	-	-	146.0	100.0
1751	92.0	64.0	108.0	-	-	274.0	-	-	-	-	520.0	-	-	-	240.0	134.0
1752	60.0	58.7	103.0	104.0	-	-	-	-	-	-	-	-	-	-	84.5	78.0
1753	60.0	71.0	157.0	150.0	244.0	244.0	-	-	-	-	-	-	-	-	156.0	110.5
1754	80.0	88.0	143.0	-	-	-	-	-	-	-	-	-	-	-	122.0	80.0
1755	50.0	34.0	-	114.0	-	-	-	-	-	-	-	-	-	-	50.0	74.0
1756	-	72.0	134.0	124.0	212.0	274.0	-	-	500.0	-	-	-	-	-	247.0	148.5
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	114.0	114.0	-	-	-	-	-	-	-	-	-	-	114.0	114.0
1759	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	78.0	44.0	188.0	102.0	-	-	-	-	-	-	-	-	-	-	133.0	73.0
1761	68.0	58.0	142.0	151.0	290.0	-	-	-	-	-	-	-	-	-	136.0	85.1
1762	-	78.0	139.3	130.0	239.3	229.0	341.0	-	453.0	-	-	-	-	-	272.4	164.0
1763	-	85.3	160.0	110.0	-	-	-	-	-	-	-	-	-	-	140.0	91.5
1764	-	98.0	165.3	158.7	220.0	-	-	-	-	-	-	-	-	-	179.0	143.0
1765	-	90.0	157.0	-	-	-	-	-	-	-	-	-	-	-	152.0	90.0
1766	-	51.3	144.7	-	-	-	-	-	-	-	-	-	-	-	144.7	81.3
1767	-	-	-	-	300.0	228.0	-	-	-	-	-	-	-	-	300.0	228.0
1768	-	64.0	120.0	-	-	-	-	-	-	-	-	-	-	-	120.0	64.0
1769	80.0	48.0	192.0	121.0	-	-	-	-	-	-	-	-	-	-	148.0	96.7
1770	-	88.0	166.0	114.0	-	-	-	-	-	-	-	-	-	-	166.0	101.0
1771	-	81.3	158.7	137.0	210.0	-	-	-	-	-	-	-	-	-	174.4	109.6
1772	-	67.0	136.0	117.0	-	-	-	-	-	-	-	-	-	-	136.0	92.0
1773	-	-	165.0	117.0	-	-	-	-	-	-	-	-	-	-	165.0	117.0
1774	78.0	75.3	158.4	124.2	222.0	-	-	-	-	-	-	-	-	-	162.7	100.5
1775	NO DATA AVAILABLE															
1776	62.0	71.0	182.7	104.0	-	-	-	-	-	-	-	-	-	-	137.5	87.5
1777	-	98.0	194.3	114.0	-	-	-	-	-	-	-	-	-	-	154.0	106.0
1778	70.0	50.0	-	114.0	220.0	-	-	-	-	-	-	-	-	-	145.0	82.0
1779	-	-	-	154.0	246.0	-	-	-	-	-	-	-	-	-	246.0	154.0
1780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	-	66.0	110.3	-	-	-	-	-	-	-	-	-	-	-	130.0	66.0
1782	-	90.0	149.0	150.0	226.0	-	-	-	-	-	-	-	-	-	174.0	130.0
1783	-	60.0	174.0	160.0	284.0	-	-	-	434.0	434.0	-	-	-	-	280.7	218.0
1784	-	-	-	130.0	246.0	-	-	-	-	-	-	-	-	-	246.0	130.0
1785	-	-	188.0	104.0	-	-	-	-	-	-	-	-	-	-	188.0	104.0
1786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA. PA 78/34-102

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TABLE 11.18.2 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	154.0	154.0	-	-	-	-	-	-	-	-	-	-	154.0	154.0
1789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	80.0	44.0	-	-	-	-	-	-	-	-	-	-	-	-	80.0	44.0
1793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	170.0	170.0	-	-	-	-	-	-	-	-	-	-	170.0	170.0
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	98.0	61.0	132.0	124.0	248.0	-	-	-	-	-	-	-	-	-	136.0	73.0
1797	90.0	70.0	122.0	-	-	-	-	-	-	-	-	-	-	-	109.0	70.0
1798	66.0	36.0	-	134.0	256.0	-	-	-	-	-	-	-	-	-	159.0	85.0
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	414.0	-	-	614.0	-	614.0	614.0
1802	-	88.0	134.0	150.0	248.0	-	-	-	-	-	-	-	-	-	190.0	109.0
1803	-	82.0	168.0	156.0	228.0	-	-	-	-	-	-	-	-	-	197.0	119.0
1804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE															
1809	NO DATA AVAILABLE															
1810	NO DATA AVAILABLE															
1811	NO DATA AVAILABLE															
1812	NO DATA AVAILABLE															
1813	NO DATA AVAILABLE															
1814	92.0	84.0	138.0	110.0	-	-	-	-	-	-	-	-	-	-	119.3	92.7
1815	89.0	69.0	149.0	142.5	222.0	-	-	-	-	-	-	-	-	-	152.3	116.7
1816	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	144.0	153.2	202.0	-	-	-	-	-	-	-	-	-	150.0	153.2
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	170.0	170.0	-	-	-	-	-	-	-	-	-	-	170.0	170.0
1821	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOURCES: GAA. PA 78/94-102

TABLE 11.19.F AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE															
1709[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715[7]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	70.0	70.0	-	-	-	-	-	-	-	-	-	-	-	-	70.0	70.0
1717	50.0	-	-	110.0	-	-	-	-	-	-	-	-	-	-	50.0	110.0
1718	-	-	-	-	-	-	400.0	352.0	-	-	-	-	-	-	400.0	352.0
1719	-	-	-	-	-	-	-	392.0	420.0	420.0	-	-	-	-	420.0	396.0
1720	74.5	69.0	120.0	116.0	270.0	286.0	400.0	398.0	450.0	-	-	-	-	-	201.6	187.6
1721	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	-	-	-	-	-	-	396.0	377.0	435.3	420.0	-	-	-	-	419.0	385.6
1724	100.0	96.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	96.0
1725	38.0	38.0	-	-	-	-	-	-	-	-	-	-	-	-	38.0	38.0
1726	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	84.0	84.0	-	-	-	-	-	-	-	-	-	-	-	-	84.0	84.0
1729	-	-	-	-	232.0	230.7	-	-	-	-	-	-	-	-	232.0	230.7
1730	85.0	98.0	120.0	124.0	237.5	228.0	328.0	322.0	-	-	-	-	-	-	196.9	184.2
1731	70.0	77.0	111.0	150.0	249.0	249.0	312.0	312.0	-	-	-	-	-	-	214.9	203.7
1732	77.3	81.0	130.0	130.0	-	-	-	-	-	-	-	-	-	-	98.5	83.5
1733	-	-	162.0	156.0	288.0	288.0	-	-	-	-	-	-	-	-	225.0	222.0
1734	-	98.0	128.0	-	210.0	210.0	-	-	-	-	-	-	-	-	155.3	128.7
1735	-	-	180.0	184.0	-	-	-	-	-	-	-	-	-	-	180.0	184.0
1736	-	-	132.0	145.3	204.0	204.0	-	-	-	-	-	-	-	-	169.0	169.0
1737	-	-	138.0	138.0	236.0	247.0	320.0	320.0	-	-	-	-	-	-	212.8	217.2
1738	70.0	75.7	118.0	108.0	245.5	243.5	361.0	331.0	-	-	-	-	-	-	183.1	169.3
1739	83.0	70.3	145.5	118.5	280.0	272.0	329.0	321.2	-	-	-	-	-	-	202.4	173.4
1740	81.7	59.3	152.7	139.4	291.0	296.0	329.0	321.0	-	-	-	-	-	-	194.1	117.9
1741	76.2	54.8	121.3	150.0	274.5	272.0	330.7	330.0	-	-	-	-	-	-	141.7	113.6
1742	96.0	96.0	198.0	198.0	248.0	248.0	343.0	341.3	-	-	-	-	-	-	260.2	269.7
1743	-	-	149.0	149.0	229.3	229.3	350.5	349.0	-	-	-	-	-	-	241.0	239.4
1744	-	-	191.3	191.3	287.0	287.0	339.5	331.5	488.0	488.0	-	-	-	-	289.3	287.9
1745	52.0	96.0	124.0	198.0	280.5	270.2	332.5	332.2	-	-	-	-	-	-	281.8	278.6

SOURCES: GAA, PA 78/34-102

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TABLE 11.18.* AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1745	70.0	64.7	-	-	274.0	274.0	343.0	323.5	-	-	-	-	-	-	240.4	231.8
1747	78.7	78.7	-	-	230.0	230.0	329.3	324.2	408.0	408.0	-	-	-	-	280.9	277.6
1748	98.0	97.0	124.0	-	278.0	278.0	333.8	329.6	-	-	-	-	-	-	305.8	302.1
1749	95.5	85.5	173.2	166.5	258.3	261.7	338.1	335.9	-	-	-	-	-	-	265.8	264.9
1750	93.0	93.0	112.0	112.0	239.7	238.7	330.5	330.5	-	-	-	-	-	-	235.9	235.3
1751	-	-	130.7	130.7	258.0	258.0	328.8	324.8	-	-	-	-	-	-	276.1	273.9
1752	-	-	124.7	126.0	262.0	262.0	337.2	338.2	-	-	-	-	-	-	289.2	288.8
1753	80.0	80.0	-	-	-	-	348.5	348.5	-	-	-	-	-	-	294.8	292.0
1754	74.5	74.9	155.2	157.0	-	-	-	-	-	-	-	-	-	-	119.3	93.1
1755	73.0	70.4	157.0	114.0	-	-	-	-	-	-	-	-	-	-	129.8	77.7
1756	-	40.0	182.0	-	-	-	-	-	-	-	-	-	-	-	182.0	40.0
1757	74.0	74.0	-	-	-	-	-	-	-	-	-	-	-	-	74.0	74.0
1758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	93.0	81.3	118.7	119.0	249.3	249.3	348.0	344.8	-	-	-	-	-	-	181.3	174.9
1760	96.5	89.0	140.0	130.0	258.0	258.0	-	-	414.0	414.0	-	-	-	-	197.7	184.7
1761	62.0	65.1	181.0	107.0	294.0	251.0	-	-	412.0	-	-	-	-	-	188.9	119.3
1762	-	90.0	181.3	114.0	-	230.0	354.5	346.0	448.0	-	-	-	-	-	267.8	175.8
1763	-	-	144.5	125.0	240.5	233.6	321.0	332.0	-	-	-	-	-	-	218.2	200.0
1764	100.0	99.0	156.0	123.5	225.0	225.0	-	-	-	-	-	-	-	-	168.1	140.7
1765	80.0	98.0	165.0	145.5	220.0	270.0	-	-	-	-	-	-	-	-	167.5	149.3
1766	88.0	93.3	140.7	131.0	-	-	-	-	-	-	-	-	-	-	133.1	114.9
1767	-	97.0	177.2	151.1	217.0	230.0	-	-	-	-	-	-	-	-	185.2	148.2
1768	-	88.0	167.5	134.2	220.0	-	-	386.0	-	-	598.0	-	-	-	195.9	135.4
1769	94.0	91.7	172.4	142.1	280.0	214.0	-	-	-	410.0	588.0	-	-	-	187.3	143.7
1770	-	98.5	170.4	142.2	239.2	238.0	362.5	341.0	-	410.0	560.0	-	-	-	241.9	178.9
1771	-	89.3	175.5	117.9	216.0	244.5	350.7	-	438.0	410.0	-	-	870.0	-	243.7	154.4
1772	69.0	87.4	173.6	137.5	244.2	247.0	348.0	400.0	-	410.0	575.0	-	-	-	226.8	153.1
1773	84.0	81.7	151.8	119.1	266.0	247.1	365.5	353.3	495.3	424.0	580.0	-	-	-	217.9	164.2
1774	-	90.9	188.1	125.8	232.0	250.0	345.0	372.0	453.0	430.0	560.0	-	682.0	-	241.1	151.7
1775		NO DATA AVAILABLE														
1776	-	94.3	172.1	135.1	242.0	269.3	390.0	386.0	437.0	448.0	586.0	-	692.0	-	230.0	149.8
1777	-	90.9	170.3	134.5	245.0	252.3	354.8	308.0	461.5	438.0	-	-	674.0	-	280.1	181.2
1778	42.0	95.0	174.5	133.9	242.9	238.0	321.3	344.0	-	448.0	538.0	-	684.0	-	259.1	155.2
1779	-	84.0	181.3	131.0	236.7	260.0	312.0	-	420.0	425.3	-	-	754.7	-	291.1	188.8
1780	-	86.0	177.9	121.0	238.2	260.0	-	-	448.0	431.0	550.0	-	-	-	240.9	153.9
1781	-	-	134.0	134.5	230.7	-	-	390.0	-	-	-	-	680.0	-	299.2	185.6
1782	92.0	93.0	173.3	113.0	215.0	274.0	-	390.0	453.0	-	-	-	-	-	237.0	148.6
1783	82.0	82.9	157.3	140.6	233.4	226.0	321.0	338.0	449.0	447.0	-	-	-	-	218.7	165.8
1784	-	-	200.0	142.0	236.0	230.0	374.0	-	452.0	449.0	-	-	786.0	-	348.6	284.9
1785	-	-	152.0	135.7	260.7	249.3	384.0	392.0	436.0	442.0	-	-	-	-	303.2	232.3
1786	-	-	152.8	134.4	270.0	270.0	338.0	330.0	-	-	-	-	-	-	198.4	181.7

SOURCE: GAA, PA 78/94-102

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TABLE 11.15.F AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1787	62.0	67.0	144.7	120.2	-	-	-	-	478.0	410.0	-	-	-	-	167.5	130.9
1788	55.0	91.0	108.0	-	274.0	242.0	-	-	-	-	-	-	-	-	166.0	166.5
1789	96.0	91.0	167.1	141.3	294.0	254.0	344.0	388.0	409.0	424.0	522.0	-	-	-	248.5	228.6
1790	80.0	75.7	147.5	170.5	222.7	253.0	332.0	-	-	-	-	-	-	-	153.1	132.2
1791	71.3	67.5	148.5	123.7	218.0	-	330.0	328.0	-	-	-	-	-	-	150.0	122.0
1792	98.0	98.0	159.5	133.5	251.0	241.0	-	-	-	420.0	508.0	-	-	-	204.7	182.0
1793	-	72.0	147.5	148.0	218.0	-	-	-	-	-	-	-	-	-	161.0	131.2
1794	-	-	-	166.0	294.0	279.0	317.0	-	428.0	420.0	-	-	-	-	348.5	312.5
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	74.0	78.5	172.0	147.5	212.0	268.0	344.0	-	-	-	-	-	-	-	174.0	128.0
1797	74.0	53.0	162.0	104.0	-	202.0	382.0	336.0	442.0	-	-	-	-	-	240.4	148.4
1798	80.0	66.0	157.5	-	-	-	-	-	-	-	-	-	-	-	131.3	66.0
1799	-	60.0	124.0	-	-	-	-	-	-	-	-	-	-	-	124.0	60.0
1800	82.0	38.0	149.0	133.0	-	-	-	-	-	-	-	-	-	-	120.7	101.3
1801	-	-	-	-	-	238.0	322.0	-	-	-	-	-	-	-	322.0	238.0
1802	98.0	63.0	150.0	143.5	248.7	232.0	-	-	428.0	-	-	-	-	-	220.3	138.9
1803	74.0	65.4	134.5	122.0	232.7	-	-	-	-	-	-	-	-	-	152.0	82.4
1804	-	-	168.0	124.7	233.0	-	-	-	-	-	-	-	-	-	211.3	124.7
1805	-	96.0	174.7	132.6	237.5	236.0	-	-	442.0	-	-	-	-	-	224.0	143.0
1806	-	68.0	142.0	132.0	292.0	212.0	314.0	-	-	-	-	-	-	-	200.0	139.2
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808	NO DATA AVAILABLE															
1809	NO DATA AVAILABLE															
1810	NO DATA AVAILABLE															
1811	NO DATA AVAILABLE															
1812	NO DATA AVAILABLE															
1813	NO DATA AVAILABLE															
1814	-	-	142.0	110.0	-	-	-	-	-	-	-	-	-	-	182.0	110.0
1815	-	-	156.0	140.0	-	-	322.0	-	-	-	-	-	-	-	254.0	140.0
1816	-	-	196.0	160.0	265.0	208.0	332.0	-	-	-	-	-	-	-	278.0	187.2
1817	-	95.0	141.0	118.0	297.0	229.0	-	352.0	420.0	-	-	-	-	-	200.0	163.6
1818	75.0	86.0	140.0	128.0	-	-	-	380.0	-	-	588.0	-	-	-	234.5	180.5
1819	-	-	180.0	113.5	226.0	246.0	372.0	-	-	408.0	-	-	644.0	-	297.0	190.3
1820	-	-	156.0	132.0	215.0	-	-	-	-	-	-	-	-	-	188.0	132.0
1821	-	84.0	122.0	150.0	260.0	244.0	336.0	-	-	-	-	-	-	-	210.0	146.0
1822	88.0	70.0	124.0	106.0	-	-	-	-	-	-	-	-	-	-	104.7	82.0
1823	-	98.0	120.0	-	286.0	242.0	-	-	-	-	-	-	-	-	217.3	193.3
1824	76.0	78.0	156.0	178.7	284.0	-	-	-	-	-	-	-	-	-	164.0	193.0
1825	64.0	58.0	160.0	160.0	-	-	-	-	-	-	-	-	-	-	122.0	109.0

SOURCE: GAA, PA 79/34-102

TABLE 11.18.8 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1744	-	-	-	-	232.0	232.0	-	-	-	-	-	-	-	-	232.0	232.0
1745	74.0	54.0	-	-	261.3	261.3	-	-	-	-	-	-	-	-	186.4	178.4
1746	-	-	-	-	244.0	230.7	336.0	336.0	-	-	-	-	-	-	287.0	281.5
1747	72.0	54.0	196.0	182.0	263.3	263.3	324.0	322.7	440.0	-	-	-	-	-	287.1	295.8
1748	64.0	63.0	132.0	124.0	272.0	272.0	352.0	352.0	438.0	408.0	-	-	-	-	233.1	222.0
1749	94.0	54.0	128.0	138.0	231.0	225.3	312.0	312.0	-	-	-	-	-	-	198.2	182.0
1750	54.0	54.0	132.0	132.0	231.3	230.0	-	-	-	-	-	-	-	-	152.3	151.7
1751	-	56.0	130.0	-	238.0	238.0	-	-	-	-	-	-	-	-	202.0	187.3
1752	-	-	149.5	137.5	232.0	232.0	-	-	-	-	-	-	-	-	177.0	169.0
1753	-	-	163.0	137.0	-	-	-	-	-	-	-	-	-	-	163.0	157.0
1754	96.0	67.0	138.0	138.0	-	-	-	-	-	-	-	-	-	-	129.6	116.4
1755	66.6	62.0	119.0	119.0	252.0	252.0	-	-	-	-	-	-	-	-	123.3	121.3
1756	-	-	155.3	143.3	282.0	282.0	366.0	366.0	-	-	-	-	-	-	248.7	240.7
1757	92.0	93.3	112.0	-	-	-	338.0	338.0	-	-	-	-	-	-	238.3	233.1
1758	98.0	92.0	104.0	112.0	256.0	256.0	352.0	335.0	-	-	-	-	-	-	244.4	228.0
1759	-	-	140.0	114.0	248.7	247.3	392.0	392.0	-	-	-	-	-	-	253.0	248.7
1760	84.0	58.0	-	-	234.0	265.3	368.5	361.0	-	-	-	-	-	-	297.3	256.0
1761	-	-	170.0	170.0	-	-	354.0	354.0	-	-	-	-	-	-	292.7	292.7
1762	-	-	170.0	170.0	234.0	234.0	365.0	368.7	431.0	418.0	-	-	-	-	332.7	321.3
1763	-	-	164.7	158.7	267.0	267.0	-	-	-	-	-	-	-	-	208.0	202.0
1764	-	-	151.0	151.0	252.0	252.0	-	-	-	-	-	-	-	-	211.6	211.6
1765	-	-	-	170.0	226.7	220.0	-	-	-	-	-	-	-	-	226.7	186.7
1766	98.0	98.0	162.7	162.7	239.3	239.3	350.0	350.0	-	-	-	-	-	-	206.7	206.7
1767	-	-	157.0	149.2	232.0	-	-	-	-	-	-	-	-	-	172.0	149.2
1768	-	-	139.5	139.5	224.0	216.0	376.0	376.0	-	-	-	-	-	-	206.3	205.0
1769	-	-	145.0	150.0	230.4	231.5	-	-	-	-	-	-	-	-	195.8	186.2
1770	-	-	170.0	170.0	243.3	227.3	-	-	-	-	-	-	-	-	214.0	204.4
1771	-	-	170.0	170.0	271.0	233.0	-	-	-	-	-	-	-	-	237.3	212.0
1772	-	-	138.0	138.0	216.0	216.0	376.0	376.0	-	-	-	-	-	-	216.8	216.8
1773	-	-	156.7	156.7	-	-	372.0	372.0	-	-	-	-	-	-	242.8	242.8
1774	90.0	90.0	161.6	160.8	216.0	216.0	-	-	432.0	432.0	-	-	-	-	195.8	195.3
1775	NO DATA AVAILABLE															
1776	-	-	151.0	151.0	236.0	236.0	-	-	-	-	-	-	-	-	180.0	180.0
1777	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	440.0	440.0	-	-	-	-	440.0	440.0
1779	80.0	80.0	149.0	149.0	226.0	226.0	-	-	439.0	408.0	-	-	-	-	236.7	236.7
1780	-	-	168.0	168.7	216.0	-	-	-	441.3	440.0	-	-	-	-	323.0	304.3
1781	100.0	100.0	168.0	168.0	-	-	-	-	-	-	-	-	-	-	145.3	149.3
1782	-	-	145.0	149.0	224.0	224.0	350.0	350.0	-	-	-	-	-	-	198.0	198.0
1783	-	-	169.0	160.8	290.0	290.0	344.0	324.0	-	-	-	-	-	-	236.3	202.6
1784	-	-	151.3	150.0	228.7	228.7	-	-	404.0	404.0	-	-	-	-	199.8	199.0

SOURCE: GAA. PA 78/94-102

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TABLE 11.18.3 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1785	-	-	157.7	157.8	242.8	242.8	330.0	330.0	-	-	-	-	-	-	207.5	207.2
1786	-	-	156.0	152.0	234.0	234.0	-	-	-	-	-	-	-	-	195.0	193.0
1787	-	-	157.8	157.8	-	-	-	-	-	-	-	-	-	-	157.8	157.8
1788	-	-	123.0	123.0	274.0	274.0	-	-	-	-	-	-	-	-	198.5	198.5
1789	-	-	-	-	-	-	364.0	364.0	-	-	-	-	-	-	364.0	364.0
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[19]	-	-	146.0	146.0	-	-	-	-	-	-	-	-	-	-	146.0	146.0
1792	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	160.0	160.0	-	-	-	-	-	-	-	-	-	-	160.0	160.0
1794	-	-	115.0	113.0	229.7	229.7	-	-	-	-	-	-	-	-	178.4	177.6
1795[19]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	119.0	119.0	227.0	227.0	-	-	-	-	-	-	-	-	173.0	173.0
1797	-	-	142.7	142.7	-	-	-	-	-	-	-	-	-	-	142.7	142.7
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	98.0	151.0	140.0	-	-	-	-	-	-	-	-	-	-	191.0	119.0
1801	-	-	156.0	156.0	-	220.0	328.0	-	-	-	-	-	-	-	297.0	203.0
1802	-	-	156.0	156.0	-	-	-	-	-	-	-	-	-	-	156.0	156.0
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	82.0	80.0	142.0	-	-	-	-	-	-	-	-	-	-	-	112.0	80.0
1805	72.0	72.0	-	160.0	256.0	-	-	-	-	-	-	-	-	-	164.0	126.0
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	144.0	-	-	392.0	-	-	-	-	-	-	-	392.0	144.0
1808[17]	NO DATA AVAILABLE															
1809	NO DATA AVAILABLE															
1810	NO DATA AVAILABLE															
1811	NO DATA AVAILABLE															
1812	NO DATA AVAILABLE															
1813	NO DATA AVAILABLE															
1814[8]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816[18]	-	-	-	-	274.0	208.0	-	-	-	460.0	-	-	816.0	-	296.7	222.0
1817	-	90.0	102.0	-	-	-	-	-	-	-	-	-	-	-	102.0	90.0
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	410.0	410.0	-	-	-	-	410.0	410.0
1821	-	-	-	196.0	212.0	-	-	-	-	-	528.0	528.0	-	-	366.0	358.0
1822	-	-	-	-	-	-	328.0	328.0	-	-	-	-	-	-	328.0	328.0
1823	-	-	-	-	250.0	248.0	328.0	328.0	-	-	-	-	-	-	289.0	287.0
1824	-	-	-	-	276.0	287.0	302.0	-	-	-	-	-	-	-	289.0	287.0
1825[20]	-	-	-	-	216.0	216.0	-	-	-	-	-	-	-	-	216.0	216.0

SOURCES: GAA, PA 78/96-107

TABLE 11.18.H AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM COURLAND TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1796[14]	88.1	64.4	137.8	124.8	227.0	-	-	-	-	-	-	-	-	-	130.2	70.2
1797	69.0	71.4	146.1	119.3	248.7	298.0	300.0	-	-	-	-	-	-	-	167.8	93.5
1798	78.0	67.7	149.3	130.0	231.3	-	310.0	-	-	-	-	-	-	-	159.5	84.5
1799	-	69.0	145.0	128.0	236.0	-	-	-	-	-	-	-	-	-	175.3	88.7
1800	-	77.8	147.3	104.0	210.7	-	-	-	-	-	-	-	-	-	160.9	83.4
1801	87.8	60.7	133.3	117.7	232.3	-	-	-	-	-	-	-	-	-	154.8	78.3
1802	91.3	73.0	143.6	122.2	242.5	-	328.0	-	-	-	-	-	-	-	156.6	80.8
1803	97.0	78.0	146.9	128.2	243.3	-	-	-	-	-	-	-	-	-	160.3	95.2
1804	75.3	74.6	155.1	113.1	208.0	-	-	-	-	-	-	-	-	-	151.5	90.4
1805	89.6	70.1	150.0	119.9	259.0	236.0	328.0	-	-	-	-	-	-	-	157.3	94.6
1806	88.3	69.8	129.4	141.2	248.5	-	-	-	-	-	-	-	-	-	157.1	93.6
1807	91.3	56.2	124.0	128.0	248.0	-	-	-	-	-	-	-	-	-	124.6	63.4
1808[17]		NO DATA AVAILABLE														
1809		NO DATA AVAILABLE														
1810		NO DATA AVAILABLE														
1811		NO DATA AVAILABLE														
1812		NO DATA AVAILABLE														
1813		NO DATA AVAILABLE														
1814[6]	83.9	63.5	143.1	129.8	237.0	-	-	-	-	-	-	-	-	-	160.8	95.4
1815	88.5	62.8	156.7	130.5	220.5	-	400.0	-	-	-	-	-	-	-	168.8	103.4
1816	63.2	59.7	145.3	128.5	213.3	-	-	-	-	-	-	-	-	-	148.2	98.7
1817	80.2	74.3	152.2	147.2	229.5	248.0	-	-	-	-	-	-	-	-	138.3	119.8
1818	79.3	61.8	129.3	120.0	244.0	248.0	-	-	-	-	-	-	-	-	119.8	79.3
1819	91.1	69.5	134.0	134.0	218.0	-	-	-	-	-	-	-	-	-	114.8	83.2
1820	93.0	67.1	142.0	158.0	232.3	220.8	-	-	-	-	-	-	-	-	127.4	100.6
1821	77.0	78.2	139.3	137.2	219.0	-	-	-	-	-	-	-	-	-	141.2	103.1
1822	198.3	86.7	134.3	126.0	-	-	-	-	-	-	-	-	-	-	125.5	96.5
1823[19]	73.6	97.3	149.8	134.4	207.0	210.0	352.0	384.0	-	-	-	-	-	-	143.5	117.7
1824	88.3	73.3	164.0	152.0	273.0	218.0	302.0	-	-	-	-	-	-	-	192.9	149.8
1825[20]	73.3	86.2	152.6	149.0	219.0	-	-	-	-	-	-	-	-	-	129.5	96.2

SOURCES: GAA, PA. 78/34-102

TABLE 11.16 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SHIP SIZE: IN TONS	A			B			C			D			E			F			G		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1705[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																				
1709[2]	48.7	4.8	4.9	93.7	-43.8	-77.9	278.2	20.3	10.9	442.2	11.1	10.0	473.1	13.1	11.5	-	-	-	-	-	-
1710[3]	5.9	17.4	14.1	158.5	19.2	16.1	237.4	3.8	2.9	346.0	-10.1	-11.2	386.3	-10.2	-11.3	-	-	-	-	-	-
1711[4]	47.-	-.-	-.-	96.-	-2.--	-23.-	22.-	-.-	-.-	-	-	-	-	-	-	-	-	-	-	-	-
1712[5]	60.9	19.7	16.6	142.9	22.8	18.5	10.-.9	-38.9	-62.5	-	-	-	-	-	-	-	-	-	-	-	-
1713[4]	116.5	17.9	4.4	231.7	25.8	21.1	231.7	3.5	1.5	408.7	1.5	1.2	-	-	-	-	-	-	-	-	-
1714[6]	41.0	34.3	24.9	221.-	41.2	29.2	313.-	33.-	24.8	492.-	44.7	31.9	-	-	-	-	-	-	-	-	-
1715[7]	93.9	38.9	28.0	163.4	20.4	17.0	270.4	12.4	11.1	379.-	2.9	2.5	-	-	-	-	-	-	-	-	-
1716	89.9	41.1	29.1	179.7	22.1	18.1	274.1	15.9	13.7	408.9	24.9	17.9	447.9	0.-	0.0	-	-	-	-	-	-
1717	92.1	34.2	25.9	182.-	21.8	17.9	262.1	3.4	3.3	391.-	11.7	1.5	488.-	8.4	7.8	-	-	-	-	-	-
1718	81.5	28.6	20.4	185.1	21.5	17.7	290.2	14.8	12.9	378.3	8.3	7.8	442.9	4.8	4.5	-	-	-	-	-	-
1719	1.9.4	28.2	23.7	175.-	23.9	17.1	26.-.4	7.0	7.1	355.9	1.6	1.5	461.2	9.2	8.4	-	-	-	-	-	-
1720	84.3	31.2	23.8	187.1	19.9	15.6	264.7	4.1	3.9	394.1	8.2	7.6	432.-	8.3	8.-	-	-	-	-	-	-
1721	89.6	39.2	28.2	189.-	23.6	17.1	293.2	4.8	4.6	398.1	7.8	7.3	460.8	9.1	8.6	-	-	-	-	-	-
1722	1.-.1	45.6	31.3	176.9	17.9	15.2	255.6	1.6	1.6	381.4	8.9	8.5	452.9	7.8	7.3	-	-	-	-	-	-
1723	96.2	31.4	23.9	184.4	20.2	16.9	24.-.5	3.4	3.3	383.9	6.7	6.1	458.5	11.-	9.8	-	-	-	-	-	-
1724	91.1	27.5	21.5	165.-	12.4	11.1	24.-.9	-2.9	-3.3	372.2	4.3	4.5	437.-	3.9	3.7	-	-	-	-	-	-
1725	97.3	3.-.1	23.1	178.6	24.8	17.9	233.3	-8.5	-7.1	37-.4	4.4	4.2	423.-	7.-	6.4	-	-	-	-	-	-
1726	126.4	34.9	25.9	174.5	17.-	16.-	202.6	5.4	5.1	389.-	6.9	6.5	426.7	3.4	3.3	-	-	-	-	-	-
1727	1.-.2	29.1	22.9	178.9	28.4	22.1	27.-.7	9.-	8.4	333.3	4.8	3.7	-	-	-	-	-	-	-	-	-
1728	113.7	46.-	31.9	189.-	3.-.7	24.9	26.-.7	1.-.9	1.-.5	32-.7	1.-.4	1.-.4	-	-	-	58.-.-	3.2	1.1	-	-	-
1729	115.4	45.1	31.1	214.8	46.2	31.6	28.-.5	12.2	12.9	325.4	1.2	1.2	-	-	-	-	-	-	-	-	-
173.-	1.-.3	3.-.9	23.6	189.5	32.7	24.3	233.5	3.7	3.5	324.-	1.3	1.3	-	-	-	-	-	-	-	-	-
1731	112.9	43.-	3.-.1	187.9	31.6	24.-	256.1	2.9	2.8	327.3	1.7	1.6	-	-	-	-	-	-	-	-	-
1732	96.5	21.1	17.5	176.-	23.5	17.-	26.-.1	2.5	2.4	332.3	3.-	2.9	-	-	-	-	-	-	-	-	-
1733	89.9	15.-	13.6	183.-	21.6	17.4	2.-.2.4	1.5	1.4	336.3	1.5	1.4	-	-	-	-	-	-	-	-	-
1734	1.-.4.1	33.7	25.2	175.1	23.8	2.-.5	26.-.4	3.8	3.7	336.1	3.7	3.6	-	-	-	-	-	-	-	-	-
1735	112.3	31.6	24.-	197.2	31.5	23.9	272.1	6.-	5.7	333.6	2.4	2.4	431.-	6.3	6.4	-	-	-	-	-	-
1736	1.-.5	21.7	17.8	197.4	29.6	22.1	271.6	7.3	6.9	334.1	2.4	2.3	-	-	-	-	-	-	-	-	-
1737	1.-.0.9	38.3	27.7	199.5	29.7	22.1	2.-.4.2	3.8	3.5	334.5	2.3	2.4	439.-	6.9	6.4	-	-	-	-	-	-
1738	1.-.9.7	32.6	26.6	198.1	31.9	23.6	26.-.9	4.6	4.4	333.7	2.8	2.6	43.-.1.6	6.3	6.4	-	-	-	-	-	-
1739	114.1	52.-	34.2	2.-.4.1	39.2	29.2	28.-.4	13.6	12.1	345.-	2.9	2.7	-	-	-	-	-	-	-	-	-
1740	1.-.8.3	43.3	3.-.2	2.-.4.8	48.9	32.4	33.-.3	14.2	25.5	339.3	3.7	3.5	-	-	-	-	-	-	-	-	-
1741	11.-.3	51.1	33.8	196.7	41.3	29.2	29.-.5	17.-	14.5	33.-.-	2.5	2.4	426.-	4.4	4.2	-	-	-	-	-	-
1742	93.6	22.6	18.4	176.4	2.-.9	17.3	24.-.8	2.4	2.3	31.-.1	.4	.4	-	-	-	-	-	-	-	-	-
1743	98.2	21.8	17.9	166.9	9.6	8.3	27.-.7	1.4	1.3	335.-	1.-	1.-	423.-	1.4	1.3	-	-	-	-	-	-
1744[8]	113.3	30.8	23.6	186.3	18.9	13.3	262.8	9.1	4.9	319.-	1.4	1.4	41.-.-	1.-	1.-	-	-	-	-	-	-
1745	106.9	31.3	23.8	182.1	19.2	14.1	2.-.0.-	2.9	2.8	333.9	.6	.6	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE 11.16 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SHIP SIZES IN TONS	A			B			C			D			E			F			G		
	1 - 150			151 - 200			201 - 300			301 - 400			401 - 500			501 - 600			600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	124.5	62.1	39.3	201.4	47.6	28.7	246.5	15.9	11.4	340.3	2.1	2.1	448.0	9.6	8.9	-	-	-	-	-	-
1747	1.6.1	29.9	23.(	174.4	21.1	17.3	246.1	6.7	6.3	341.6	2.3	2.2	4..8.7	(.	(.3	-	-	-	-	-	-
1748	1.3.3	26.5	21.9	167.4	16.8	14.4	233.(	2.9	2.9	340.9	2.1	2.0	43F.3	(.	(.5	-	-	-	-	-	-
1749	1.4.8	21.8	17.9	171.2	16.7	14.3	2.1.4	1.6	1.6	340.1	1.4	1.4	4.F.3	(.3	(.6	-	-	-	-	-	-
1750	1 7.4	21.6	17.7	166.3	19.6	14.4	25?.(	1.(	1.(	343.7	1.9	1.9	4.F.(	(.	(.(	-	-	-	-	-	-
1751	1 7.4	32.6	24.6	169.0	19.4	17.2	2F.6	F.3	7.7	341.2	1.2	1.9	43F.3	9.(	(.4	-	-	-	-	-	-
1752	1 7.3	3..7	23.5	17..2	2(.7	17.1	2(..3	4.6	4.4	344.8	1.1	1.1	(-	-	-	-	-	-	-	-	-
1753	1 4.1	29.7	22.2	176.4	19.6	16.4	25..2	2.7	2.5	347.3	(.4	.4	4.2.(	(.	(.(	336.	-37.3	-37.5	-	-	-
1754	1 7.8	32.4	24.5	165.3	14.5	12.6	2F.3	2.4	2.4	348.1	1.5	1.5	432.3	9.3	8.5	-	-	-	-	-	-
1755	36.9	21.(	17.4	166.(	12.6	11.2	247.1	3.1	3.(	352.6	.9	.9	41(.9	-7.1	-7.1	-	-	-	-	-	-
1756	111.6	32.4	24.4	1F3.9	25.1	2(.1	25(.9	7.7	7.2	35F.7	-1.6	-1.6	41.5.(	(.	(.(	-	-	-	-	-	-
1757	124.9	45.2	31.1	195.3	34.2	25.5	276.6	16.1	13.(	373.7	6.6	6.6	53F.(	24.4	17.4	-	-	-	-	-	-
1758	123.7	41.1	29.1	176.6	25.5	2..3	246.F	5.2	4.9	35(.5	1.7	1.7	4(7.4	(.(	(.(	-	-	-	-	-	-
1759	149.(	70.5	41.4	191.2	39.5	2F.4	266.3	F.9	F.2	357.4	(.9	(.9	411.4	1.4	.4	-	-	-	-	-	-
176(	14F.F	74.3	42.6	2(F.3	45.6	31.3	247.5	12.2	1..9	16(.1	2.(	2.6	416.7	(.F	(.(	-	-	-	-	-	-
1761	143.3	68.9	4(.F	213.4	5(.7	33.7	277.2	17.5	14.9	39(.6	1.9	1.9	42F.9	3.(7	3.5	-	-	-	-	-	-
1762	1(F.6	86.F	46.5	221.6	61.7	38.2	33F.1	41.3	21.2	361.4	(.F	5.(	3F(.5	-6.5	-7.(	-	-	-	-	-	-
1763	146.3	64.7	32.1	2(9.F	41.(	29.1	26(.1	1(.F	F.F	345.5	1.6	1.4	415.6	F.5	(.(	-	-	-	-	-	-
1764	145.2	65.2	39.5	2(1.2	4(.4	2(.F	249.3	5.5	3.2	354.2	(.2	1.2	413.1	9.(	(.(	-	-	-	-	-	-
1765	1(4.1	85.5	46.1	216.2	53.5	44.(	2(4.2	7.3	6.F	354.4	1.1	1.1	416.7	F.6	(.6	542.	1.(	1.6	-	-	-
1766	137.6	63.1	34.F	199.2	34.3	24.4	261.1	1(.7	9.7	356.2	-1.1	-1.1	414.9	1.(	(.(	-	-	-	-	-	-
1767	173.8	98.4	49.6	219.1	55.(	33.4	271.3	22.(	16.9	363.3	1.F	1.F	414.F	1.(	1.(	-	-	-	-	-	-
1768	1(3.3	79.6	44.(	2(6.F	55.(	3(.5	276.6	17.7	15.(	365.9	1.7	1.6	413.4	(.2	(.2	-	-	-	-	-	-
1769	147.1	74.3	42.6	211.9	48.6	32.7	277.4	16.9	14.3	369.6	2.1	2.1	43F.7	1.9	1.7	-	-	-	-	-	-
1770	1(F.1	F3.6	45.5	22F.3	5(.0	37.1	3(.(.(	2(.6	2(.7	363.1	1.3	1.3	42.(.3	1.1	1.1	-	-	-	-	-	-
1771	1(2.(	F(.2	4F.1	2(9.9	56.F	3(.2	2(.(.5	2(.(.3	2(.(.3	3(.(.2	1.(.(	1.(.(	43.(.1	3.1	3.(	-	-	-	-	-	-
1772	143.1	76.F	43.4	218.2	57.9	3F.7	2F4.2	22.7	1(.5	369.4	1.3	1.3	423.1	1.9	1.F	-	-	-	-	-	-
1773	142.1	F1.2	44.F	201.7	56.2	3F.(	3.F.2	2F.(	2(.2.(	372.7	2.9	2.(	42(.5	1.9	1.F	-	-	-	-	-	-
1774	156.4	F7.3	46.6	219.9	59.6	47.4	32(.9	3(.F	27.F	372.(	2.1	2.(	43(.7	2.7	2.7	-	-	-	-	-	-
1775	16(.2	F6.7	4F.4	213.7	6(.6	3(.6	21(.(	.(	.(	-	-	-	-	-	-	-	-	-	-	-	-
1776	13.F	53.4	34.F	2(F.F	4F.F	41.9	32(.F	3(.1	25.4	1F6.(	5.(	4.F	432.7	1.2	1.2	-	-	-	-	-	-
1777	144.(	67.3	41.2	21(.7	54.5	39.1	32.7.2	33.(.2	25.1	363.4	2.(	1.7	43F.5	2.F	2.F	-	-	-	-	-	-
1778	136.2	65.7	39.7	217.6	6(.7	4(.(	347.2	45.F	31.2	3(.(.(	F.5	7.9	441.1	2.4	2.4	-	-	-	-	-	-
1779	137.9	66.F	4(.(	21(.6	59.6	37.3	2(1.9	22.7	1F.5	379.9	9.4	F.6	45(.(	3.4	(.1	-	-	-	-	-	-
1780	1(3.F	91.F	47.6	224.5	73.F	42.5	27(.1	3(.6	23.4	41(.4	1F.7	13.(	462.7	3.((	(.5	-	-	-	-	-	-
1781	123.9	F4.9	45.9	223.1	6(.6	4(.7	2(7.6	1(.6	13.5	44F.((	2(.9	21.7	39(.7	3.((	2.2	-	-	-	-	-	-
1782	14 .3	F4.4	45.F	185.4	45.2	31.1	26(.F	13.3	11.1	416.7	12.7	11.3	44(.9	1.(	1.(	-	-	-	-	-	-
1783	142.F	F3.F	45.6	2(7.4	56.9	36.1	26(.6	14.4	12.6	3(3.2	3.F	3.(	444.3	1.3	1.3	-	-	-	-	-	-
1784	169.F	102.3	5(.6	21F.7	61.6	37.1	31(.3	1(.(	2.1	362.1	4.1	3.9	449.6	1.F	1.F	-	-	-	-	-	-
1785	17(.1	95.1	4F.7	2(F.5	49.2	33.(	2F7.9	16.(	13.3	36(.(	2.4	2.4	444.2	(.3	(.3	-	-	-	-	-	-
1786	145.3	75.6	43.1	197.2	41.3	29.2	262.3	6.2	5.F	343.3	2.5	2.4	44(.3	(.7	(.7	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE 11.16 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF RUSSIAN (BALTIC) SHIPPING TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	146.3	84.7	45.9	180.2	34.1	24.4	253.1	3.4	3.2	348.0	1.1	1.1	446.5	0.9	0.8	-	-	-	-	-	-
1788	161.4	39.3	43.0	220.3	64.7	39.3	281.3	0.8	0.9	347.8	1.4	1.4	445.3	1.2	1.2	-	-	-	-	-	-
1789	144.3	89.3	47.2	229.9	69.7	41.1	293.4	19.9	18.6	388.6	6.7	6.3	446.6	1.1	1.9	262.3	25.6	14.7	-	-	-
1790	147.3	88.1	46.8	234.3	71.8	41.8	314.4	23.7	17.1	357.7	2.1	2.4	446.2	1.0	1.0	-	-	-	-	-	-
1791[12]	141.4	83.2	43.4	226.6	73.4	42.3	324.4	26.4	21.9	369.	4.4	4.2	448.	0.6	0.6	-	-	-	-	-	-
1792	141.3	84.3	45.7	214.4	57.4	36.4	309.1	21.5	17.7	383.1	7.8	7.2	446.9	0.3	0.3	-	-	-	-	-	-
1793	139.3	82.9	38.5	198.7	46.4	31.1	269.6	12.1	9.2	416.4	14.3	12.7	434.3	0.8	0.4	-	-	-	-	-	-
1794	136.1	71.3	41.6	179.8	34.1	28.	261.	9.2	8.4	384.9	2.6	2.1	443.9	0.1	0.1	-	-	-	-	-	-
1795[13]	137.9	85.8	46.2	177.1	42.9	29.6	-	-	-	392.0	0.6	0.6	416.2	0.8	0.8	-	-	-	-	-	-
1796[14]	139.2	83.9	45.8	198.5	48.1	32.9	279.1	20.5	17.3	439.1	28.7	22.3	436.3	0.6	0.9	-	-	-	-	-	-
1797[15]	139.2	88.1	46.8	196.5	39.9	28.1	282.6	18.9	15.9	365.3	3.9	3.4	441.3	1.1	1.6	-	-	-	-	-	-
1798	131.5	77.2	43.6	181.4	42.2	29.7	239.6	9.5	8.4	384.7	2.3	1.9	444.7	0.6	0.9	-	-	-	-	-	-
1799	128.3	74.8	42.8	169.2	27.1	21.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	139.9	86.8	46.5	191.5	52.2	37.6	291.5	26.3	21.6	441.6	29.6	21.4	434.3	39.6	29.4	-	-	-	-	-	-
1801	125.5	84.9	43.9	202.1	54.9	37.5	314.7	29.1	22.5	-	-	-	445.6	46.2	31.4	-	-	-	-	-	-
1802	144.4	92.3	49.1	221.4	60.4	37.7	344.1	32.5	24.4	432.	47.1	32.8	660.4	47.1	32.9	-	-	-	-	-	-
1803[16]	141.4	85.6	46.1	215.8	65.3	39.8	338.7	45.5	31.3	482.7	59.8	29.5	631.1	41.5	29.3	742.	43.2	1.2	1144.	83.5	45.5
1804	133.1	66.3	33.9	200.8	61.1	37.5	347.4	42.3	33.3	-	-	-	-	-	-	882.2	54.8	35.4	-	-	-
1805	132.6	78.5	44.8	230.2	59.5	37.3	346.5	44.1	31.8	499.8	62.3	38.4	694.	44.1	31.5	-	-	-	-	-	-
1806	127.1	74.7	42.8	217.7	61.5	38.8	341.7	42.7	27.9	530.2	10.7	7.9	-	-	-	-	-	-	-	-	-
1807	1 8.3	89.7	46.8	218.4	71.7	47.4	232.	12.7	24.7	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]			NO	DATA	AVAILABLE																
1809			NO	DATA	AVAILABLE																
1810			NO	DATA	AVAILABLE																
1811			NO	DATA	AVAILABLE																
1812			NO	DATA	AVAILABLE																
1813			NO	DATA	AVAILABLE																
1814[18]	119.6	85.7	45.2	210.4	58.4	38.9	343.4	43.7	31.4	-	-	-	-	-	-	-	-	-	-	-	-
1815	124.1	86.9	46.5	204.2	49.8	33.3	342.9	33.3	33.5	489.	38.1	29.4	420.1	34.9	27.9	-	-	-	-	-	-
1816[18]	116.2	73.6	42.4	209.3	47.4	32.2	354.7	46.1	31.5	477.1	34.1	29.4	614.1	34.7	29.8	-	-	-	-	-	-
1817	117.2	38.1	20.5	181.1	23.8	17.2	284.3	19.7	9.7	359.9	9.8	9.4	491.6	11.3	11.2	486.	44.1	44.5	743.8	1.5	1.5
1818	11..4	34.2	34.2	192.8	22.8	18.1	243.7	9.6	8.8	414.7	19.2	16.1	420.3	3.2	2.3	578.3	0.3	0.2	737.1	0.0	0.0
1819	115.4	88.8	32.5	174.0	18.7	15.5	258.6	8.5	7.5	351.	2.1	2.1	514.	13.5	11.5	519.1	1.8	1.8	772.0	0.0	0.0
1820	117.2	41.8	23.5	175.1	14.5	12.7	261.6	10.3	9.1	375.1	0.6	0.6	44.	0.	0.	-	-	-	77.1	2.3	2.6
1821	111.4	43.1	9.1	191.3	23.8	19.2	231.3	7.3	6.8	336.6	1.1	0.3	486.1	2.1	1.1	120.1	1.1	1.1	80.3	0.0	0.0
1822	117.2	32.9	24.8	163.7	13.8	12.1	225.7	1.3	1.3	33.7	0.1	0.1	-	-	-	-	-	-	833.3	0.0	0.0
1823[19]	59.3	20.5	21.5	170.0	N.A	N.1	284.6	1.4	1.4	336.1	2.6	2.6	436.8	1.1	1.	536.	1.	1.	846.1	0.1	0.0
1824	9.1	28.9	22.8	173.8	3.2	5.	290.7	3.3	3.2	343.8	1.1	1.1	-	-	-	482.1	1.7	1.7	859.3	0.0	0.0
1825[20]	69.1	27.1	21.3	167.4	N.6	6.2	213.2	1.5	1.5	352.1	1.4	1.4	44.1	N.A	N.5	-	-	-	-	-	-

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TABLE 11.16.A RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii
1705	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																				
1709	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	6	78.0	3.5	3.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716		7.0	0.0	0.0	165.3	3.8	3.4	27[illegible]	10.2	9.3	-	-	-	-	-	-	-	-	-	-	-
1717		68.0	0.0	0.0	135.3	3.8	3.7	23[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-
1718		91.0	12.5	11.1	186.9	12.5	11.1	28[illegible]	14.4	12.9	-	-	-	-	-	-	-	-	-	-	-
1719		91.3	21.2	17.5	148.	2.8	2.7	252.	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-
1720		70.8	4.4	4.7	185.6	29.6	22.8	300.0	34.2	25.5	4[illegible]	16.3	14.1	-	-	-	-	-	-	-	-
1721		81.3	30.1	23.2	-	-	-	230.0	11.6	10.4	-	-	-	-	-	-	-	-	-	-	-
1722		88.8	47.9	32.4	112.0	[illegible]	[illegible]	242.5	20.2	16.8	-	-	-	-	-	-	-	-	-	-	-
1723		68.3	33.0	24.8	190.5	11.7	10.5	244.0	6.1	5.7	340.0	1.4	0.4	-	-	-	-	-	-	-	-
1724		83.3	24.4	19.6	146.3	7.4	6.9	248.0	8.8	4.1	293.3	-17.6	-21.4	-	-	-	-	-	-	-	-
1725		86.6	28.6	21.7	192.6	18.1	15.4	231.6	2.3	2.4	-	-	-	-	-	-	-	-	-	-	-
1726		100.3	32.3	24.2	153.0	10.5	9.6	242.0	10.0	9.1	318.6	6.6	4.6	-	-	-	-	-	-	-	-
1727		93.6	13.5	11.9	160.4	17.8	16.5	271.[illegible]	24.9	19.9	-	-	-	-	-	-	-	-	-	-	-
1728		107.1	35.9	26.4	162.6	14.9	13.[illegible]	222.[illegible]	2.3	2.3	-	-	-	-	-	-	-	-	-	-	-
1729		85.0	25.6	20.0	164.8	0.0	0.0	234.6	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-
1730		85.7	0.6	0.6	138.1	3.4	3.3	227.3	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-
1731		93.8	15.6	13.5	182.6	17.9	14.2	24[illegible]	7.4	7.3	-	-	-	-	-	-	-	-	-	-	-
1732		86.[illegible]	[illegible]	0.0	155.3	4.8	4.6	243.1	11.7	12.6	-	-	-	-	-	-	-	-	-	-	-
1733		81.3	0.3	1.5	153.4	-2.7	-2.6	24[illegible]	[illegible]	[illegible]	42[illegible]	29.3	22.[illegible]	-	-	-	-	-	-	-	-
1734		84.8	4.6	4.4	144.3	8.1	7.3	221.3	0.[illegible]	0.[illegible]	324.[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-
1735		85.7	0.[illegible]	[illegible]	158.6	9.4	8.[illegible]	216.4	0.0	0.[illegible]	-	-	-	-	-	-	-	-	-	-	-
1736		87.0	2.[illegible]	2.5	139.1	7.8	6.9	267.[illegible]	11.5	10.3	-	-	-	-	-	-	-	-	-	-	-
1737		103.4	21.9	19.0	155.3	7.[illegible]	6.5	264.3	4.4	4.2	340.6	0.4	0.4	-	-	-	-	-	-	-	-
1738		1.3.1	16.9	14.5	167.1	17.[illegible]	14.5	273.[illegible]	3.[illegible]	3.[illegible]	330.1	1.6	1.6	-	-	-	-	-	-	-	-
1739		111.3	23.4	19.0	168.9	19.9	16.6	25[illegible].8	7.1	6.7	346.[illegible]	0.6	0.6	-	-	-	-	-	-	-	-
1740		15[illegible].4	28.5	21.9	146.3	13.6	13.5	272.6	3.9	3.6	318.[illegible]	0.8	0.8	-	-	-	-	-	-	-	-
1741		9[illegible].4	9.5	8.7	187.6	16.8	26.9	321.3	25.[illegible]	2.[illegible]	333.[illegible]	1.5	1.5	47[illegible].9	4.4	4.2	-	-	-	-	-
1742		95.6	28.7	22.3	158.8	18.4	14.2	276.[illegible]	8.3	7.6	323.5	[illegible]	[illegible]	-	-	-	-	-	-	-	-
1743		89.3	3.1	3.0	143.6	6.7	6.7	284.5	14.5	12.7	334.[illegible]	[illegible]	[illegible]	4[illegible].6	6.9	6.4	-	-	-	-	-
1744		119.1	32.6	24.6	156.3	13.9	17.2	261.7	13.8	12.1	34[illegible].[illegible]	7.1	6.7	-	-	-	-	-	-	-	-
1745		72.0	1.6	1.5	140.8	7.3	6.8	241.[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-

1 - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
ii - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
iii - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED

TABLE II.16.A RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	140.4	90.8	47.6	212.4	69.0	40.8	256.0	5.1	4.9	-	-	-	-	-	-	-	-	-	-	-	-
1747	98.2	17.8	15.1	159.5	21.1	17.4	278.7	22.1	18.1	44[illegible]	25.[illegible]	2[illegible]	-	-	-	-	-	-	-	-	-
1748	91.0	7.6	7.1	139.4	9.7	8.8	237.[illegible]	29.7	22.[illegible]	370.[illegible]	[illegible].1	4.9	-	-	-	-	-	-	-	-	-
1749	113.5	33.6	25.1	138.4	12.3	10.9	265.5	6.2	5.9	-	-	-	-	-	-	-	-	-	-	-	-
1750	92.7	3.0	2.9	174.5	29.9	23.[illegible]	234.[illegible]	1.7	1.7	-	-	-	-	-	-	-	-	-	-	-	-
1751	1[illegible].1	25.0	20.0	185.6	37.3	27.2	428.0	[illegible]2.9	45.3	338.0	[illegible].0	0.0	-	-	-	-	-	-	-	-	-
1752	113.3	32.4	24.5	169.4	23.4	2[illegible].2	[illegible] 0.[illegible]	35.1	26.0	-	-	-	-	-	-	-	-	-	-	-	-
1753 9610	116.2	33.6	25.1	156.4	20.6	17.1	2[illegible]2.0	[illegible].[illegible]	[illegible].0	-	-	-	-	-	-	-	-	-	-	-	-
1754	1[illegible] 5.9	29.7	22.9	154.1	16.5	14.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	[illegible]3.4	6.4	6.[illegible]	152.6	10.1	9.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	95.0	8.6	7.9	150.1	11.5	10.3	230.7	2.4	2.3	-	-	-	-	-	-	-	-	-	-	-	-
1757	133.6	56.7	36.2	178.1	33.2	24.9	4[illegible].0	63.9	39.0	-	-	-	[illegible]00.0	99.0	49.7	-	-	-	-	-	-
1758	127.5	42.9	3[illegible].0	173.1	28.7	22.3	252.4	25.2	20.1	-	-	-	-	-	-	-	-	-	-	-	-
1759	162.1	79.0	44.1	203.5	45.3	31.2	237.0	9.2	8.4	-	-	-	-	-	-	-	-	-	-	-	-
1760	153.1	85.2	46.[illegible]	211.9	71.2	41.6	362.[illegible]	44.[illegible]	3[illegible].0	-	-	-	-	-	-	-	-	-	-	-	-
1761	123.0	70.[illegible]	41.3	243.3	64.7	37.3	322.[illegible]	47.[illegible]	32.[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1762	138.8	83.6	47.2	241.1	82.[illegible]	45.1	320.[illegible]	58.4	36.9	-	-	-	16.0	-96.7*****		-	-	-	-	-	-
1763	145.3	77.2	43.8	244.9	62.8	38.8	373.[illegible]	84.7	45.8	-	-	-	-	-	-	-	-	-	-	-	-
1764	161.0	81.6	44.9	189.5	41.8	29.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	173.4	105.1	51.2	261.4	86.2	46.3	32[illegible].0	58.4	36.9	-	-	-	-	-	-	-	-	-	-	-	-
1766	142.5	72.2	41.9	291.[illegible]	65.1	39.4	294.[illegible]	21.[illegible]	17.3	-	-	-	-	-	-	-	-	-	-	-	-
1767	176.7	108.1	51.9	255.3	76.9	43.3	240.[illegible]	18.8	15.8	-	-	-	-	-	-	-	-	-	-	-	-
1768	194.7	110.1	52.4	298.9	92.2	48.[illegible]	36[illegible].0	78.2	43.9	-	-	-	-	-	-	-	-	-	-	-	-
1769	156.0	92.[illegible]	47.9	236.7	68.6	40.7	32[illegible].[illegible]	58.4	36.9	51[illegible].0	68.9	40.8	[illegible]00.[illegible]	91.4	47.7	-	-	-	-	-	-
1770	185.0	105.0	51.2	222[illegible].4	70.6	41.4	350.0	71.0	41.5	2[illegible]9.[illegible]	-16.7	-20.0	-	-	-	-	-	-	-	-	-
1771	163.4	91.8	47.9	234.9	57.2	36.4	3[illegible]5.[illegible]	45.9	31.5	-	-	-	-	-	-	-	-	-	-	-	-
1772	136.0	73.3	42.4	227.5	65.3	39.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	160.6	90.9	47.6	218.1	67.1	40.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1774	158.6	95.4	48.5	248.0	72.5	42.[illegible]	26[illegible].[illegible]	17.4	14.8	318.[illegible]	0.[illegible]	[illegible].0	-	-	-	-	-	-	-	-	-
1775	166.2	86.7	46.4	213.7	65.6	39.6	218.[illegible]	0.[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1776	127.7	56.8	36.2	207.3	56.5	36.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	135.9	60.6	37.7	193.4	[illegible].2	33.4	329.[illegible]	41.6	29.4	-	-	-	-	-	-	-	-	-	-	-	-
1778	138.6	64.9	39.3	212.6	66.9	39.[illegible]	43[illegible].[illegible]	75.5	43.0	-	-	-	-	-	-	-	-	-	-	-	-
1779	133.3	64.8	39.3	192.6	52.6	34.5	326.7	31.7	24.1	52[illegible].0	64.6	37.2	446.[illegible]	1.[illegible]	1.[illegible]	-	-	-	-	-	-
1780	158.9	92.3	48.0	232.4	79.5	44.3	526.[illegible]	127.7	56.1	-	-	-	-	-	-	-	-	-	-	-	-
1781	121.3	85.7	46.2	237.3	81.2	44.[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	123.5	82.9	45.3	236.9	84.8	44.7	324.[illegible]	37.3	27.2	-	-	-	-	-	-	-	-	-	-	-	-
1783	146.0	91.1	47.7	241.5	91.3	47.7	252.[illegible]	14.[illegible]	12.7	[illegible].[illegible]	6.[illegible]	3[illegible].6	-	-	-	-	-	-	-	-	-
1784	202.1	115.3	53.6	235.6	80.[illegible]	44.4	42.[illegible]	101.[illegible]	3[illegible].5	-	-	-	-	-	-	-	-	-	-	-	-
1785	188.0	121.4	5[illegible].4	261.[illegible]	113.9	53.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	166.[illegible]	93.4	49.3	[illegible]98.[illegible]	65.5	39.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.16.A RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	121.1	100.9	50.2	220.8	69.8	39.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	103.0	108.4	52.0	231.5	91.6	47.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	137.0	88.0	45.9	228.3	84.2	45.7	300.0	46.3	31.7	-	-	-	438.0	9.0	8.2	-	-	-	-	-	-
1790	155.8	106.7	51.6	253.7	100.2	50.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791	174.4	98.2	49.5	249.8	90.9	47.6	362.0	74.0	42.5	350.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1792	188.3	105.0	51.2	278.0	100.7	50.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	193.9	87.3	46.8	233.0	91.2	47.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	158.7	93.3	48.3	243.1	91.8	47.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795[18]	90.0	47.1	32.0	217.3	84.2	45.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	123.4	71.7	41.8	220.7	98.1	36.8	352.0	66.0	39.8	-	-	-	-	-	-	-	-	-	-	-	-
1797	NO DATA AVAILABLE																				
1798	NO DATA AVAILABLE																				
1799	NO DATA AVAILABLE																				
1800	NO DATA AVAILABLE																				
1801	NO DATA AVAILABLE																				
1802	NO DATA AVAILABLE																				
1803[16]	NO DATA AVAILABLE																				
1804	NO DATA AVAILABLE																				
1805	NO DATA AVAILABLE																				
1806	NO DATA AVAILABLE																				
1807	NO DATA AVAILABLE																				
1808	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814[6]	119.3	78.4	44.0	198.7	50.9	33.7	367.3	39.7	37.4	-	-	-	-	-	-	-	-	-	-	-	-
1815	134.2	104.7	51.2	195.8	49.7	33.2	403.0	59.6	35.7	-	-	-	-	-	-	-	-	-	-	-	-
1816	122.9	94.4	49.6	219.2	63.8	38.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	17.7	27.3	21.4	167.7	14.7	12.8	260.0	4.3	4.1	340.1	-0.1	-0.1	421.3	-2.3	-2.4	480.0	-0.1	-0.5	704.0	16.9	14.5
1818	128.0	64.1	39.1	198.4	38.3	27.7	250.0	11.6	10.4	-	-	-	-	-	-	-	-	-	-	-	-
1819	137.2	69.4	41.0	206.4	39.8	28.5	226.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1820	126.8	58.1	35.9	166.5	23.7	19.1	296.0	29.8	23.0	-	-	-	-	-	-	-	-	-	-	-	-
1821	107.4	41.1	29.1	184.0	24.7	19.8	248.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1822	129.6	46.6	31.8	138.5	0.4	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	42.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

TABLE II.16.B RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM NARVA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																				
1709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	96.0	0.0	.0	-	-	-	309.0	28.0	21.0	372.1	3.3	3.2	404.3	13.2	11.0	-	-	-	-	-	-
1720	8 .0	8.3	8.0	172.1	16.2	14.0	248.0	-4.6	-4.8	307.1	9.7	8.9	454.6	7.4	6.9	-	-	-	-	-	-
1721	84.0	75.0	42.9	221.3	19.4	16.3	277.1	7.1	6.7	404.2	11.4	1 .2	462.7	14.5	9.5	-	-	-	-	-	-
1722	85.0	44.1	30.6	203.0	12.8	11.3	260.7	-3.3	-3.6	381.3	6.5	6.1	454.6	8.3	7.7	-	-	-	-	-	-
1723	-	-	-	214.1	12.6	11.2	237.5	-1.1	-3.2	371.9	8.6	7.9	457.2	11.1	10.0	-	-	-	-	-	-
1724	92.0	19.5	16.3	171.0	-2.8	-2.9	276.8	-1.9	-1.9	376.1	7.3	6.8	433.6	3.2	3.1	-	-	-	-	-	-
1725	16 .0	60.0	37.5	180.5	-0.0	-0.0	270.0	0.1	0.1	373.9	6.9	6.5	436.3	5.7	5.4	-	-	-	-	-	-
1726	10 .3	77.8	43.8	183.6	0.7	0.7	283.2	5.3	5.4	374.1	8.1	7.7	423.3	4.6	4.4	-	-	-	-	-	-
1727	1 .0	4.2	4.0	140.3	4.7	4.3	238.4	3.2	3.4	391.9	3.1	3.1	-	-	-	-	-	-	-	-	-
1728	1 .0	48.5	32.7	177.8	13.1	11.6	267.6	3.7	3.7	324.7	1.7	1.6	-	-	-	-	-	-	-	-	-
1729	-	-	-	148.1	-7.2	-7.8	273.1	1.5	1.5	324.9	1.3	1.3	-	-	-	-	-	-	-	-	-
1730	74.0	-15.9	-18.9	168.4	1.7	1.7	264.5	0.7	0.7	323.1	1.9	1.9	-	-	-	-	-	-	-	-	-
1731	-	-	-	203.2	25.7	21.5	259.6	0.1	0.1	328.1	1.8	1.7	-	-	-	-	-	-	-	-	-
1732	8 .0	0.5	0.5	182.0	9.0	8.2	266.5	1.5	1.5	332.1	1.1	1.1	-	-	-	-	-	-	-	-	-
1733	-	-	-	172.4	1.4	1.4	267.1	1.4	1.4	339.3	3.3	3.2	-	-	-	-	-	-	-	-	-
1734	98.3	11.4	1 .2	177.1	6.1	5.0	27 .1	3.1	2.9	344.8	3.0	2.9	-	-	-	-	-	-	-	-	-
1735	-	-	-	227.0	41.1	29.6	270.6	2.4	2.3	334.4	2.3	2.4	436.3	6.9	6.4	-	-	-	-	-	-
1736	-	-	-	238.0	43.9	30.5	273.9	1.8	1.8	339.8	2.4	2.4	-	-	-	-	-	-	-	-	-
1737	98.1	9.0	1.1	193.6	11.8	11.8	272.7	1.9	1.8	334.8	2.3	2.4	436.3	6.9	6.4	-	-	-	-	-	-
1738	120.0	44.6	30.8	191.3	12.1	10.8	272.9	1.1	1.1	333.3	2.3	1.9	436.3	6.3	5.8	-	-	-	-	-	-
1739	9 .0	7.1	6.7	148.0	12.1	10.4	291.0	2.5	2.4	333.1	2.1	1.9	-	-	-	-	-	-	-	-	-
1740	1 .0	41.6	29.4	233.1	58.6	37.0	3 .4	6.1	5.7	341.8	3.7	3.6	-	-	-	-	-	-	-	-	-
1741	143.0	47.4	32.2	192.3	30.0	26.5	291.2	7.2	6.7	340.0	3.1	3.0	-	-	-	-	-	-	-	-	-
1742	9 .0	13.9	12.8	141.2	4.4	4.2	263.0	0.1	0.5	339.4	0.4	0.4	-	-	-	-	-	-	-	-	-
1743	77.8	1.0	1.0	167.5	.0	.0	269.7	1.0	1.0	335.6	.9	.9	4 8.	.0	.0	-	-	-	-	-	-
1744	65.3	-4.3	-4.7	122.0	0.0	0.0	281.1	0.4	0.4	338.8	1.0	1.0	-	-	-	-	-	-	-	-	-
1745	-	-	-	191.3	0.0	0.0	284.1	1.4	1.3	336.0	0.4	0.4	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED

TABLE II.1A.8 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM NARVA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 40			E 4 1 - 500			F 501 - 6			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	-	-	-	204.0	2.0	2.0	295.0	0.8	0.7	339.3	1.6	1.6	448.	9.4	8.9	-	-	-	-	-	-
1747	-	-	-	204.0	56.4	36.1	293.3	1.4	1.4	338.6	1.1	1.1	-	-	-	-	-	-	-	-	-
1748	-	-	-	138.5	7.8	7.3	274.7	1.5	1.5	343.6	2.5	2.4	-	-	-	-	-	-	-	-	-
1749	192.0	52.0	34.2	172.0	1.2	1.2	283.2	1.3	1.3	341.5	1.3	1.5	-	-	-	-	-	-	-	-	-
1750	92.8	3.1	3.0	118.1	1.2	1.	271.9	0.2	0.2	342.7	1.7	1.0	428.0	0.2	0.0	-	-	-	-	-	-
1751	-	-	-	147.6	1.8	1.8	293.6	-0.6	-0.6	342.3	1.1	1.0	428.0	0.4	0.4	-	-	-	-	-	-
1752	-	-	-	136.0	0.0	0.0	292.8	1.3	1.3	346.0	1.3	1.3	-	-	-	-	-	-	-	-	-
1753	-	-	-	134.1	0.1	0.	247.9	0.7	0.7	347.6	0.4	0.4	402.0	0.0	0.0	334.0	-37.3	-10.0	-	-	-
1754	-	-	-	152.0	0.0	0.	271.1	1.1	1.1	347.9	1.1	1.1	-	-	-	-	-	-	-	-	-
1755	95.0	0.0	0.0	-	-	-	272.9	0.4	0.4	353.1	0.9	0.9	411.7	0.0	0.0	-	-	-	-	-	-
1756	-	-	-	182.0	-2.2	-2.2	296.1	0.	0.	327.3	1.0	0.0	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	159.0	1.0	.9	259.0	0.0	0.0	308.1	0.9	0.7	410.0	0.0	0.0	-	-	-	-	-	-
1759	76.0	1.1	0.	174.1	7.0	7.	19.7	2.2	2.1	361.4	.8	0.8	425.	.0	3.3	-	-	-	-	-	-
1760	-	-	-	-	-	-	273.0	1.1	1.1	320.5	0.8	0.7	432.0	3.1	3.2	-	-	-	-	-	-
1761	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1763	-	-	-	188.0	0.0	0.0	295.7	0.0	0.0	352.2	.0	.0	413.7	0.0	0.0	-	-	-	-	-	-
1764	14.1	81.3	38.0	152.0	28.8	22.4	294.0	0.1	0.0	358.5	0.4	0.4	415.1	0.6	0.6	-	-	-	-	-	-
1765	-	-	-	188.1	32.6	24.6	241.0	2.1	2.1	355.5	0.1	0.3	414.5	0.0	0.0	-	-	-	-	-	-
1766	77.0	89.0	47.2	198.7	9.1	8.3	232.0	5.8	5.5	361.2	0.0	0.0	415.5	0.1	0.0	532.	0.1	0.0	-	-	-
1767	-	-	-	148.0	0.0	0.0	-	-	-	361.0	0.0	0.0	415.2	0.0	0.0	-	-	-	-	-	-
1768	-	-	-	154.0	0.0	0.0	312.	23.3	15.0	362.8	0.0	0.0	415.7	.2	.2	-	-	-	-	-	-
1769	-	-	-	-	-	-	286.0	0.0	0.0	378.3	0.4	0.4	419.2	0.0	0.0	-	-	-	-	-	-
1770	-	-	-	-	-	-	-	-	-	373.2	0.0	0.0	415.5	0.1	0.1	-	-	-	-	-	-
1771	-	-	-	140.0	0.0	0.0	-	-	-	369.1	0.0	0.0	418.2	0.0	0.0	-	-	-	-	-	-
1772	-	-	-	-	-	-	-	-	-	377.1	.2	0.2	421.7	0.4	0.4	-	-	-	-	-	-
1773	-	-	-	198.0	0.0	0.0	-	-	-	369.6	0.0	0.0	417.4	0.2	0.2	-	-	-	-	-	-
1774	-	-	-	232.1	99.3	48.1	-	-	-	372.9	0.0	0.0	419.1	0.0	0.0	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	-	-	-	196.0	0.0	0.0	-	-	-	372.7	0.0	0.0	420.2	0.0	0.0	-	-	-	-	-	-
1777	-	-	-	-	-	-	-	-	-	380.0	1.0	0.0	432.7	0.0	0.0	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	-	381.4	0.0	0.0	431.5	0.0	0.0	-	-	-	-	-	-
1779	-	-	-	-	-	-	298.0	21.3	17.4	-	-	-	439.6	3.2	3.2	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	374.2	0.0	0.0	431.0	3.2	3.1	-	-	-	-	-	-
1781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1783	-	-	-	-	-	-	-	-	-	376.1	11.2	10.1	432.5	1.0	1.0	-	-	-	-	-	-
1784	48.0	0.0	0.0	176.0	0.0	0.0	269.0	0.0	0.	365.1	0.	0.0	433.8	0.1	0.1	-	-	-	-	-	-
1785	-	-	-	163.0	52.3	34.4	282.0	2.3	2.3	372.7	0.	0.	441.6	.1	.1	-	-	-	-	-	-
1786	69.0	0.0	0.0	150.5	6.0	0.	284.	0.0	0.	381.7	0.1	0.	448.0	.3	0.3	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.16.H RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM NARVA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	102.0	64.5	39.2	144.0	1.9	1.9	272.0	0.0	0.0	381.0	0.0	0.0	446.9	0.8	0.8	-	-	-	-	-	-
1788	9..0	45.2	31.1	218.0	58.8	37.0	276.0	6.1	5.8	382.4	0.0	0.0	446.3	0.2	0.2	-	-	-	-	-	-
1789	-	-	-	-	-	-	270.0	0.0	0.0	383.8	2.5	2.5	446.6	0.5	0.5	-	-	-	-	-	-
1790	-	-	-	-	-	-	284.0	0.0	0.0	396.2	0.2	0.2	446.2	0.0	0.0	-	-	-	-	-	-
1791 13	63.8	0.0	0.0	183.0	26.2	20.8	278.9	7.4	6.9	371.3	0.0	0.0	444.0	0.0	0.0	-	-	-	-	-	-
1792	-	-	-	138.0	0.8	0.8	237.3	0.0	0.0	382.2	0.0	0.0	448.0	0.0	0.0	-	-	-	-	-	-
1793	-	-	-	134.8	0.0	0.0	-	-	-	387.3	0.0	0.0	423.3	0.4	0.4	-	-	-	-	-	-
1794	80.8	0.0	0.0	184.9	31.1	23.7	-	-	-	387.3	0.0	0.0	443.8	0.0	0.0	-	-	-	-	-	-
1795 15	-	-	-	-	-	-	-	-	-	-	-	-	410.0	0.0	0.0	-	-	-	-	-	-
1796	-	-	-	-	-	-	247.3	0.0	0.0	-	-	-	436.0	0.0	0.0	-	-	-	-	-	-
1797	88.0	0.0	0.0	145.0	0.0	0.0	239.0	0.0	0.0	385.7	0.0	0.0	446.5	0.0	0.0	-	-	-	-	-	-
1798	96.0	0.0	0.0	-	-	-	220.0	0.0	0.0	-	-	-	443.7	0.0	0.0	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	441.0	25.6	20.4	634.8	39.6	28.4	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	678.0	44.3	30.7	-	-	-	-	-	-
1802	-	-	-	-	-	-	328.0	35.3	26.1	554.0	48.4	32.8	660.8	47.1	32.0	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	550.0	50.3	33.5	624.7	38.8	27.9	-	-	-	-	-	-
1804	150.0	50.3	36.0	196.8	65.1	39.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	102.5	64.2	39.1	179.8	50.7	33.6	370.0	53.7	35.0	490.0	62.3	38.4	586.0	28.6	17.1	-	-	-	-	-	-
1806	-	-	-	248.0	32.4	24.5	348.5	44.3	30.7	536.0	30.7	26.9	-	-	-	-	-	-	-	-	-
1807	114.0	33.3	25.0	184.0	30.7	26.8	292.0	32.7	24.7	-	-	-	-	-	-	-	-	-	-	-	-
1808 17	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814 6	150.0	62.0	38.7	208.0	38.7	27.9	336.0	58.5	36.9	-	-	-	-	-	-	-	-	-	-	-	-
1815	131.0	32.3	24.4	203.0	36.2	26.6	-	-	-	506.0	33.9	25.3	626.0	34.9	25.9	-	-	-	-	-	-
1816	117.5	33.5	25.1	184.8	34.8	25.7	395.0	33.0	24.8	477.0	34.0	25.4	810.0	33.2	24.9	-	-	-	-	-	-
1817	-	-	-	-	-	-	-	-	-	-	-	-	830.0	41.3	29.2	-	-	-	745.7	0.0	0.0
1818	-	-	-	170.0	0.0	0.0	204.0	0.0	0.0	332.0	0.0	0.0	408.0	0.0	0.0	-	-	-	737.1	0.0	0.0
1819	77.8	1.3	1.3	153.1	0.2	0.2	-	-	-	350.8	0.0	0.0	484.0	0.0	0.0	510.0	0.8	0.8	728.0	0.0	0.0
1820	-	-	-	187.0	0.0	0.0	-	-	-	390.0	0.0	0.0	454.0	0.0	0.0	-	-	-	770.0	0.0	0.0
1821	-	-	-	167.0	0.4	0.0	220.0	0.0	0.0	-	-	-	486.0	0.0	0.0	-	-	-	805.3	0.0	0.0
1822	70.0	0.0	0.0	162.7	0.0	0.0	210.0	0.0	0.0	324.0	0.0	0.0	-	-	-	-	-	-	833.3	0.0	0.0
1823 19	94.0	0.0	0.0	156.0	0.0	0.0	237.1	-1.2	-1.2	348.7	0.4	0.4	-	-	-	536.0	0.0	0.0	848.0	0.0	0.0
1824	-	-	-	153.4	0.1	0.1	211.0	0.0	0.0	304.0	0.0	0.0	-	-	-	542.0	0.7	0.7	858.0	0.0	0.0
1825 20	97.0	0.0	0.0	158.7	0.4	0.4	-	-	-	357.0	0.6	0.6	-	-	-	-	-	-	-	-	-

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TABLE II.15.C RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM RIGA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 10			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																				
1709	2																				
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1711	4																				
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I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
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III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.10.C RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM RIGA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	127.2	27.0	36.6	199.3	32.0	24.8	280.1	19.1	10.3	-	-	-	-	-	-	-	-	-	-	-	-
1747	119.7	42.6	29.9	180.8	18.8	15.7	240.2	10.9	9.9	-	-	-	-	-	-	-	-	-	-	-	-
1748	111.0	38.6	27.8	178.2	20.0	17.1	227.8	2.0	1.9	-	-	-	-	-	-	-	-	-	-	-	-
1749	100.8	19.6	13.4	184.7	27.2	18.8	235.4	3.1	3.0	-	-	-	400.0	0.0	0.0	-	-	-	-	-	-
1750	131.7	43.4	30.3	173.6	19.8	16.4	234.0	4.3	4.1	342.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1751	126.3	46.3	31.7	166.4	17.4	14.8	306.4	31.7	24.1	-	-	-	-	-	-	-	-	-	-	-	-
1752	100.3	29.4	22.7	178.4	22.2	18.2	299.7	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1753	94.7	17.2	14.6	191.9	21.1	17.4	233.1	4.5	4.3	-	-	-	-	-	-	-	-	-	-	-	-
1754	100.0	32.0	24.2	171.2	15.4	13.4	239.1	3.4	3.4	360.0	18.8	15.8	402.0	0.0	0.0	-	-	-	-	-	-
1755	107.8	31.1	23.7	181.5	15.3	13.3	236.3	5.3	5.0	342.0	1.2	1.2	400.0	-0.5	-0.5	-	-	-	-	-	-
1756	135.3	61.7	38.2	218.5	38.5	27.8	291.5	0.3	0.3	357.1	-2.1	-2.1	402.0	0.0	0.0	-	-	-	-	-	-
1757	122.3	48.0	29.0	213.1	36.4	26.7	279.7	18.9	15.9	354.3	0.7	0.7	410.7	0.0	0.0	-	-	-	-	-	-
1758	122.5	41.8	29.5	182.8	27.1	21.3	236.4	2.6	2.5	350.7	0.1	0.1	400.4	0.0	0.0	-	-	-	-	-	-
1759	143.0	73.3	42.7	187.8	40.8	29.0	279.3	14.5	12.7	352.4	0.8	0.8	407.1	0.5	0.5	-	-	-	-	-	-
1760	153.7	73.8	42.5	211.9	37.4	27.2	254.8	9.3	8.5	348.0	2.9	2.8	415.1	0.4	0.4	-	-	-	-	-	-
1761	150.5	68.0	40.8	213.1	51.1	33.8	272.4	18.3	15.3	359.2	1.0	1.0	428.9	3.8	3.5	-	-	-	-	-	-
1762	104.4	88.3	46.9	220.2	57.9	36.7	332.7	39.7	28.4	366.7	0.8	0.8	410.4	0.0	0.0	-	-	-	-	-	-
1763	146.1	58.8	37.6	198.7	37.6	27.3	288.1	11.7	11.5	359.3	1.5	1.4	430.3	0.0	0.0	-	-	-	-	-	-
1764	139.0	80.9	32.6	213.3	46.9	31.6	250.8	7.1	6.7	348.8	0.0	0.0	410.4	0.0	0.0	-	-	-	-	-	-
1765	173.5	81.7	45.0	210.7	51.5	34.0	267.5	8.5	7.8	354.6	0.2	0.2	414.9	0.0	0.0	-	-	-	-	-	-
1766	142.8	87.6	8.4	194.1	31.1	21.8	265.7	12.7	11.2	341.9	-0.5	-0.5	413.8	0.0	0.0	-	-	-	-	-	-
1767	108.0	84.9	45.9	213.1	58.6	38.9	311.2	23.5	19.0	368.1	0.0	0.0	413.5	0.0	0.0	-	-	-	-	-	-
1768	15 .8	67.6	41.3	191.5	40.8	31.0	273.2	17.7	15.0	353.3	1.6	1.5	408.0	0.0	0.0	-	-	-	-	-	-
1769	155.1	78.1	43.9	217.1	51.1	33.8	291.8	18.0	15.9	356.1	2.5	2.4	415.7	0.0	0.0	-	-	-	-	-	-
1770	157.3	73.0	42.2	243.1	67.3	40.2	317.9	29.1	22.5	345.2	0.7	0.7	415.1	0.0	0.0	-	-	-	-	-	-
1771	109.4	81.1	44.5	259.4	58.2	36.9	277.8	21.0	17.4	369.4	0.0	0.0	413.0	0.0	0.0	-	-	-	-	-	-
1772	146.2	80.3	44.5	229.1	61.6	38.1	286.0	21.7	17.9	356.8	0.6	0.6	413.2	0.3	0.3	-	-	-	-	-	-
1773	133.3	81.3	44.8	213.3	65.7	39.7	314.2	30.0	23.4	370.9	3.4	3.1	417.6	0.5	0.5	-	-	-	-	-	-
1774	15 .9	81.6	44.9	230.5	66.4	4 .0	34 .2	41.3	29.2	365.1	1.4	1.3	423.4	1.5	1.5	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	121.8	42.3	29.8	195.8	42.7	29.9	325.1	34.9	25.9	367.4	0.2	0.2	420.9	0.0	0.0	-	-	-	-	-	-
1777	149.0	69.4	41.5	221.5	57.1	36.4	310.3	27.3	21.5	344.1	0.2	0.2	424.7	-0.1	-0.1	-	-	-	-	-	-
1778	137.1	79.5	42.6	223.2	68.5	40.7	337.0	41.4	29.3	365.0	0.0	0.1	430.5	2.6	2.6	-	-	-	-	-	-
1779	146.5	70.7	41.4	220.4	62.8	38.6	275.4	21.5	17.7	364.3	1.6	1.5	434.8	2.3	2.3	-	-	-	-	-	-
1780	175.4	88.6	47.0	224.4	73.0	42.4	291.8	23.8	19.2	415.2	21.5	17.7	473.8	8.0	7.9	-	-	-	-	-	-
1781	124.7	87.7	46.7	229.9	79.8	46.4	290.0	24.4	19.6	366.7	11.7	11.5	586.7	30.2	23.2	-	-	-	-	-	-
1782	144.6	88.3	46.8	188.5	49.1	32.3	254.3	19.8	16.8	425.2	13.8	12.2	447.8	1.7	1.7	-	-	-	-	-	-
1783	144.0	87.4	45.7	199.4	54.3	37.2	274.3	18.3	15.5	381.4	13.1	11.5	439.1	3.4	3.4	-	-	-	-	-	-
1784	152.5	94.1	48.5	216.0	57.8	40.6	331.9	38.9	27.8	424.5	30.9	23.6	458.2	6.7	6.3	-	-	-	-	-	-
1785	166.8	93.8	48.3	201.3	49.6	33.2	290.1	25.	21.	354.6	0.2	0.2	448.8	3.7	3.7	-	-	-	-	-	-
1786	143.7	75.3	42.9	208.5	45.1	31.1	266.7	9.5	8.7	349.1	0.1	0.1	450.1	1.8	1.8	-	-	-	-	-	-

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CONTINUED:

TABLE II.16.C RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM RIGA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	171.9	88.9	47.0	182.1	35.6	26.3	283.8	5.1	4.9	336.5	0.3	0.3	418.0	1.5	1.4	-	-	-	-	-	-
1788	181.3	110.0	52.4	224.5	64.3	39.1	299.1	15.9	13.8	323.3	1.3	1.2	428.0	0.6	0.6	-	-	-	-	-	-
1789	184.8	101.2	50.3	233.3	69.2	40.9	302.2	22.3	18.2	494.0	45.3	31.2	431.0	5.4	5.1	282.0	48.6	94.7	-	-	-
1790	159.8	97.6	49.4	232.0	70.8	41.5	389.7	42.2	29.7	425.0	15.8	13.6	-	-	-	-	-	-	-	-	-
1791[13]	152.6	100.0	50.0	230.1	76.4	43.3	362.0	40.6	28.9	381.3	22.7	18.5	-	-	-	-	-	-	-	-	-
1792	152.3	86.3	46.3	211.3	55.2	35.6	327.3	30.4	23.3	489.0	51.4	33.9	452.0	0.9	0.9	-	-	-	-	-	-
1793	123.6	57.1	36.3	200.8	47.0	32.0	298.0	16.6	14.2	442.8	30.4	23.3	-	-	-	-	-	-	-	-	-
1794	134.9	68.8	40.8	173.2	30.7	23.8	295.8	21.4	17.8	-	-	-	484.0	0.0	0.0	-	-	-	-	-	-
1795[13]	138.2	86.5	46.4	171.3	36.1	26.5	-	-	-	392.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1796	136.6	83.0	45.4	199.2	49.1	33.0	293.6	37.5	27.2	439.0	38.7	27.3	-	-	-	-	-	-	-	-	-
1797	151.3	92.6	48.1	198.9	37.2	27.1	273.1	14.7	12.8	328.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1798	134.2	82.0	35.3	173.6	37.2	27.1	232.0	2.1	2.0	344.7	2.0	1.9	-	-	-	-	-	-	-	-	-
1799	100.0	4.2	4.0	178.9	25.4	20.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	134.0	82.9	45.3	197.4	65.3	39.5	281.5	26.0	20.6	-	-	-	-	-	-	-	-	-	-	-	-
1801	138.0	74.4	42.7	201.3	59.6	37.3	254.0	13.1	11.5	-	-	-	-	-	-	-	-	-	-	-	-
1802	148.6	95.9	48.9	223.0	60.5	37.7	335.5	52.9	34.6	495.2	64.2	30.7	-	-	-	-	-	-	-	-	-
1803	142.6	88.1	46.0	214.9	64.9	39.4	317.0	43.4	30.3	449.0	94.8	25.4	670.0	60.3	37.6	748.0	43.2	20.2	1180.0	83.5	45.5
1804	139.2	71.8	41.8	205.8	57.0	36.3	321.0	49.3	33.0	-	-	-	-	-	-	802.0	54.8	35.4	-	-	-
1805	136.9	80.5	44.8	208.0	63.4	38.8	340.8	41.8	29.3	-	-	-	802.0	67.8	40.4	-	-	-	-	-	-
1806	134.4	74.7	42.8	214.1	69.8	41.1	416.0	62.5	38.5	-	-	-	-	-	-	-	-	-	-	-	-
1807	109.8	97.6	49.4	228.0	90.0	47.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814[4]	113.2	96.9	49.2	225.0	67.5	40.1	330.8	38.2	26.6	-	-	-	-	-	-	-	-	-	-	-	-
1815	129.6	85.9	46.2	213.2	52.0	34.2	344.0	37.6	27.3	-	-	-	-	-	-	-	-	-	-	-	-
1816	118.9	64.6	39.3	215.5	47.7	32.3	360.6	48.8	32.8	-	-	-	680.0	48.4	32.6	-	-	-	-	-	-
1817	1.7.5	41.6	29.4	190.9	24.9	19.9	286.5	13.2	11.7	388.2	14.0	12.3	475.0	6.3	5.9	-	-	-	715.0	0.0	0.0
1818	119.1	44.3	30.7	187.5	24.3	19.8	255.0	4.9	4.7	-	-	-	-	-	-	-	-	-	-	-	-
1819	127.1	46.4	31.7	188.9	23.8	19.2	239.6	1.4	1.3	-	-	-	-	-	-	-	-	-	-	-	-
1820	1 9.6	25.7	20.4	179.4	16.2	13.9	263.6	10.4	9.4	390.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1821	1 5.8	19.2	26.2	193.7	24.1	19.5	248.0	0.6	0.2	-	-	-	-	-	-	-	-	-	-	-	-
1822	1.0.0	18.7	27.9	179.7	17.6	15.0	225.5	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	96.8	24.6	19.7	171.8	8.2	7.6	248.9	1.6	1.6	302.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1824	88.3	29.3	22.7	175.7	4.6	4.4	210.5	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	97.6	26.0	20.8	187.8	3.1	3.0	212.5	1.9	1.9	-	-	-	440.0	4.8	4.5	-	-	-	-	-	-

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TABLE 11.16.D RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM VIBORG TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 130			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1702	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1703	NO DATA AVAILABLE																				
1704	118.0	12.0	10.7	-	-	-	21.0	2.0	2.0	448.0	11.1	1.0	478.0	13.1	11.6	-	-	-	-	-	-
1705	-	-	-	140.0	27.3	21.4	280.0	0.0	0.0	361.0	3.1	3.0	460.0	4.3	4.3	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	40.0	0.0	0.0	-	-	-	272.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717	-	-	-	206.0	11.8	9.7	-	-	-	488.0	24.5	19.7	488.0	8.4	7.8	-	-	-	-	-	-
1718	-	-	-	234.0	50.0	33.3	322.4	13.4	11.8	390.4	10.3	9.3	440.0	4.4	4.5	-	-	-	-	-	-
1719	81.0	44.6	31.0	-	-	-	22.0	-10.0	-11.8	373.0	2.8	2.7	468.7	11.1	10.0	-	-	-	-	-	-
1720	83.0	-1.8	-1.8	220.0	10.0	9.1	244.0	-2.8	-2.9	407.0	8.1	7.5	491.7	5.5	5.2	-	-	-	-	-	-
1721	52.0	0.0	0.0	134.0	5.4	5.2	304.0	21.3	17.0	379.1	3.1	3.0	439.3	5.1	4.8	-	-	-	-	-	-
1722	79.0	0.0	0.0	-	-	-	247.1	4.2	4.0	389.4	7.4	6.9	446.1	8.7	8.3	-	-	-	-	-	-
1723	-	-	-	200.0	0.0	0.0	300.0	7.1	6.7	389.7	8.6	7.4	480.0	9.4	8.6	-	-	-	-	-	-
1724	52.0	0.0	0.0	200.0	0.0	0.0	238.7	-2.7	-2.8	390.3	7.5	7.0	484.3	7.1	6.6	-	-	-	-	-	-
1725	58.0	0.0	0.0	114.7	0.0	0.0	258.1	7.1	6.7	389.4	7.8	7.2	-	-	-	-	-	-	-	-	-
1726	-	-	-	200.0	0.0	0.0	264.4	5.1	4.8	358.2	-0.1	-0.1	424.4	1.0	1.0	-	-	-	-	-	-
1727	27.0	-8.0	-8.3	200.0	0.0	0.0	284.5	5.2	4.9	342.6	8.7	8.0	-	-	-	-	-	-	-	-	-
1728	-	-	-	174.0	0.0	0.0	294.2	7.4	7.4	322.7	4.1	3.9	-	-	-	-	-	-	-	-	-
1729	84.0	0.0	0.0	308.0	120.9	90.5	248.8	0.2	0.2	340.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1730	-	-	-	144.0	-1.7	-1.7	261.3	2.6	2.5	348.3	2.7	2.6	-	-	-	-	-	-	-	-	-
1731	132.0	69.2	41.9	112.0	-14.5	-17.0	27.0	7.5	7.5	320.7	7.9	7.4	-	-	-	-	-	-	-	-	-
1732	91.1	19.0	16.3	162.5	0.0	0.0	290.0	3.6	3.5	332.0	3.1	3.0	-	-	-	-	-	-	-	-	-
1733	69.5	17.0	10.7	130.8	-2.7	-2.7	254.1	0.0	0.0	338.1	2.8	2.8	-	-	-	-	-	-	-	-	-
1734	75.7	5.0	4.7	160.8	3.6	3.5	293.8	0.2	0.2	314.0	2.5	2.4	-	-	-	-	-	-	-	-	-
1735	-	-	-	156.0	2.6	2.6	271.5	0.0	0.0	327.8	2.6	2.5	-	-	-	-	-	-	-	-	-
1736	-	-	-	142.0	0.0	0.0	273.7	0.3	0.3	330.1	2.1	2.1	-	-	-	-	-	-	-	-	-
1737	84.0	0.0	0.0	180.0	0.0	0.0	251.0	0.2	0.2	330.4	2.8	2.7	-	-	-	-	-	-	-	-	-
1738	98.0	23.1	18.8	168.0	0.0	0.0	241.0	0.1	0.1	417.0	1.8	1.7	-	-	-	-	-	-	-	-	-
1739	-	-	-	124.0	0.0	0.0	241.5	0.1	0.1	314.1	0.1	0.1	-	-	-	-	-	-	-	-	-
1740	-	-	-	-	-	-	264.6	0.9	0.9	312.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1741	-	-	-	112.0	0.0	0.0	253.7	0.0	0.0	322.1	0.6	0.6	-	-	-	-	-	-	-	-	-
1742	-	-	-	162.0	0.3	0.3	248.1	0.7	0.7	314.1	0.1	0.1	-	-	-	-	-	-	-	-	-
1743	88.4	38.1	27.6	210.0	41.4	29.3	265.0	0.7	0.7	329.3	0.1	0.0	-	-	-	-	-	-	-	-	-
1744	82.0	2.5	2.4	165.5	21.2	17.5	254.5	0.4	0.4	334.7	7.0	7.1	-	-	-	-	-	-	-	-	-
1745	96.0	0.0	0.0	116.0	0.0	0.0	231.5	0.0	0.0	346.7	8.8	8.2	-	-	-	-	-	-	-	-	-

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CONTINUED

TABLE II.16.D RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM VLISSINGEN TO AMSTERDAM

SHIP SIZES IN TONS	A 1 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	75.0	2.8	2.7	-	-	-	283.7	0.8	0.3	352.4	0.0	5.7	-	-	-	-	-	-	-	-	-
1747	-	-	-	-	-	-	275.[illegible]	0.8	0.4	386.3	0.1	5.7	-	-	-	-	-	-	-	-	-
1748	97.[illegible]	[illegible]	.0	164.8	7.0	7.3	251.1	1.2	1.2	-	-	-	-	-	-	-	-	-	-	-	-
1749	-	-	-	138.0	[illegible]	[illegible]	238.4	0.8	1.8	309.[illegible]	[illegible].0	[illegible].0	-	-	-	-	-	-	-	-	-
1750	32.7	-2.1	-2.2	147.2	4.8	4.6	258.8	0.1	0.1	367.4	17.5	0.5	-	-	-	-	-	-	-	-	-
1751	-	-	-	190.[illegible]	[illegible].0	0.0	250.0	0.0	0.[illegible]	378.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1752	-	-	-	159.3	8.9	8.2	251.1	0.8	.8	-	-	-	-	-	-	-	-	-	-	-	-
1753	-	-	-	137.3	0.0	[illegible].2	250.7	1.[illegible]	1.9	372.[illegible]	0.0	[illegible].2	-	-	-	-	-	-	-	-	-
1754	-	-	-	164.[illegible]	1.2	1.2	242.3	0.0	0.0	359.[illegible]	2.4	2.4	-	-	-	-	-	-	-	-	-
1755	0.0	0.0	0.0	188.[illegible]	10.1	10.1	218.0	0.8	[illegible].8	342.6	1.2	1.1	-	-	-	-	-	-	-	-	-
1756	-	-	-	211.0	23.4	19.[illegible]	291.8	0.0	0.0	382.9	1.2	1.0	409.0	0.0	0.0	-	-	-	-	-	-
1757	-	-	-	194.[illegible]	[illegible].[illegible]	[illegible].[illegible]	24[illegible].5	1.2	1.2	366.[illegible]	[illegible].5	[illegible].5	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	270.[illegible]	3.[illegible]	2.2	381.[illegible]	[illegible].8	0.8	-	-	-	-	-	-	-	-	-
1759	-	-	-	230.0	25.0	21.[illegible]	27[illegible].6	0.7	4.9	368.[illegible]	4.8	4.6	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	-	-	24[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	36[illegible].8	[illegible].0	0.0	418.[illegible]	[illegible].[illegible]	[illegible].0	-	-	-	-	-	-
1761	-	-	-	139.0	0.0	0.0	232.[illegible]	0.0	0.0	375.[illegible]	[illegible].[illegible]	[illegible].2	-	-	-	-	-	-	-	-	-
1762	-	-	-	198.0	[illegible].0	[illegible].[illegible]	242.0	0.0	1.2	357.3	0.0	0.0	-	-	-	-	-	-	-	-	-
1763	149.0	32.[illegible]	34.2	149.3	[illegible].[illegible]	[illegible].[illegible]	224.[illegible]	[illegible].[illegible]	[illegible].[illegible]	372.[illegible]	[illegible].[illegible]	0.0	-	-	-	-	-	-	-	-	-
1764	-	-	-	146.7	0.0	0.[illegible]	233.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1765	-	-	-	165.[illegible]	8.2	7.6	247.7	[illegible].[illegible]	0.0	311.0	[illegible].0	0.0	426.0	0.0	0.0	-	-	-	-	-	-
1766	120.0	20.0	16.7	128.8	1.3	1.3	29[illegible].0	3.8	3.0	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	193.0	35.0	25.[illegible]	232.[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	184.0	22.9	18.6	282.[illegible]	3.1	3.[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1769	84.0	0.0	0.0	184.0	11.2	10.1	23[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	366.[illegible]	[illegible].[illegible]	[illegible].2	-	-	-	-	-	-	-	-	-
177[illegible]	-	-	-	177.2	0.0	0.0	294.7	16.0	14.1	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	-	-	-	28[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	146.0	0.0	[illegible].0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	150.[illegible]	[illegible].[illegible]	[illegible].[illegible]	212.0	1.[illegible]	1.[illegible]	314.0	[illegible].0	0.[illegible]	-	-	-	-	-	-	-	-	-
1774	-	-	-	178.3	0.[illegible]	[illegible].[illegible]	-	-	-	314.[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	111.[illegible]	60.7	4.[illegible].6	166.[illegible]	[illegible].[illegible]	[illegible].[illegible]	28[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1777	-	-	-	179.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	144.0	20.0	16.7	-	-	-	332.[illegible]	0.0	0.0	443.0	0.[illegible]	[illegible].0	-	-	-	-	-	-
1779	-	-	-	186.[illegible]	43.1	[illegible].[illegible]	22[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	394.[illegible]	18.8	14.2	42[illegible].7	0.[illegible]	[illegible].0	-	-	-	-	-	-
1780	-	-	-	[illegible].[illegible]	-	-	-	-	-	-	-	-	45[illegible].[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-
1781	-	-	-	197.[illegible]	7.7	7.1	282.0	7.6	7.1	-	-	-	-	-	-	-	-	-	-	-	-
1782	74.0	1.6	1.6	132.2	1.1	1.1	-	-	-	-	-	-	426.[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-
1783	88.0	0.0	0.0	148.7	6.7	6.4	223.0	1.8	1.8	309.0	[illegible].0	0.0	-	-	-	-	-	-	-	-	-
1784	-	-	-	147.[illegible]	[illegible].[illegible]	[illegible].[illegible]	24[illegible].8	4.[illegible]	1.9	-	-	-	-	-	-	-	-	-	-	-	-
1785	-	-	-	92.0	-30.[illegible]-43.5		244.[illegible]	1.2	1.2	324.[illegible]	[illegible].[illegible]	[illegible].[illegible]	-	-	-	-	-	-	-	-	-
1786	82.0	0.0	0.0	114.0	0.0	0.0	247.7	0.0	0.[illegible]	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED.

TABLE 11.16.D RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM VIBORG TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	114.0	21.3	17.5	153.2	10.4	9.4	231.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	178.0	0.0	0.0	238.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	229.0	0.0	0.0	380.0	0.0	0.0	448.0	0.0	0.0	-	-	-	-	-	-
1790	61.0	0.0	0.0	181.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	66.0	77.8	43.8	148.0	8.0	7.4	239.0	0.8	0.8	-	-	-	-	-	-	-	-	-	-	-	-
1793	109.0	25.3	20.2	156.7	0.0	0.0	233.2	2.8	2.7	374.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1794	100.0	28.2	22.0	158.0	9.8	9.5	225.5	0.0	0.0	380.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	157.0	0.0	0.0	268.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	179.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	134.0	0.0	0.0	268.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	127.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	184.0	50.8	33.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	124.0	0.0	0.0	416.0	46.5	31.7	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	100.0	78.6	44.0	-	-	-	376.0	49.2	33.0	-	-	-	-	-	-	-	-	-	-	-	-
1804	147.0	20.2	16.8	-	-	-	400.0	49.3	33.0	-	-	-	-	-	-	-	-	-	-	-	-
1805	126.0	28.6	22.2	173.3	31.3	23.8	340.0	34.9	25.9	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	336.0	33.3	25.0	-	-	-	-	-	-	-	-	-	-	-	-
1807	84.0	35.5	26.2	218.0	51.8	34.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814	-	-	-	228.3	52.3	34..	352.0	25.7	20.5	-	-	-	-	-	-	-	-	-	-	-	-
1815	95.0	37.7	27.4	174.7	35.1	26.0	400.0	65.0	39.4	472.0	34.1	25.4	-	-	-	-	-	-	-	-	-
1816	-	-	-	183.0	30.6	27.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	173.0	16.1	13.9	264.0	4.8	4.9	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	150.0	0.6	0.2	-	-	-	-	-	-	-	-	-	578.0	0.0	0.0	-	-	-
1819	-	-	-	116.0	0.0	0.0	-	-	-	-	-	-	444.0	0.0	0.0	-	-	-	-	-	-
1820	-	-	-	127.3	1.1	1.0	232.0	-7.9	-8.6	346.0	0.0	0.0	448.0	0.0	0.0	-	-	-	-	-	-
1821	-	-	-	181.0	11.0	9.9	254.0	1.6	1.6	350.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	250.0	0.0	0.0	340.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1823[19]	-	-	-	-	-	-	224.0	0.0	0.0	-	-	-	496.0	0.0	0.0	-	-	-	-	-	-
1824	-	-	-	169.0	0.0	0.0	274.0	0.0	0.0	336.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	372.0	0.0	0.0	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

TABLE 11-16.C RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SHIP SIZES IN TONS	A			B			C			D			E			F			G		
	(- 1			101 - 2			201 - 3			301 - 4			401 - 5			501 - 6			600 +		
YEAR	-I-	-II-	-III	-I-	-II-	-III	-I-	-II-	-III	-I-	-II-	-III	-I-	-II-	-III	-I-	-II-	-III	-I-	-II-	-III
1705	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708	NO DATA AVAILABLE																				
1709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	91.0	50.0	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	76.0	18.8	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	88.0	19.4	16.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	70.8	43.9	3.5	-	-	-	312.7	41.8	29.5	-	-	-	-	-	-	-	-	-	-	-	-
1715	68.0	33.3	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716	98.7	26.5	21.0	189.6	23.5	22.8	343.1	16.3	27.7	468.5	45.3	31.2	-	-	-	-	-	-	-	-	-
1717	44.0	0.0	0.0	277.9	64.6	31.2	343.1	23.9	2.0	-	-	-	-	-	-	-	-	-	-	-	-
1718	-	-	-	210.0	5.0	4.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1719	1.0	36.3	36.3	167.8	33.3	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1720	55.7	54.2	35.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1721	88.6	20.0	16.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722	14.0	40.0	28.6	180.7	6.7	6.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723	76.0	5.6	3.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1724	68.0	31.0	23.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1725	82.7	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726	58.0	-12.9	-14.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727	76.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728	30.0	14.3	12.5	203.3	41.9	31.0	552.0	1[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-	-
1729	9.0	40.6	28.9	192.4	57.7	36.8	417.0	75.1	42.9	-	-	-	-	-	-	-	-	-	-	-	-
1730	9.0	32.4	24.4	192.7	45.8	31.4	416.0	83.0	45.8	-	-	-	-	-	-	-	-	-	-	-	-
1731	80.9	26.3	20.8	217.6	49.5	33.1	391.2	65.9	39.7	-	-	-	-	-	-	-	-	-	-	-	-
1732	98.0	0.0	0.0	193.1	38.2	27.7	348.0	68.0	41.5	-	-	-	-	-	-	-	-	-	-	-	-
1733	75.0	0.0	0.0	188.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1734	124.0	38.9	27.8	202.4	54.7	35.4	438.0	91.3	47.7	588.0	41.0	47.1	-	-	-	-	-	-	-	-	-
1735	-	-	-	143.7	2.2	16.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736	91.0	11.0	9.9	238.0	91.9	47.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1737	122.2	59.1	37.2	288.0	69.6	41.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1738	123.0	64.7	39.3	220.9	96.7	38.2	384.0	91.1	47.4	-	-	-	-	-	-	-	-	-	-	-	-
1739	111.8	92.6	34.5	177.6	41.9	29.9	4[illegible]	78.[illegible]	43.8	601.[illegible]	89.2	46.1	-	-	-	-	-	-	-	-	-
1740	123.5	53.5	34.9	218.2	52.0	37.1	45[illegible]	83.7	45.5	468.0	37.6	27.8	-	-	-	-	-	-	-	-	-
1741	114.6	53.6	34.9	208.1	51.0	33.7	36.8	71.2	41.6	-	-	-	-	-	-	-	-	-	-	-	-
1742	68.0	0.0	0.0	117.0	1.7	1.7	270.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1743	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1744	-	-	-	172.[illegible]	38.7	27.9	244.[illegible]	0.8	0.8	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	170.0	47.3	32.1	[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.16.B RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600+		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	142.7	81.4	44.9	180.1	21.0	17.3	222.3	110.8	54.9	-	-	-	-	-	-	-	-	-	-	-	-
1747	62..	12.7	11.3	298..	74.3	44..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1748	112.0	40.0	28.6	124.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1749	121.0	23..	16.7	106..	7.3	7..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1750	1..0	27.1	21.1	215..	69.9	38.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1751	100.0	56.3	36.0	-	-	-	220.0	89.8	47.3	-	-	-	-	-	-	-	-	-	-	-	-
1752	70.0	33..	24..	104..	0.0	0..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1753	115.0	62.7	38.5	193.0	25.7	22.3	244..	0..	0..	-	-	-	-	-	-	-	-	-	-	-	-
1754	122..	41.9	29.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	0.0	76.0	43.3	40..	-64.0	*****	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	117.0	95.0	39.7	148.0	91.0	34..	340.0	82.5	49.2	-	-	-	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	114..	0..	0..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1760	76..	77.3	43.6	186..	84.3	44.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1761	1..0	76.2	43.2	219..	45.0	31.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1762	124.0	33.0	25.0	203.2	58.4	39.6	317.0	73.4	42.3	-	-	-	-	-	-	-	-	-	-	-	-
1763	140.7	71.9	41.9	2..0	81.8	45..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1764	1..0	66.7	40.0	185.3	1..8	14.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1765	132..	68.9	40.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	144.7	77.0	43.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	-	-	320.0	42.7	24.7	-	-	-	-	-	-	-	-	-	-	-	-
1768	12..0	87.5	46.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	6..	25..	21..	192.	58.7	37.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1770	132.0	72.7	42.1	180..	57.9	36.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1771	1..7	85.2	46..	21..0	59.3	34..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1772	112.0	67.9	41.2	160..	30.4	26..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	169.0	41..	29.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1774	1..0	69..	41.1	183.8	46..	31.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	111..	58.3	36..	164..	57.7	34..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1777	122.0	24.5	19.7	1..0	63.2	38.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	70.0	40.0	28.6	220.0	23.0	18.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1779	-	-	-	246..	59.7	37.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1781	13..0	97.0	49.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	162..	8..0	44.4	1..0	20..	16.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1783	124.0	106.7	51.6	284..	77.5	43.7	-	-	-	-	-	-	434..	..0	..0	-	-	-	-	-	-
1784	-	-	-	246..	59.2	37.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1785	-	-	-	1..0	8..8	44.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.16.E - RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM REVAL TO AMSTERDAM

SHIP SIZES IN TONS	A 1 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	194.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	80.0	81.8	45.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	176.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	117.0	91.8	47.9	218.0	74.2	42.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	109.0	55.7	35.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	60.0	66.7	40.0	258.0	92.5	48.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	814.0	48.3	32.6	-	-	-	-	-	-
1802	134.0	97.1	49.3	246.0	64.0	39.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	166.0	132.4	51.6	228.0	46.2	31.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814[6]	160.0	28.2	20.8	146.0	32.7	24.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	89.0	36.9	27.0	189.5	30.2	23.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	158.5	3.7	3.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	170.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

TABLE II.16.F RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SHIP SIZES IN TONS	A			B			C			D			E			F			G		
		< - 10			101 - 2			201 - 300			301 - 400			401 - 500			501 - 6			600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1705	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1706	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1707	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1708		NO DATA AVAILABLE																			
1709	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1710	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1711	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1712	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1713	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1714	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1715	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1716		7 .	' .	.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1717		-	-	-	50.[illegible]	-56.[illegible]		-	-	-	-	-	-	-	-	-	-	-	-	-	-
1718		-	-	-	-	-	-	-	-	-	400.	13.6	12.0	-	-	-	-	-	-	-	-
1719		-	-	-	-	-	-	-	-	-	4.4.	14.8	12.9	436.[illegible]	[illegible]	[illegible]	-	-	-	-	-
1720		74.5	14.0	12.8	120.[illegible]	3.4	3.3	27[illegible]	1.5	1.5	428.	2.7	9.9	-	-	-	-	-	-	-	-
1721		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1722		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1723		-	-	-	-	-	-	-	-	-	406.5	7.8	7.3	472.[illegible]	12.4	11.[illegible]	-	-	-	-	-
1724		1[illegible]	4.2	4.[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1725		58.0	[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1726		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1727		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1728		94.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1729		-	-	-	-	-	-	232.[illegible]	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-
1730		98.0	69.[illegible]	4[illegible]	94.0	-24.2	-31.0	237.5	4.2	4.2	330.	3.1	3.0	-	-	-	-	-	-	-	-
1731		116.0	50.6	33.6	150.[illegible]	0.0	0.[illegible]	249.0	[illegible]	[illegible]	412.	.	.	-	-	-	-	-	-	-	-
1732		77.3	13.7	12.1	130.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1733		-	-	-	162.[illegible]	3.8	3.7	2[illegible]	[illegible]	.	-	-	-	-	-	-	-	-	-	-	-
1734		128.0	45.5	31.3	-	-	-	21[illegible]	0.[illegible]	[illegible]	-	-	-	-	-	-	-	-	-	-	-
1735		-	-	-	18[illegible]	-[illegible]	-[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1736		-	-	-	152.[illegible]	4.6	4.4	2[illegible]	.	.	-	-	-	-	-	-	-	-	-	-	-
1737		-	-	-	136.0	[illegible]	0.[illegible]	236.0	-4.5	-4.7	32[illegible]	[illegible]	[illegible]	-	-	-	-	-	-	-	-
1738		1[illegible]	32.2	24.3	130.[illegible]	2[illegible]	16.9	[illegible]	.	.	3[illegible]	9.1	[illegible]	-	-	-	-	-	-	-	-
1739		116.7	65.9	39.7	157.3	32.0	24.8	2[illegible]	2.0	2.0	325.[illegible]	1.4	1.4	-	-	-	-	-	-	-	-
1740		93.4	57.5	38.5	200.[illegible]	48.3	32.6	2[illegible]	[illegible]	[illegible]	325.	1.2	1.2	-	-	-	-	-	-	-	-
1741		83.9	53.[illegible]	34.6	324.[illegible]	107.7	51.[illegible]	274.5	.0	.0	334.	.	.	-	-	-	-	-	-	-	-
1742		98.0	0.0	0.[illegible]	198.0	[illegible]	[illegible]	24[illegible]	[illegible]	.	343.	[illegible]	.5	-	-	-	-	-	-	-	-
1743		-	-	-	140.[illegible]	[illegible]	[illegible]	224.3	[illegible]	0.[illegible]	450.5	1.6	1.6	-	-	-	-	-	-	-	-
1744		-	-	-	191.3	[illegible]	.	2[illegible]	[illegible]	[illegible]	336.5	1.5	1.5	4 [illegible]	.	.	-	-	-	-	-
1745		52.0	4.0	3.8	172.[illegible]	8.9	8.1	273.5	1.2	1.2	333.4	[illegible]	.4	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED:

TABLE II.16.F RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SHIP SIZES IN TONS	A			B			C			D			E			F			G		
	- 100			101 - 200			201 - 300			301 - 400			401 - 500			501 - 600			600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1746	[illegible]	8.2	7.6	-	-	-	274.0	0.0	.0	383.0	6.0	5.7	-	-	-	-	-	-	-	-	-
1747	79.7	0.0	.0	-	-	-	23 .	.	.	329.1	1.5	1.5	4.8.	.	.	-	-	-	-	-	-
1748	111.0	14.4	12.6	-	-	-	278.3	.0	.0	333.8	1.2	1.2	-	-	-	-	-	-	-	-	-
1749	[illegible]	.	.	166.5	.0	.	257.8	-1.5	-1.5	332.1	1.2	1.1	-	-	-	-	-	-	-	-	-
1750	93.0	0.0	.0	112.0	.0	0.	234.7	.4	.4	33 .5	.	.	-	-	-	-	-	-	-	-	-
1751	-	-	-	130.7	0.0	0.0	278.7	0.0	0.0	328.8	1.2	1.2	-	-	-	-	-	-	-	-	-
1752	-	-	-	124.7	-1.1	-1.1	262.0	0.	.0	337.2	.3	.3	-	-	-	-	-	-	-	-	-
1753	. .0	21.2	17.5	-	-	-	-	-	-	348.5	.	.0	-	-	-	-	-	-	-	-	-
1754	1 4.8	39.7	28.4	171.	8.9	8.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	122.8	74.4	42.7	160.	4 .4	29.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1756	1 .0	335.6	78.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1757	74..	.	.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1759	93.1	22.1	18.1	113.2	.0	.	249.3	.0	.0	348.6	1.2	1.1	-	-	-	-	-	-	-	-	-
1760	12 .	43.8	3 .5	13 .	.	.	256.	.	.0	-	-	-	414.2	0.0	0.0	-	-	-	-	-	-
1761	143.7	68.1	41.8	172.	6 .7	37.8	353.	4 .6	21.1	-	-	-	-	-	-	-	-	-	-	-	-
1762	165.0	66.7	40.0	185.6	62.8	38.6	376.5	63.7	38.0	352.0	1.7	1.7	-	-	-	-	-	-	-	-	-
1763	-	-	-	144.3	15.6	13.1	294.4	8.9	8.2	332.	.0	0.0	-	-	-	-	-	-	-	-	-
1764	138.0	39.4	28.3	152.0	23.0	18.7	22 .	.	.	-	-	-	-	-	-	-	-	-	-	-	-
1765	12 .	36.4	26.7	166.	14.8	12.3	220.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1766	138.	45.7	31.4	131.	.	.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	174.2	79.4	44.3	182.	20.4	17.	236.8	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1768	162.8	85.	45.2	174.4	29.9	23.	-	-	-	39.	54.9	35.5	-	-	-	-	-	-	-	-	-
1769	132.7	44.7	3 .9	177.5	24.9	19.9	28 .8	3 .8	23.8	-	-	-	58 .	41.5	29.3	-	-	-	-	-	-
1770	172.3	78.8	44.1	194.7	37.1	27.1	113.3	31.7	24.2	373.	7.4	6.6	56 .	36.8	26.9	-	-	-	-	-	-
1771	164.2	1 .2	51.4	191.2	62.8	38.6	332.6	38.7	27.9	-	-	-	678.2	63.4	38.8	-	-	-	-	-	-
1772	135.4	54.9	35.4	2 7.1	5 .6	3 .8	346.	4 .1	24.6	6 ..	5 .	33.3	33 .	14.1	24.5	-	-	-	-	-	-
1773	133.2	63.1	38.7	162.3	36.3	26.6	312.1	23.1	22.6	426.7	20.8	17.2	469.	12.6	9.6	-	-	-	-	-	-
1774	193.1	112.5	52.9	197.4	35.6	35.7	337.	38.8	37.	419.	31.5	23.9	621.	44.4	31.8	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	154.3	63.9	39.	213.8	58.3	36.8	421.3	38.8	37.	386.2	31.8	34.1	612.3	34.3	3 .3	-	-	-	-	-	-
1777	166.5	83.3	45.5	215.8	6 .5	37.7	4 2.1	53.4	37.3	334.	27.9	21.8	388.7	36.9	27.	-	-	-	-	-	-
1778	135.0	42.1	29.6	226.5	69.4	41.	346.7	45.7	31.3	616.6	71.1	44.2	792.9	67.3	4 .4	-	-	-	-	-	-
1779	136.	112.5	52.9	222.9	7 .2	41.2	42 .	41.3	38.1	-	-	-	7 4.7	77.4	43.6	-	-	-	-	-	-
1780	1 .0	86.3	46.2	214.3	77.1	43.5	236.	13.8	12.2	-	-	-	5 3..	10.7	14.3	-	-	-	-	-	-
1781	-	-	-	206.3	53.5	34.	-	-	-	538.1	56.7	4 .0	-	-	-	-	-	-	-	-	-
1782	177.	90.3	47.5	191.	63.	4 .4	4 2.	37.7	36.5	474.	21.5	17.7	-	-	-	-	-	-	-	-	-
1783	130.6	64.8	39.3	215.1	51.0	34.4	235.3	4.1	4.	33 .	.	.	44 .	.4	.4	-	-	-	-	-	-
1784	-	-	-	218.0	51.5	34.9	314.6	36.5	26.8	-	-	-	37 ..	22.3	22.5	-	-	-	-	-	-
1785	-	-	-	206.3	52.1	34.2	373.3	49.7	33.2	419.	6.9	5.4	442.	.	.	-	-	-	-	-	-
1786	-	-	-	152.0	13.1	11.5	27 .0	0.0	.0	338.	2.4	2.4	-	-	-	-	-	-	-	-	-

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CONTINUED:

TABLE II.16.F RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM ESTONIA TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1787	131.0	60.7	33.7	145.3	20.8	17.2	-	-	-	-	-	-	478.0	16.6	14.2	-	-	-	-	-	-
1788	98.0	7.7	7.1	-	-	-	274.0	13.2	11.7	-	-	-	-	-	-	-	-	-	-	-	-
1789	131.0	44.0	30.5	167.1	18.4	15.5	254.0	0.0	0.0	378.0	2.2	2.1	466.0	9.9	9.0	-	-	-	-	-	-
1790	90.6	19.6	16.4	202.5	18.8	15.8	273.0	7.9	7.3	-	-	-	-	-	-	-	-	-	-	-	-
1791 [13]	92.5	37.0	27.0	156.3	26.3	20.8	-	-	-	336.0	1.2	1.2	-	-	-	-	-	-	-	-	-
1792	98.0	0.0	0.0	159.5	19.5	16.3	251.0	4.1	4.0	-	-	-	506.0	18.8	15.8	-	-	-	-	-	-
1793	120.0	66.7	40.0	172.0	17.8	15.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	254.0	53.0	34.6	317.0	13.6	12.0	-	-	-	428.0	1.9	1.9	-	-	-	-	-	-
1795 [13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	120.5	53.5	34.9	188.7	28.1	21.9	344.0	28.4	22.1	-	-	-	-	-	-	-	-	-	-	-	-
1797	111.0	109.4	52.3	178.0	69.2	40.9	382.0	79.2	44.2	442.0	33.9	25.3	-	-	-	-	-	-	-	-	-
1798	131.3	99.0	49.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	124.0	108.7	51.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	82.0	115.8	53.7	149.0	12.0	10.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	322.0	35.3	26.1	-	-	-	-	-	-	-	-	-	-	-	-
1802	151.0	81.9	45.0	213.5	48.8	32.8	428.0	84.5	45.8	-	-	-	-	-	-	-	-	-	-	-	-
1803	117.6	79.5	44.3	232.7	90.7	47.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	-	-	-	211.3	69.5	41.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	202.0	124.4	55.4	196.6	48.3	32.6	342.0	44.9	31.0	-	-	-	-	-	-	-	-	-	-	-	-
1806	136.0	100.0	50.0	201.3	52.8	34.4	260.0	22.8	18.5	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808 [17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814 [6]	-	-	-	182.0	65.5	39.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	254.0	81.4	44.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	260.0	62.5	38.5	350.0	69.9	41.1	-	-	-	-	-	-	-	-	-	-	-	-
1817	141.0	58.9	37.1	136.0	15.3	13.2	267.0	16.6	14.2	420.0	19.3	16.2	-	-	-	-	-	-	-	-	-
1818	122.0	41.9	29.5	118.0	-7.8	-8.5	-	-	-	580.0	52.6	34.5	-	-	-	-	-	-	-	-	-
1819	-	-	-	191.5	43.4	30.3	372.0	50.0	33.3	-	-	-	644.0	57.8	36.6	-	-	-	-	-	-
1820	-	-	-	188.0	42.4	29.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1821	122.0	45.2	31.1	260.0	44.4	30.8	336.0	37.7	27.4	-	-	-	-	-	-	-	-	-	-	-	-
1822	96.0	22.9	18.6	142.0	34.0	25.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823 [19]	100.0	25.0	20.0	-	-	-	266.0	9.9	9.0	-	-	-	-	-	-	-	-	-	-	-	-
1824	70.0	0.0	0.0	193.3	8.2	7.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825 [20]	84.0	10.3	9.4	180.0	12.5	11.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

TABLE II.16.G RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM

SHIP SIZES IN TONS	A 1 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1744	-	-	-	-	-	-	232.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1745	74.0	17.6	27.0	-	-	-	261.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1746	-	-	-	-	-	-	244.0	3.1	3.0	336.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1747	72.0	35.3	29.0	198.0	8.8	0.1	261.3	0.0	0.0	362.7	0.0	0.3	-	-	-	-	-	-	-	-	-
1748	68.0	36.0	26.7	156.0	25.8	0.0	272.0	0.0	0.0	352.0	0.0	0.0	448.0	0.0	0.0	-	-	-	-	-	-
1749	94.0	74.1	42.6	168.0	21.7	17.9	224.3	0.0	0.0	312.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1750	54.0	0.0	0.0	132.0	0.0	0.0	231.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1751	110.0	51.2	39.8	-	-	-	238.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	149.5	9.7	7.0	232.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1753	-	-	-	163.0	9.8	9.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1754	83.0	18.4	17.5	147.3	8.3	7.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1755	82.0	8.0	8.7	115.0	0.0	0.0	232.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	155.3	8.4	7.7	242.0	3.1	3.0	366.0	9.0	0.0	-	-	-	-	-	-	-	-	-
1757	108.3	12.0	11.4	-	-	-	-	-	-	338.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1758	84.0	8.0	8.1	164.1	47.4	31.7	232.0	0.0	0.0	342.0	0.1	4.8	-	-	-	-	-	-	-	-	-
1759	-	-	-	140.0	22.8	18.0	248.7	3.3	3.0	332.0	0.1	0.3	-	-	-	-	-	-	-	-	-
1760	88.0	44.8	31.0	-	-	-	339.3	27.0	21.8	341.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1761	-	-	-	170.0	0.0	0.0	-	-	-	354.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1762	-	-	-	172.0	0.0	0.0	234.0	0.0	0.0	371.3	0.1	5.8	416.0	0.0	0.0	-	-	-	-	-	-
1763	-	-	-	168.7	6.3	5.0	232.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1764	-	-	-	151.0	0.0	0.0	252.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1765	-	-	-	230.0	35.3	20.1	224.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1766	98.3	0.0	0.0	182.7	0.0	0.0	232.0	0.0	0.0	390.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1767	-	-	-	172.0	15.3	13.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	159.3	3.0	0.0	224.0	3.7	3.0	378.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1769	-	-	-	164.0	9.3	9.3	232.5	3.7	3.7	-	-	-	-	-	-	-	-	-	-	-	-
1770	-	-	-	170.0	0.0	0.0	242.3	7.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	170.0	0.0	0.0	271.0	16.3	14.0	-	-	-	-	-	-	-	-	-	-	-	-
1772	-	-	-	138.0	0.0	0.0	216.0	0.0	0.0	324.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1773	-	-	-	156.7	0.0	0.0	-	-	-	372.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1774	94.0	0.0	0.0	161.0	0.0	0.0	216.0	0.0	0.0	-	-	-	432.0	0.0	0.0	-	-	-	-	-	-
1775	NO DATA AVAILABLE																				
1776	-	-	-	151.0	0.0	0.0	239.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1777	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1778	-	-	-	-	-	-	-	-	-	-	-	-	448.0	0.0	0.0	-	-	-	-	-	-
1779	84.0	0.0	0.0	149.3	0.0	0.0	226.0	0.0	0.0	-	-	-	448.0	0.0	0.0	-	-	-	-	-	-
1780	-	-	-	204.7	21.3	17.0	-	-	-	-	-	-	441.3	0.3	0.3	-	-	-	-	-	-
1781	100.0	0.0	0.0	168.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1782	-	-	-	145.0	0.0	0.0	224.0	0.0	0.0	350.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1783	-	-	-	216.0	29.4	22.7	23.0	0.0	0.0	324.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1784	-	-	-	151.3	0.9	0.9	224.7	0.0	0.0	-	-	-	4.0	0.0	0.0	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

CONTINUED

TABLE II.16.G RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM FREDERIKSHAMN TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1785	-	-	-	157.7	0.8	0.8	242.8	0.0	0.0	330.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1786	-	-	-	156.0	2.6	2.6	234.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1787	-	-	-	157.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1788	-	-	-	123.3	0.0	0.0	274.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-	-	364.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1791[13]	-	-	-	146.3	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1792	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	160.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	115.0	1.8	1.7	220.7	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1795[13]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	119.0	0.0	0.0	222.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
1797	-	-	-	142.7	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	156.0	53.1	34.7	152.0	8.6	7.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	186.0	0.0	0.0	324.0	49.1	32.9	-	-	-	-	-	-	-	-	-	-	-	-
1802	-	-	-	186.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	112.0	40.0	28.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	72.0	0.0	0.0	256.0	48.0	29.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	192.0	172.2	64.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814[6]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816[18]	-	-	-	-	-	-	274.0	33.0	24.8	-	-	-	610.0	33.9	29.1	-	-	-	-	-	-
1817	130.0	13.3	11.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	-	-	-	-	-	-	-	-	-	-	-	-	410.0	0.0	0.0	-	-	-	-	-	-
1821	-	-	-	212.0	9.2	7.5	-	-	-	-	-	-	-	-	-	52.0	0.0	0.0	-	-	-
1822	-	-	-	-	-	-	-	-	-	328.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1823[19]	-	-	-	-	-	-	296.0	1.6	1.6	324.0	0.0	0.0	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	281.0	0.7	0.7	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	-	-	-	-	-	-	216.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

TABLE II.16.H RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM COURLAND TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1796[14]	126.0	104.9	81.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1797	138.0	93.8	48.3	192.0	77.8	43.8	386.0	49.6	33.2	-	-	-	-	-	-	-	-	-	-	-	-
1798	137.0	132.2	66.9	184.0	76.9	43.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800	112.0	100.0	80.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1802	120.0	78.5	43.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804	116.0	46.3	31.6	214.0	89.8	41.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1805	118.0	103.4	50.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1806	-	-	-	214.0	94.8	48.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1807	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1808[17]	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814[5]	148.3	81.7	48.0	186.5	37.0	27.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	96.0	100.0	50.0	168.5	37.6	27.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1816	-	-	-	180.4	38.8	27.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1817	87.3	6.3	5.9	181.7	3.9	3.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	108.0	42.1	29.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1820	107.3	47.7	32.3	-	-	-	232.0	5.5	5.2	-	-	-	-	-	-	-	-	-	-	-	-
1821	-	-	-	138.0	3.8	3.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1822	-	-	-	180.0	19.0	16.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1823[19]	60.0	36.4	26.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1825[20]	74.0	5.7	5.4	184.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II = PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III = PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

Notes to Tables III and Graphs III

1717 [1]Data available for January through March only.

1725 [2]Data available for January through July only.

1726 [3]Data for 1726 available for October through December only and listed as "1726 in 1727" with the 1727 D.M.H. Galjootsgeldregisters.

1779 [4]Includes one ship from Onega listed in the D.O.H. instead of the D.M.H. Galjootsgeldregisters that year.

1797 [5]D.M.H. Galjootsgeldregisters for 1797 - 1813 missing. Note in folios by N. de Roevereit, Adjunct Archivist, G.A.A. 1881 states, "Nothing found in chest." (G.A.A., PA6/62.)

1814 [6]Not able to ascertain whether data for 1814 complete or not.

1823 [7]Data available only for January through March. Missive of 26 March, 1823 terminates the collection of Galjootsgeld by the D.M.H. (G.A.A., PA6/62).

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1717	ARCHANGEL[1]	3	4	1	-	-	-	-	-	-	-	-	-	8
	TOTAL	3	4	1	-	-	-	-	-	-	-	-	-	8
1718	ARCHANGEL	-	-	12	11	2	4	6	-	-	2	1	3	51
	TOTAL	-	-	12	11	2	4	6	-	-	2	1	3	51
1719	ARCHANGEL	1	5	4	4	2	5	2	-	1	2	4	4	34
	TOTAL	1	5	4	4	2	5	2	-	1	2	4	4	34
1720	ARCHANGEL	8	5	2	1	2	-	-	-	-	2	2	14	44
	TOTAL	8	5	2	1	2	-	-	-	-	2	2	14	44
1721	ARCHANGEL	7	8	-	1	5	-	-	-	-	4	-	4	29
	TOTAL	7	8	-	1	5	-	-	-	-	4	-	4	29
1722	ARCHANGEL	5	5	2	3	2	1	1	-	-	-	-	3	22
	TOTAL	5	5	2	3	2	1	1	-	-	-	-	3	22
1723	ARCHANGEL	2	6	5	3	1	3	-	-	1	-	1	4	26
	TOTAL	2	6	5	3	1	3	-	-	1	-	1	4	26
1724	ARCHANGEL	7	5	1	1	1	1	1	-	1	8	-	-	26
	TOTAL	7	5	1	1	1	1	1	-	1	8	-	-	26
1725	ARCHANGEL[2]	1	-	1	1	-	-	1	-	-	-	-	-	4
	TOTAL	1	-	1	1	-	-	1	-	-	-	-	-	4
1726	ARCHANGEL[3]	4	1	1	-	-	-	-	-	4	3	3	5	21
	TOTAL	4	1	1	-	-	-	-	-	4	3	3	5	21
1727	ARCHANGEL	-	1	-	1	1	-	-	1	-	1	2	6	13
	TOTAL	-	1	-	1	1	-	-	1	-	1	2	6	13
1728	ARCHANGEL	3	2	-	-	2	-	-	-	-	4	2	-	13
	TOTAL	3	2	-	-	2	-	-	-	-	4	2	-	13
1729	ARCHANGEL	-	1	0	3	1	-	-	-	1	1	3	1	17
	TOTAL	-	1	0	3	1	-	-	-	1	1	3	1	17

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1730	ARCHANGEL	4	1	-	1	3	2	-	-	1	-	-	-	12
	TOTAL	4	1	-	1	3	2	-	-	1	-	-	-	12
1731	ARCHANGEL	2	1	5	5	-	1	-	-	-	1	-	-	15
	TOTAL	2	1	5	5	-	1	-	-	-	1	-	-	15
1732	ARCHANGEL	1	-	4	1	2	-	-	2	4	-	1	1	16
	TOTAL	1	-	4	1	2	-	-	2	4	-	1	1	16
1733	ARCHANGEL	2	-	4	5	-	2	1	-	-	3	1	1	20
	TOTAL	2	-	4	5	-	2	1	-	-	3	1	1	20
1734	ARCHANGEL	-	-	1	1	-	-	-	9	5	3	2	7	28
	TOTAL	-	-	1	1	-	-	-	9	5	3	2	7	28
1735	ARCHANGEL	1	3	1	1	3	-	-	-	-	4	3	4	20
	TOTAL	1	3	1	1	3	-	-	-	-	4	3	4	20
1736	ARCHANGEL	-	4	2	1	3	5	3	-	-	2	3	-	20
	TOTAL	-	4	2	1	3	2	3	-	-	2	3	-	20
1737	ARCHANGEL	-	-	-	3	3	-	-	1	1	3	-	2	16
	TOTAL	-	-	-	3	3	-	-	1	1	3	-	2	16
1738	ARCHANGEL	-	-	-	6	2	-	-	-	4	4	2	1	19
	TOTAL	-	-	-	6	2	-	-	-	4	4	2	1	19
1739	ARCHANGEL	-	2	3	6	3	-	-	-	2	7	5	1	31
	TOTAL	-	2	3	6	3	-	-	-	2	7	5	1	31
1740	ARCHANGEL	1	-	1	6	2	-	-	-	13	7	12	11	53
	TOTAL	1	-	1	6	2	-	-	-	13	7	12	11	53
1741	ARCHANGEL	4	-	5	6	1	-	-	2	7	14	6	9	54
	TOTAL	4	-	5	6	1	-	-	2	7	14	6	9	54
1742	ARCHANGEL	-	8	2	7	3	1	-	-	3	3	4	-	35
	TOTAL	-	8	2	7	3	1	-	-	3	3	4	-	35

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1743	ARCHANGEL	---	--3	--3	--1	--4	--1	--1	---	--3	--2	--3	--1	--22
	TOTAL	---	--3	--3	--1	--4	--1	--1	---	--3	--2	--3	--1	--22
1744	ARCHANGEL	--1	---	--3	--4	--3	--5	--2	---	---	---	--1	--5	--24
	TOTAL	--1	---	--3	--4	--3	--5	--2	---	---	---	--1	--5	--24
1745	ARCHANGEL	--4	---	--2	---	--5	---	--2	---	---	---	---	---	--13
	TOTAL	--4	---	--2	---	--5	---	--2	---	---	---	---	---	--13
1746	ARCHANGEL	---	---	--6	--3	--4	--2	---	---	---	---	---	--2	--17
	TOTAL	---	---	--6	--3	--4	--2	---	---	---	---	---	--2	--17
1747	ARCHANGEL	--1	--3	--4	--2	--3	---	---	---	---	--2	--2	---	--21
	TOTAL	--3	--3	--4	--2	--3	---	---	---	---	--2	--2	---	--21
1748	ARCHANGEL	--2	--1	---	--1	--3	--1	--2	---	---	---	---	--2	--12
	TOTAL	--2	--1	---	--1	--3	--1	--2	---	---	---	---	--2	--12
1749	ARCHANGEL	--1	--2	--4	--2	--2	---	---	---	---	--1	--2	--4	--18
	TOTAL	--1	--2	--4	--2	--2	---	---	---	---	--1	--2	--4	--18
1750	ARCHANGEL	---	--1	--3	--1	--3	--1	--1	---	--13	--2	--3	--6	--34
	TOTAL	---	--1	--3	--1	--3	--1	--1	---	--13	--2	--3	--6	--34
1751	ARCHANGEL	---	---	---	--2	--2	--1	---	---	--1	--1	--2	---	--9
	TOTAL	---	---	---	--2	--2	--1	---	---	--1	--1	--2	---	--9
1752	ARCHANGEL	---	--2	--3	--2	--2	---	---	--2	--2	--10	--6	--1	--30
	TOTAL	---	--2	--3	--2	--2	---	---	--2	--2	--10	--6	--1	--30
1753	ARCHANGEL	---	--1	--2	--4	--5	---	---	---	--5	--5	--4	---	--26
	TOTAL	---	--1	--2	--4	--5	---	---	---	--5	--5	--4	---	--26
1754	ARCHANGEL	--2	---	--1	--1	--2	--1	---	--2	--3	--2	--3	--2	--19
	TOTAL	--2	---	--1	--1	--2	--1	---	--2	--3	--2	--3	--2	--19
1755	ARCHANGEL	1	-	2	5	5	1	-	1	5	1	4	2	27
	KOLA	---	---	--1	---	---	---	---	---	---	---	--1	---	--2
	TOTAL	--1	---	--3	--5	--5	--1	---	--1	--5	--1	--5	--2	--29

SOURCE: GAA. PA 6/58-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1756	ARCHANGEL	4	1	-	4	3	-	-	-	3	3	1	4	23
	KOLA	-	-	-	-	-	-	-	-	1	-	1	2	4
	ONEGA	-	-	-	-	-	-	-	-	3	2	4	2	11
	OTHERS	-	-	1	-	-	-	-	1	-	-	-	-	2
	TOTAL	4	1	1	4	3	-	-	1	7	5	6	8	40
1757	ARCHANGEL	1	-	3	2	8	-	-	-	3	8	10	2	37
	KOLA	-	-	1	2	-	-	-	-	2	-	-	-	5
	ONEGA	-	-	1	-	2	-	-	-	5	4	-	-	12
	OTHERS	-	-	-	-	-	-	-	-	-	-	-	1	1
	TOTAL	1	-	5	4	10	-	-	-	10	12	10	3	55
1758	ARCHANGEL	-	-	-	3	2	1	-	1	5	5	7	2	26
	KOLA	-	-	1	-	-	-	-	-	-	-	-	-	1
	ONEGA	-	-	1	-	2	-	-	-	1	-	1	-	5
	TOTAL	-	-	2	3	4	1	-	1	6	5	8	2	32
1759	ARCHANGEL	2	-	1	2	1	-	-	-	-	5	4	3	18
	KOLA	-	-	1	-	-	-	-	-	2	-	-	-	3
	ONEGA	-	-	3	-	-	-	-	-	-	-	-	-	3
	TOTAL	2	-	5	2	1	-	-	-	2	5	4	3	24
1760	ARCHANGEL	-	1	3	3	2	-	-	-	-	1	1	6	17
	ONEGA	-	-	-	-	1	-	-	-	-	-	-	-	1
	TOTAL	-	1	3	3	3	-	-	-	-	1	1	6	18
1761	ARCHANGEL	5	-	2	4	-	-	-	-	1	6	6	-	24
	KOLA	-	-	-	1	-	-	-	-	-	-	-	-	1
	ONEGA	-	-	-	-	-	-	-	-	-	-	1	-	1
	TOTAL	5	-	2	5	-	-	-	-	1	6	7	-	26
1762	ARCHANGEL	-	3	3	3	1	-	-	-	1	1	2	1	15
	KOLA	1	-	-	-	-	-	-	-	-	-	-	-	1
	ONEGA	-	-	-	-	1	-	-	-	-	-	-	-	1
	OTHERS	-	-	-	-	1	-	-	-	-	-	2	-	3
	TOTAL	1	3	3	3	3	-	-	-	1	1	4	1	20
1763	ARCHANGEL	-	-	4	2	2	1	-	-	-	3	4	11	27
	ONEGA	-	-	-	1	3	-	-	-	-	-	-	-	4
	TOTAL	-	-	4	3	5	1	-	-	-	3	4	11	31

SOURCE: GAA, PA 6/58-62

CONTINUED→

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1760	ARCHANGEL	4	4	2	1	3	-	-	-	-	2	7	9	32
	ONEGA	-	-	-	2	1	1	1	-	-	-	-	-	5
	TOTAL	4	4	2	3	4	1	1	-	-	2	7	9	37
1761	ARCHANGEL	1	-	1	1	-	-	-	-	1	-	5	9	18
	ONEGA	-	-	-	1	-	1	-	-	-	3	-	1	4
	TOTAL	1	-	1	2	-	1	-	-	1	1	5	10	22
1762	ARCHANGEL	3	3	1	4	3	2	-	-	1	5	6	1	29
	ONEGA	-	-	-	1	-	-	-	-	-	2	3	2	8
	TOTAL	3	3	1	5	3	2	-	-	1	7	9	3	37
1763	ARCHANGEL	6	4	1	2	-	-	-	-	3	2	4	3	25
	ONEGA	-	-	-	-	2	-	-	-	-	-	-	-	2
	TOTAL	6	4	1	2	2	-	-	-	3	2	4	3	27
1764	ARCHANGEL	-	2	6	4	6	4	-	-	-	5	5	-	32
	ONEGA	-	-	1	3	4	-	-	-	-	-	-	-	8
	TOTAL	-	2	7	7	10	4	-	-	-	5	5	-	40
1765	ARCHANGEL	9	1	1	3	2	-	-	-	3	3	10	4	36
	ONEGA	-	-	-	-	-	-	-	-	-	-	-	1	1
	TOTAL	9	1	1	3	2	-	-	-	3	3	10	5	37
1770	ARCHANGEL	1	2	1	-	1	-	-	-	-	3	9	11	28
	TOTAL	1	2	1	-	1	-	-	-	-	3	9	11	28
1771	ARCHANGEL	1	-	1	2	1	-	-	-	2	10	5	20	42
	TOTAL	1	-	1	2	1	-	-	-	2	10	5	20	42
1772	ARCHANGEL	2	1	1	3	5	1	-	-	2	10	8	14	47
	TOTAL	2	1	1	3	5	1	-	-	2	10	8	14	47
1773	ARCHANGEL	6	1	2	1	8	-	-	-	2	11	10	2	50
	TOTAL	6	1	2	1	8	-	-	-	2	11	10	2	50
1774	ARCHANGEL	10	2	3	5	5	3	-	-	2	7	13	3	53
	TOTAL	10	2	3	5	5	3	-	-	2	7	13	3	53

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1728	ARCHANGEL	3	-	3	8	-	-	-	-	3	16	7	7	47
	TOTAL	3	-	3	8	-	-	-	-	3	16	7	7	47
1729	ARCHANGEL	2	1	1	8	3	-	-	-	8	15	11	1	50
	TOTAL	2	1	1	2	3	-	-	-	8	15	11	1	44
1730	ARCHANGEL	1	1	2	3	6	-	-	-	-	1	8	10	31
	TOTAL	1	1	2	3	6	-	-	-	-	1	8	10	31
1731	ARCHANGEL	3	2	5	1	3	-	-	1	1	12	20	-	50
	TOTAL	3	2	5	1	3	-	-	1	1	12	20	-	50
1732	ARCHANGEL	1	5	4	-	1	1	-	-	-	3	3	2	20
	OMEGA	-	-	-	-	-	-	-	-	-	-	1	-	1
	TOTAL	1	5	4	-	1	1	-	-	-	3	4	2	21
1733	ARCHANGEL	2	-	4	1	4	-	1	-	-	-	12	8	32
	TOTAL	2	-	4	1	4	-	1	-	-	-	12	8	32
1734	ARCHANGEL	3	1	3	2	-	1	1	-	-	7	7	1	26
	TOTAL	3	1	3	2	-	1	1	-	-	7	7	1	26
1735	ARCHANGEL	1	1	3	3	3	-	-	-	1	9	9	1	27
	TOTAL	1	1	3	3	3	-	-	-	1	9	9	1	27
1736	ARCHANGEL	3	2	1	1	4	2	-	3	3	-	6	4	31
	TOTAL	3	2	1	1	4	2	-	3	3	-	6	4	31
1737	ARCHANGEL	-	-	3	5	4	2	-	-	-	9	7	3	29
	TOTAL	-	-	3	5	4	2	-	-	-	9	7	3	29
1738	ARCHANGEL	-	1	2	-	5	1	-	1	2	3	3	2	20
	TOTAL	-	1	2	-	5	1	-	1	2	3	3	2	20
1739	ARCHANGEL	-	-	1	-	3	-	-	2	1	1	11	6	25
	TOTAL	-	-	1	-	3	-	-	2	1	1	11	6	25
1740	ARCHANGEL	1	1	1	2	3	1	-	-	8	3	12	1	33
	TOTAL	1	1	1	2	3	1	-	-	8	3	12	1	33

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1788	ARCHANGEL	2	-	-	5	8	-	-	-	7	4	0	2	38
	TOTAL	2	-	-	5	8	-	-	-	7	4	0	2	38
1789	ARCHANGEL	1	2	1	1	-	1	-	1	1	10	11	0	37
	TOTAL	1	2	1	1	-	1	-	1	1	10	11	0	37
1790	ARCHANGEL	5	2	-	3	1	1	-	-	3	3	0	1	37
	TOTAL	5	2	-	3	1	1	-	-	3	3	0	1	37
1791	ARCHANGEL	3	-	3	-	1	-	-	-	1	4	3	0	20
	TOTAL	3	-	3	-	1	-	-	-	1	4	3	0	20
1792	ARCHANGEL	2	2	1	-	-	1	-	-	2	0	0	0	22
	TOTAL	2	2	1	-	-	1	-	-	2	0	0	0	22
1793	ARCHANGEL	-	1	1	1	-	1	-	-	1	4	2	3	14
	TOTAL	-	1	1	1	-	1	-	-	1	4	2	3	14
1794	ARCHANGEL	3	1	-	3	-	1	1	-	7	7	0	2	34
	TOTAL	3	1	-	3	-	1	1	-	7	7	0	2	34
1795	ARCHANGEL	-	1	1	2	-	-	-	-	3	3	-	-	10
	TOTAL	-	1	1	2	-	-	-	-	3	3	-	-	10
1796	ARCHANGEL	-	-	-	-	-	-	-	-	-	5	0	2	12
	TOTAL	-	-	-	-	-	-	-	-	-	5	0	2	12
1797	NO DATA AVAILABLE													
1798	NO DATA AVAILABLE													
1799	NO DATA AVAILABLE													
1800	NO DATA AVAILABLE													
1801	NO DATA AVAILABLE													
1802	NO DATA AVAILABLE													
1803	NO DATA AVAILABLE													
1804	NO DATA AVAILABLE													
1805	NO DATA AVAILABLE													
1806	NO DATA AVAILABLE													
1807	NO DATA AVAILABLE													

SOURCE: GAA, PA 6/54-62

CONTINUED:

TABLE III.1 SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

NUMBER OF SHIPS

YEAR	PORTS OF DEPARTURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1808		NO DATA AVAILABLE												
1809		NO DATA AVAILABLE												
1810		NO DATA AVAILABLE												
1811		NO DATA AVAILABLE												
1812		NO DATA AVAILABLE												
1813		NO DATA AVAILABLE												
1814	ARCHANGEL [6]	---	---	---	---	---	---	---	---	---	2	1	3	6
	TOTAL	---	---	---	---	---	---	---	---	---	2	1	3	6
1815	ARCHANGEL	---	2	---	1	---	1	---	---	1	5	8	9	27
	TOTAL	---	2	---	1	---	1	---	---	1	5	8	9	27
1816	ARCHANGEL	3	---	---	---	---	---	---	3	3	4	6	5	24
	TOTAL	3	---	---	---	---	---	---	3	3	4	6	5	24
1817	ARCHANGEL	3	3	---	---	---	---	---	1	22	25	13	6	73
	TOTAL	3	3	---	---	---	---	---	1	22	25	13	6	73
1818	ARCHANGEL	3	3	1	---	2	---	---	1	4	2	7	---	23
	TOTAL	3	3	1	---	2	---	---	1	4	2	7	---	23
1819	ARCHANGEL	2	---	2	---	---	---	---	---	---	5	3	---	12
	TOTAL	2	---	2	---	---	---	---	---	---	5	3	---	12
1820	ARCHANGEL	---	2	---	1	1	---	---	---	5	1	4	---	14
	TOTAL	---	2	---	1	1	---	---	---	5	1	4	---	14
1821	ARCHANGEL	---	---	---	---	2	---	---	---	3	3	2	4	14
	TOTAL	---	---	---	---	2	---	---	---	3	3	2	4	14
1822	ARCHANGEL	---	---	1	---	---	---	1	7	3	---	3	3	18
	TOTAL	---	---	1	---	---	---	1	7	3	---	3	3	18
1823	ARCHANGEL [7]	---	1	---	---	---	---	---	---	---	---	---	---	1
	TOTAL	---	1	---	---	---	---	---	---	---	---	---	---	1

SOURCE: GAA, PA 6/5P-62

TABLE III.1.A SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL BY PERCENTAGES

NUMBER OF SHIPS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1717 [6]	37	50	12	-	-	-	-	-	-	-	-	-
1718	-	-	23	21	17	7	11	-	-	5	1	9
1719	2	14	11	11	5	11	5	-	2	8	11	11
1720	18	11	4	2	20	-	-	-	-	6	4	31
1721	28	20	-	4	8	-	-	-	-	16	-	24
1722	22	22	9	13	9	4	4	-	-	-	-	13
1723	7	23	19	11	3	11	-	-	3	-	3	15
1724	35	25	5	5	5	5	5	-	5	10	-	-
1725 [2]	25	-	25	25	-	-	25	-	-	-	-	-
1726 [3]	19	4	4	-	-	-	-	-	19	14	14	23
1727	-	7	-	7	7	-	-	7	-	7	15	46
1728	23	15	-	-	15	-	-	-	-	30	15	-
1729	-	5	35	17	5	-	-	-	5	5	17	5
1730	32	8	-	8	25	16	-	-	8	-	-	-
1731	13	6	33	33	-	6	-	-	-	6	-	-
1732	6	-	25	6	12	-	-	12	25	-	6	6
1733	20	-	20	30	-	10	5	-	-	15	5	5
1734	-	-	3	3	-	-	-	32	17	10	7	25
1735	5	15	5	5	15	-	-	-	-	20	15	20
1736	-	20	10	5	15	10	15	-	-	10	15	-
1737	-	-	-	33	20	-	-	6	6	20	-	13
1738	-	-	-	31	10	-	-	-	21	21	10	8
1739	-	6	16	19	9	-	-	-	6	22	16	3
1740	1	-	1	10	3	-	-	-	21	11	31	18
1741	7	-	9	11	1	-	-	3	12	25	11	16
1742	-	22	5	20	14	2	-	-	8	14	11	-
1743	-	15	15	3	12	3	3	-	15	6	18	9
1744	4	-	12	16	12	20	8	-	-	-	4	24
1745	3	-	15	-	35	-	15	-	-	-	-	-
1746	-	-	31	26	21	10	-	-	-	-	-	10
1747	14	23	19	9	14	-	-	-	-	9	9	-
1748	23	5	-	5	27	5	11	-	-	-	-	11
1749	5	11	22	11	11	-	-	-	-	5	11	22
1750	-	2	8	2	8	2	2	-	38	5	8	17
1751	-	-	-	22	22	11	-	-	11	11	22	-
1752	-	6	10	6	6	-	-	6	6	33	20	3
1753	-	3	6	17	17	-	-	-	27	17	13	-
1754	7	-	7	3	7	3	-	7	10	7	17	32

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.1.A SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL BY PERCENTAGES

NUMBER OF SHIPS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1785	3	-	10	17	17	3	-	3	17	3	17	6
1786	10	2	2	10	7	-	-	2	17	12	15	20
1787	1	-	9	7	18	-	-	-	18	21	18	5
1788	-	-	6	9	12	3	-	3	18	15	25	6
1789	8	-	20	8	4	-	-	-	8	20	16	12
1790	-	5	16	16	16	-	-	-	-	5	5	33
1791	19	-	7	19	-	-	-	-	3	23	26	-
1792	5	16	16	16	16	-	-	-	5	5	11	5
1793	-	-	12	9	16	3	-	-	-	9	12	35
1794	10	10	5	6	10	2	2	-	-	5	18	24
1795	4	-	4	9	-	4	-	-	4	4	22	45
1796	8	8	2	13	8	5	-	-	2	18	24	8
1797	19	12	3	6	21	-	-	-	9	6	12	9
1798	-	5	17	17	25	10	-	-	-	12	12	-
1799	24	2	2	8	5	-	-	-	8	8	27	13
1800	3	7	3	-	3	-	-	-	-	10	32	39
1801	2	-	2	4	2	-	-	-	18	20	10	40
1802	3	1	1	4	7	1	-	-	14	30	12	22
1803	12	2	4	2	16	-	-	-	4	22	20	18
1804	18	3	5	4	9	5	-	-	3	13	24	5
1805	10	-	6	16	-	-	-	-	6	32	14	14
1806	4	2	2	4	8	-	-	-	18	14	25	2
1807	3	3	6	16	19	-	-	-	-	3	16	32
1808	5	3	9	1	5	-	-	1	1	22	48	-
1809	4	23	19	-	4	4	-	-	-	14	19	9
1810	6	-	12	3	12	-	3	-	-	-	17	25
1811	11	3	11	7	-	3	3	-	-	26	26	3
1812	3	3	11	11	11	-	-	-	3	33	18	3
1813	16	6	3	3	12	6	-	9	9	-	19	12
1814	-	-	10	17	13	6	-	-	-	17	24	10
1815	-	5	10	-	25	5	-	5	10	15	15	10
1816	-	-	4	-	12	-	-	8	4	4	44	24
1817	3	3	3	6	9	3	-	-	24	9	36	3
1818	5	-	-	14	14	-	-	-	20	17	22	5
1819	2	5	2	2	-	2	-	2	2	27	29	21
1820	18	7	-	11	3	3	-	-	11	11	29	3
1821	15	-	15	-	5	-	-	-	5	20	15	25
1822	6	6	3	-	-	3	-	-	6	20	31	20

SOURCE: GAA, PA 6758-62

CONTINUED:

TABLE III.1.A SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL BY PERCENTAGES

NUMBER OF SHIPS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1793	-	7	7	7	-	7	-	-	7	28	14	21
1794	8	2	-	8	-	2	2	-	20	20	26	5
1795	-	10	10	20	-	-	-	-	30	30	-	-
1796	-	-	-	-	-	-	-	-	-	38	46	15
1797 [5]		NO DATA AVAILABLE										
1798		NO DATA AVAILABLE										
1799		NO DATA AVAILABLE										
1800		NO DATA AVAILABLE										
1801		NO DATA AVAILABLE										
1802		NO DATA AVAILABLE										
1803		NO DATA AVAILABLE										
1804		NO DATA AVAILABLE										
1805		NO DATA AVAILABLE										
1806		NO DATA AVAILABLE										
1807		NO DATA AVAILABLE										
1808		NO DATA AVAILABLE										
1809		NO DATA AVAILABLE										
1810		NO DATA AVAILABLE										
1811		NO DATA AVAILABLE										
1812		NO DATA AVAILABLE										
1813		NO DATA AVAILABLE										
1814 [6]	-	-	-	-	-	-	-	-	-	33	16	50
1815	-	7	-	3	-	3	-	-	3	18	29	33
1816	12	-	-	-	-	-	-	12	12	16	26	20
1817	4	4	-	-	-	-	-	1	10	34	17	8
1818	13	13	4	-	8	-	-	4	17	8	30	-
1819	16	-	16	-	-	-	-	-	-	41	25	-
1820	-	14	-	7	7	-	-	-	35	7	28	-
1821	-	-	-	-	14	-	-	-	21	21	14	28
1822	-	-	5	-	-	-	5	18	16	-	16	16
1823 [7]	-	100	-	-	-	-	-	-	-	-	-	-

SOURCE : GAA. PA 6/58-62

TABLE III.2 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1717[1]	1	13	100	4	-	-	-	-	2	25	568	23	4	50	1430	57	1	13	420	17	-	-	-	-	-	-	-	-
1718	1	2	72	0	1	2	200	1	7	14	1960	10	24	47	9098	47	16	31	7046	36	2	4	1100	6	-	-	-	-
1719	2	6	188	1	1	3	160	1	2	6	892	5	16	47	6230	48	13	38	5752	45	-	-	-	-	-	-	-	-
1720	1	2	88	1	2	5	294	2	6	14	1608	10	24	55	9002	57	11	25	4770	30	-	-	-	-	-	-	-	-
1721	-	-	-	-	-	-	-	-	2	8	576	6	17	68	6420	67	6	24	2580	27	-	-	-	-	-	-	-	-
1722	-	-	-	-	1	5	136	2	1	5	300	4	16	73	6186	74	4	18	1708	21	-	-	-	-	-	-	-	-
1723	1	4	60	1	1	4	120	1	7	27	1904	21	13	50	5080	56	4	15	1830	20	-	-	-	-	-	-	-	-
1724	-	-	-	-	1	5	160	2	7	35	1984	29	9	45	3408	50	3	15	1320	19	-	-	-	-	-	-	-	-
1725[2]	-	-	-	-	-	-	-	-	2	50	620	38	1	25	400	30	1	25	432	32	-	-	-	-	-	-	-	-
1726[3]	-	-	-	-	2	10	268	4	4	19	1080	15	9	43	3104	43	5	24	2240	31	1	5	540	7	-	-	-	-
1727	-	-	-	-	3	23	450	12	6	46	1602	44	2	15	672	18	2	15	920	25	-	-	-	-	-	-	-	-
1728	1	8	84	3	2	15	240	8	8	62	2196	69	2	15	654	21	-	-	-	-	-	-	-	-	-	-	-	-
1729	1	6	84	2	-	-	-	-	10	59	2552	51	4	24	1392	28	1	6	424	9	1	6	510	10	-	-	-	-
1730	-	-	-	-	1	8	196	5	7	58	1884	52	2	17	658	18	2	17	904	25	-	-	-	-	-	-	-	-
1731	-	-	-	-	2	13	324	8	10	67	2594	66	3	20	992	25	-	-	-	-	-	-	-	-	-	-	-	-
1732	-	-	-	-	5	31	770	17	5	31	1384	31	4	25	1436	32	2	13	890	20	-	-	-	-	-	-	-	-
1733	1	5	72	1	-	-	-	-	3	15	786	10	8	40	2910	39	6	30	2696	36	2	10	1056	14	-	-	-	-
1734	-	-	-	-	1	4	178	2	10	36	2516	24	6	21	2236	22	7	25	3196	31	4	14	2246	22	-	-	-	-
1735	-	-	-	-	-	-	-	-	1	5	250	3	7	35	2562	29	9	45	4272	49	3	15	1640	19	-	-	-	-
1736	-	-	-	-	-	-	-	-	5	25	1358	16	3	15	1130	14	10	50	4704	57	2	10	1092	13	-	-	-	-
1737	-	-	-	-	-	-	-	-	2	13	568	9	5	33	1900	30	5	33	2340	36	3	20	1622	25	-	-	-	-
1738	-	-	-	-	2	11	364	6	7	37	1760	27	3	16	1070	16	5	26	2278	34	2	11	1140	17	-	-	-	-
1739	-	-	-	-	1	3	156	1	3	10	848	6	8	26	2752	21	14	45	6220	48	3	10	1786	13	2	6	1320	10
1740	2	3	138	1	11	18	1914	8	7	12	1952	9	13	22	4586	20	15	25	6802	30	7	12	3600	17	5	8	3408	15
1741	-	-	-	-	9	17	1394	7	10	19	2564	13	14	26	5018	25	14	26	6476	33	4	7	2184	11	3	6	2050	10
1742	1	3	72	1	4	11	724	6	9	26	2330	20	10	29	3494	30	9	26	4178	35	2	6	1026	9	-	-	-	-
1743	-	-	-	-	8	24	1366	15	12	36	3864	33	9	27	3100	33	3	9	1356	14	1	3	528	6	-	-	-	-
1744	-	-	-	-	6	24	1006	14	9	36	2442	35	10	40	3616	51	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	-	-	-	-	-	4	31	946	21	5	38	1776	39	4	31	1812	40	-	-	-	-	-	-	-	-
1746	-	-	-	-	-	-	-	-	6	32	1640	24	7	37	2424	36	6	32	2658	40	-	-	-	-	-	-	-	-
1747	-	-	-	-	1	5	190	3	8	38	2154	29	5	24	1864	25	5	24	2176	29	1	5	510	7	1	5	628	8
1748	-	-	-	-	1	6	200	3	2	11	556	8	9	50	3194	46	3	17	1364	20	3	17	1598	23	-	-	-	-
1749	-	-	-	-	1	6	138	2	4	22	1048	16	8	44	2840	43	3	17	1456	22	2	11	1070	16	-	-	-	-
1750	-	-	-	-	10	29	1632	17	10	29	2628	27	10	29	3538	37	4	12	1762	18	-	-	-	-	-	-	-	-
1751	-	-	-	-	1	11	190	5	-	-	-	-	4	44	1480	42	3	33	1332	38	1	11	548	15	-	-	-	-
1752	-	-	-	-	7	23	1218	12	4	13	1088	10	10	33	3622	34	4	13	1802	17	4	13	2280	21	1	3	610	6
1753	-	-	-	-	7	24	1232	13	5	17	1400	14	10	34	3512	36	2	7	838	9	4	14	2160	22	1	3	640	7
1754	-	-	-	-	-	-	-	-	3	11	712	6	12	43	4126	38	10	36	4494	41	3	11	1648	15	-	-	-	-
1755	-	-	-	-	4	14	514	5	5	17	1334	13	7	24	2420	23	12	41	5530	53	1	3	560	5	-	-	-	-
1756	-	-	-	-	2	5	264	2	2	5	544	3	19	47	6606	42	10	25	4406	28	6	15	3200	20	1	2	692	4
1757	-	-	-	-	3	5	412	2	1	2	296	1	28	51	10000	43	4	7	1738	7	13	24	6906	30	6	11	3954	17

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (## = 100%)

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.2 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A		B		C		D		E		F		G	
	C - 100		101 - 200		201 - 300		301 - 400		401 - 500		501 - 600		601 +	
YEAR	I II III IV		I II III IV		I II III IV		I II III IV		I II III IV		I II III IV		I II III IV	
1758	- - - -		6 19 886 7		- - - -		12 38 4412 35		7 22 3236 26.		4 13 2130 17		3 9 1944 15	
1759	- - - -		2 8 204 2		2 8 538 5		7 29 2664 24		3 13 1460 13		5 21 2682 24		5 21 3662 33	
1760	- - - -		- - - -		- - - -		4 22 1448 15		4 22 1810 19		6 33 3312 35		4 22 2868 30	
1761	- - - -		1 4 150 1		1 4 248 2		3 12 1102 8		9 35 3866 28		2 8 1108 8		10 38 7212 53	
1762	- - - -		1 6 152 2		1 6 220 2		1 6 344 4		5 28 2286 24		5 28 2752 29		5 28 3836 40	
1763	- - - -		2 6 304 2		1 3 280 2		10 32 3736 28		11 35 4778 36		4 13 2178 16		3 10 2100 16	
1764	- - - -		1 3 180 1		4 11 1114 8		4 11 1416 8		12 32 5520 30		7 19 3952 21		9 24 6414 34	
1765	- - - -		- - - -		1 5 220 2		5 23 1824 17		9 41 4050 39		5 23 2868 27		2 9 1504 14	
1766	- - - -		2 5 380 2		5 14 1236 8		11 30 3830 25		10 27 4406 29		5 14 2742 18		4 11 2834 18	
1767	- - - -		3 9 552 4		2 6 520 4		7 22 2576 18		10 31 4624 32		5 16 2796 20		5 16 3246 23	
1768	- - - -		- - - -		2 5 580 3		8 20 2988 13		8 20 3634 16		9 22 4974 22		13 32 10068 46	
1769	- - - -		1 3 200 1		3 8 740 4		6 16 2296 12		6 16 2628 13		12 32 6844 35		9 24 6890 35	
1770	- - - -		- - - -		1 4 240 2		3 11 1176 7		8 29 3758 24		7 25 3774 24		9 32 6804 43	
1771	- - - -		3 6 494 2		2 4 500 2		9 18 3132 13		16 33 7342 30		7 14 4010 17		12 24 8714 36	
1772	2 3 60 0		8 13 1420 6		14 22 3742 16		15 24 5432 23		11 17 4976 21		3 5 1552 6		10 16 6792 28	
1773	- - - -		2 4 328 2		11 22 3614 14		11 22 3900 18		10 20 4544 21		6 12 3376 15		10 20 6666 31	
1774	- - - -		2 4 372 1		4 8 1086 4		13 25 4730 18		11 21 4980 18		5 9 2864 11		18 34 12982 48	
1775	- - - -		- - - -		4 8 1060 4		9 18 3214 13		10 20 4534 18		13 27 7088 28		13 27 8998 36	
1776	- - - -		4 9 654 4		4 9 1070 6		17 39 6094 34		9 20 4112 23		8 18 4452 25		2 5 1344 8	
1777	- - - -		- - - -		2 6 600 4		7 23 2528 17		15 48 6964 48		4 13 2314 16		3 10 2110 15	
1778	- - - -		1 2 180 1		4 7 1080 4		18 33 6534 27		17 31 7902 33		10 19 5510 23		4 7 2960 12	
1779	- - - -		2 10 382 4		3 14 824 8		2 10 756 8		7 33 3250 33		1 5 524 5		6 29 4128 42	
1780	- - - -		2 6 400 3		- - - -		10 31 3584 25		9 28 4030 28		6 19 3330 23		5 16 3274 22	
1781	- - - -		- - - -		2 8 522 4		2 8 632 4		7 27 3206 22		4 15 2130 15		11 42 7898 55	
1782	- - - -		- - - -		3 11 740 6		11 41 3926 31		5 19 2306 18		3 11 1656 13		5 19 3952 31	
1783	1 3 76 0		2 6 324 2		2 6 416 3		3 10 1084 7		7 23 3186 21		7 23 3874 25		9 29 6340 41	
1784	- - - -		1 3 162 1		2 7 590 4		6 21 2144 15		6 21 2720 19		4 14 2066 14		10 34 6810 47	
1785	- - - -		- - - -		2 10 480 5		3 15 1100 10		3 15 1346 13		5 25 2804 26		7 35 4854 46	
1786	- - - -		- - - -		2 8 564 5		1 4 320 3		14 56 6336 52		4 16 2232 18		4 16 2814 23	
1787	- - - -		- - - -		3 9 736 4		3 9 1056 6		13 39 5974 36		7 21 3880 24		7 21 4776 29	
1788	- - - -		- - - -		2 6 516 3		7 20 2408 15		14 40 6282 39		7 20 3868 24		5 14 3198 20	
1789	- - - -		1 3 198 1		- - - -		12 32 4292 25		13 35 5830 34		5 14 2754 16		6 16 3886 23	
1790	- - - -		- - - -		1 4 296 2		9 33 3352 26		6 22 2676 21		7 26 3848 30		4 15 2682 21	
1791	- - - -		2 10 264 3		1 5 284 3		6 30 2100 24		3 15 1332 15		3 15 1586 18		5 25 3152 36	
1792	- - - -		1 3 140 1		2 7 512 4		7 24 2444 19		6 21 2712 21		11 38 6128 47		2 7 1242 9	
1793	1 7 100 2		- - - -		1 7 300 5		3 21 988 16		2 14 868 14		6 43 3344 54		1 7 614 10	
1794	- - - -		- - - -		4 12 962 6		7 21 2582 17		12 35 5494 36		8 24 4306 28		3 9 1834 12	
1795	- - - -		- - - -		1 10 228 5		2 20 736 17		6 60 2722 65		1 10 520 12		- - - -	
1796	- - - -		- - - -		2 15 550 10		5 38 1862 34		4 31 1940 35		2 15 1122 20		- - - -	
1797	NO DATA AVAILABLE													
1798	NO DATA AVAILABLE													

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.2 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF CARGO IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1790	NO DATA AVAILABLE																											
1800	NO DATA AVAILABLE																											
1801	NO DATA AVAILABLE																											
1802	NO DATA AVAILABLE																											
1803	NO DATA AVAILABLE																											
1804	NO DATA AVAILABLE																											
1805	NO DATA AVAILABLE																											
1806	NO DATA AVAILABLE																											
1807	NO DATA AVAILABLE																											
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814[6]	-	-	-	-	2	33	334	18	1	17	234	13	1	17	360	19	2	33	928	50	-	-	-	-	-	-	-	-
1815	-	-	-	-	1	4	128	1	10	37	2600	25	4	15	1424	14	5	19	2174	21	4	15	2212	21	3	11	1940	19
1816	-	-	-	-	4	17	736	10	9	38	2196	30	5	21	1728	23	5	21	2236	30	1	4	520	7	-	-	-	-
1817	-	-	-	-	4	5	678	3	25	34	6110	23	19	26	6618	25	10	14	4488	17	8	11	4196	16	7	10	4632	17
1818	-	-	-	-	1	4	116	1	10	43	2588	31	5	22	1712	21	3	13	1280	15	1	4	592	7	3	13	2024	24
1819	-	-	-	-	1	8	172	5	5	42	1162	31	3	25	1020	27	2	17	884	23	1	8	528	14	-	-	-	-
1820	-	-	-	-	6	43	1058	31	6	43	1368	40	1	7	372	11	-	-	-	-	-	-	-	-	1	7	640	19
1821	-	-	-	-	6	43	1106	30	4	29	1004	27	3	21	976	26	-	-	-	-	-	-	-	-	1	7	636	17
1822	-	-	-	-	5	28	896	19	8	44	1840	40	4	22	1322	28	-	-	-	-	1	6	594	13	-	-	-	-
1823[7]	-	-	-	-	-	-	-	-	1	**	220	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL CARGO TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA, PA 6/58-62

TABLE III.3 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I.	II	III.	IV	I.	II	III.	IV	I.	II	III.	IV	I.	II	III.	IV	I.	II	III.	IV	I.	II	III.	IV	I.	II	III.	IV
1717 [1]	1	13	84	4	1	13	198	9	3	38	864	41	3	38	978	46	-	-	-	-	-	-	-	-	-	-	-	-
1718	1	2	72	0	3	6	596	3	9	18	2520	14	27	53	9746	55	11	22	4710	27	-	-	-	-	-	-	-	-
1719	2	6	172	1	1	3	108	1	2	6	552	5	23	68	8380	71	6	18	2544	22	-	-	-	-	-	-	-	-
1720	2	5	164	1	2	5	330	2	7	16	1988	13	28	64	10118	69	5	11	2170	15	-	-	-	-	-	-	-	-
1721	-	-	-	-	-	-	-	-	4	16	1124	13	17	68	6132	68	4	16	1720	19	-	-	-	-	-	-	-	-
1722	-	-	-	-	1	5	136	2	3	14	880	12	17	77	6206	81	1	5	420	5	-	-	-	-	-	-	-	-
1723	1	4	60	1	5	19	812	11	6	23	1640	22	14	54	5094	67	-	-	-	-	-	-	-	-	-	-	-	-
1724	-	-	-	-	1	5	160	2	6	30	1620	25	13	65	4744	73	-	-	-	-	-	-	-	-	-	-	-	-
1725 [2]	-	-	-	-	-	-	-	-	2	50	490	41	2	50	700	59	-	-	-	-	-	-	-	-	-	-	-	-
1726 [3]	-	-	-	-	2	10	236	4	9	43	2318	38	10	48	3472	58	-	-	-	-	-	-	-	-	-	-	-	-
1727	-	-	-	-	3	23	416	14	9	69	2230	75	1	8	322	11	-	-	-	-	-	-	-	-	-	-	-	-
1728	2	15	168	6	1	8	120	4	9	69	2326	79	1	8	334	11	-	-	-	-	-	-	-	-	-	-	-	-
1729	1	6	84	2	-	-	-	-	12	71	3054	68	4	24	1326	30	-	-	-	-	-	-	-	-	-	-	-	-
1730	-	-	-	-	1	8	196	6	9	75	2472	74	2	17	658	20	-	-	-	-	-	-	-	-	-	-	-	-
1731	-	-	-	-	2	13	324	8	10	67	2594	66	3	20	992	25	-	-	-	-	-	-	-	-	-	-	-	-
1732	1	6	100	3	4	25	498	15	10	63	2504	73	1	6	312	9	-	-	-	-	-	-	-	-	-	-	-	-
1733	1	5	84	1	1	5	144	3	16	80	4158	83	2	10	670	13	-	-	-	-	-	-	-	-	-	-	-	-
1734	-	-	-	-	8	29	1210	18	18	64	4738	72	2	7	646	10	-	-	-	-	-	-	-	-	-	-	-	-
1735	-	-	-	-	1	5	198	4	15	75	3894	73	4	20	1264	24	-	-	-	-	-	-	-	-	-	-	-	-
1736	-	-	-	-	-	-	-	-	14	70	3658	65	6	30	1974	35	-	-	-	-	-	-	-	-	-	-	-	-
1737	-	-	-	-	1	7	192	5	9	60	2342	56	5	33	1632	39	-	-	-	-	-	-	-	-	-	-	-	-
1738	-	-	-	-	5	26	860	19	11	58	2784	60	3	16	976	21	-	-	-	-	-	-	-	-	-	-	-	-
1739	-	-	-	-	3	10	526	6	19	61	4816	58	9	29	2988	36	-	-	-	-	-	-	-	-	-	-	-	-
1740	3	5	218	2	16	27	2384	17	33	55	8250	60	6	10	2098	15	2	3	808	6	-	-	-	-	-	-	-	-
1741	1	2	72	1	13	24	1856	15	32	59	7854	63	8	15	2670	21	-	-	-	-	-	-	-	-	-	-	-	-
1742	1	3	72	1	12	34	1860	23	14	40	3560	43	7	20	2356	29	1	3	404	5	-	-	-	-	-	-	-	-
1743	1	3	100	1	15	45	2444	35	14	42	3418	49	3	9	1034	15	-	-	-	-	-	-	-	-	-	-	-	-
1744	1	4	94	2	6	24	1034	17	14	56	3620	60	4	16	1294	21	-	-	-	-	-	-	-	-	-	-	-	-
1745	-	-	-	-	1	8	190	5	7	54	1818	50	5	38	1608	44	-	-	-	-	-	-	-	-	-	-	-	-
1746	-	-	-	-	1	5	190	4	14	74	3518	70	4	21	1338	27	-	-	-	-	-	-	-	-	-	-	-	-
1747	-	-	-	-	2	10	348	6	12	57	3102	53	7	33	2380	41	-	-	-	-	-	-	-	-	-	-	-	-
1748	-	-	-	-	1	6	190	4	11	61	2706	54	5	28	1678	34	1	6	408	8	-	-	-	-	-	-	-	-
1749	-	-	-	-	3	17	522	11	11	61	2734	59	4	22	1374	30	-	-	-	-	-	-	-	-	-	-	-	-
1750	-	-	-	-	15	44	2326	33	18	53	4462	62	1	3	366	5	-	-	-	-	-	-	-	-	-	-	-	-
1751	-	-	-	-	1	11	190	7	4	44	1060	40	4	44	1432	53	-	-	-	-	-	-	-	-	-	-	-	-
1752	-	-	-	-	10	33	1520	21	11	37	2720	37	8	27	2760	37	1	3	408	6	-	-	-	-	-	-	-	-
1753	-	-	-	-	8	28	1182	18	15	52	3520	52	6	21	2048	30	-	-	-	-	-	-	-	-	-	-	-	-
1754	-	-	-	-	5	18	894	12	14	50	3346	45	9	32	3188	43	-	-	-	-	-	-	-	-	-	-	-	-
1755	1	3	92	1	8	28	1268	18	11	38	2652	37	9	31	3092	44	-	-	-	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	4	10	608	5	9	22	2244	18	26	65	9104	74	1	2	412	3	-	-	-	-	-	-	-	-
1757	-	-	-	-	8	15	1310	8	18	33	4492	28	29	53	10418	64	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.3 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1758	-	-	-	-	6	19	772	9	13	41	3274	38	13	41	4646	53	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	4	17	528	7	7	29	1754	24	12	50	4382	61	-	-	-	-	1	4	510	7	-	-	-	-
1760	-	-	-	-	-	-	-	-	11	61	2802	51	6	33	2150	39	-	-	-	-	1	6	510	9	-	-	-	-
1761	-	-	-	-	2	8	296	4	13	50	3386	43	9	35	3310	42	1	4	414	5	1	4	510	6	-	-	-	-
1762	-	-	-	-	1	6	102	2	8	44	2012	35	5	28	1768	31	2	11	864	15	2	11	1042	18	-	-	-	-
1763	-	-	-	-	5	16	792	9	16	52	4040	46	7	23	2550	29	2	6	838	10	1	3	532	6	-	-	-	-
1764	-	-	-	-	5	14	824	7	15	41	3850	34	10	27	3576	32	6	16	2552	23	1	3	532	5	-	-	-	-
1765	-	-	-	-	1	5	148	2	12	55	3010	46	7	32	2442	38	2	9	892	14	-	-	-	-	-	-	-	-
1766	-	-	-	-	8	22	1270	12	12	32	2974	28	13	35	4704	44	4	11	1722	16	-	-	-	-	-	-	-	-
1767	-	-	-	-	6	19	900	9	9	28	2324	24	14	44	5016	53	3	9	1292	14	-	-	-	-	-	-	-	-
1768	-	-	-	-	1	2	174	1	15	38	3626	27	14	35	5072	38	10	25	4400	33	-	-	-	-	-	-	-	-
1769	-	-	-	-	3	8	450	4	21	57	5286	49	7	19	2568	24	6	16	2428	23	-	-	-	-	-	-	-	-
1770	-	-	-	-	1	4	156	2	18	54	3878	46	9	32	3142	37	3	11	1222	15	-	-	-	-	-	-	-	-
1771	-	-	-	-	7	14	1124	8	26	53	6680	49	11	22	3714	27	5	10	2056	15	-	-	-	-	-	-	-	-
1772	1	2	86	1	16	25	2608	17	31	49	7488	49	13	21	4348	28	2	3	836	5	-	-	-	-	-	-	-	-
1773	-	-	-	-	12	24	1992	15	21	42	5120	39	14	28	4668	36	3	6	1298	10	-	-	-	-	-	-	-	-
1774	1	2	94	1	7	13	1156	8	23	43	5660	37	15	28	5246	35	7	13	3048	20	-	-	-	-	-	-	-	-
1775	-	-	-	-	7	14	1154	8	21	43	5308	39	19	39	6330	46	2	4	910	7	-	-	-	-	-	-	-	-
1776	2	5	178	2	7	16	1196	10	21	48	5182	46	11	25	3610	32	3	7	1246	11	-	-	-	-	-	-	-	-
1777	-	-	-	-	2	6	382	4	16	52	4130	45	10	32	3312	36	3	10	1362	15	-	-	-	-	-	-	-	-
1778	-	-	-	-	6	11	1046	7	29	54	7394	49	15	28	4974	33	4	7	1732	11	-	-	-	-	-	-	-	-
1779	-	-	-	-	2	10	326	5	10	48	2476	40	4	19	1262	20	5	24	2104	34	-	-	-	-	-	-	-	-
1780	-	-	-	-	4	13	712	8	16	50	4164	46	10	31	3236	36	2	6	866	10	-	-	-	-	-	-	-	-
1781	-	-	-	-	3	12	480	6	10	38	2602	33	9	35	3050	39	4	15	1780	23	-	-	-	-	-	-	-	-
1782	-	-	-	-	3	11	518	7	18	67	4556	60	1	4	324	4	5	19	2266	30	-	-	-	-	-	-	-	-
1783	3	10	214	3	2	6	224	3	14	45	3678	43	9	29	2978	35	3	10	1430	17	-	-	-	-	-	-	-	-
1784	1	3	86	1	2	7	326	4	15	52	3780	44	6	21	2138	25	4	14	1832	21	1	3	516	6	-	-	-	-
1785	-	-	-	-	3	15	476	8	7	35	1764	30	8	40	2688	46	2	10	938	16	-	-	-	-	-	-	-	-
1786	-	-	-	-	3	12	498	7	14	56	3700	52	6	24	1988	28	2	8	938	13	-	-	-	-	-	-	-	-
1787	-	-	-	-	4	12	556	6	17	52	4346	47	9	27	2946	32	3	9	1386	15	-	-	-	-	-	-	-	-
1788	-	-	-	-	7	20	1244	13	16	46	4002	42	9	26	2982	31	3	9	1304	14	-	-	-	-	-	-	-	-
1789	-	-	-	-	6	16	1022	11	25	68	6070	67	6	16	1928	21	-	-	-	-	-	-	-	-	-	-	-	-
1790	-	-	-	-	3	11	514	7	17	63	4230	59	6	22	1934	27	1	4	492	7	-	-	-	-	-	-	-	-
1791	2	10	192	4	6	30	1070	23	8	40	2036	44	4	20	1332	29	-	-	-	-	-	-	-	-	-	-	-	-
1792	1	3	92	1	5	17	858	12	16	55	4116	56	7	24	2280	31	-	-	-	-	-	-	-	-	-	-	-	-
1793	-	-	-	-	2	14	370	10	10	71	2672	72	2	14	662	18	-	-	-	-	-	-	-	-	-	-	-	-
1794	-	-	-	-	10	29	1760	21	19	56	5030	60	5	15	1622	19	-	-	-	-	-	-	-	-	-	-	-	-
1795	-	-	-	-	3	30	548	22	5	50	1292	53	2	20	608	25	-	-	-	-	-	-	-	-	-	-	-	-
1796	-	-	-	-	2	15	346	10	6	46	1468	43	5	38	1572	46	-	-	-	-	-	-	-	-	-	-	-	-
1797	NO DATA AVAILABLE																											
1798	NO DATA AVAILABLE																											

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (00 = 100%)

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE - III.3 BREAKDOWN OF WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) TO AMSTERDAM BY SIZE OF SHIP IN TONS

SIZES IN TONS	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
YEAR	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1799	NO DATA AVAILABLE																											
1800	NO DATA AVAILABLE																											
1801	NO DATA AVAILABLE																											
1802	NO DATA AVAILABLE																											
1803	NO DATA AVAILABLE																											
1804	NO DATA AVAILABLE																											
1805	NO DATA AVAILABLE																											
1806	NO DATA AVAILABLE																											
1807	NO DATA AVAILABLE																											
1808	NO DATA AVAILABLE																											
1809	NO DATA AVAILABLE																											
1810	NO DATA AVAILABLE																											
1811	NO DATA AVAILABLE																											
1812	NO DATA AVAILABLE																											
1813	NO DATA AVAILABLE																											
1814 [6]	-	-	-	-	3	50	420	36	3	50	762	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	-	11	41	1748	26	7	26	1748	26	9	33	3146	47	-	-	-	-	-	-	-	-	-	-	-	-
1816	1	4	86	2	13	54	1834	40	7	29	1676	37	3	13	964	21	-	-	-	-	-	-	-	-	-	-	-	-
1817	-	-	-	-	11	15	1858	7	21	29	5108	20	23	32	8216	33	6	8	2634	11	7	10	3698	15	5	7	3482	14
1818	-	-	-	-	2	9	348	4	10	43	2700	32	5	22	1770	21	2	9	900	11	1	4	578	7	3	13	2020	24
1819	-	-	-	-	2	17	334	9	6	50	1378	37	1	8	390	11	1	8	486	13	1	8	502	14	1	8	620	17
1820	-	-	-	-	10	71	1666	56	3	21	712	24	-	-	-	-	-	-	-	-	-	-	-	-	1	7	622	21
1821	-	-	-	-	7	50	1204	35	4	29	970	28	2	14	728	21	-	-	-	-	1	7	572	16	-	-	-	-
1822	-	-	-	-	9	50	1504	36	6	33	1480	35	2	11	620	15	-	-	-	-	-	-	-	-	1	6	618	15
1823 [7]	-	-	-	-	1	**	198	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % 'I' IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % 'III' IS OF TOTAL SHIP TONNAGE FOR THE YEAR (** = 100%)

SOURCE: GAA. PA 6/58-62

TABLE III.4 WHITE SEA SHIPPING FROM RUSSIA (PRIMARILY ARCHANGEL) TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1717 [1]	8	2518	314.75	2124	265.50	49.25	18.55	15.65
1718	51	19478	381.88	17644	345.96	35.92	10.38	9.41
1719	34	12982	380.06	11726	344.88	35.18	10.20	9.26
1720	44	15762	358.23	14770	335.68	22.55	6.72	6.29
1721	25	9576	383.04	8976	359.04	24.00	6.68	6.27
1722	22	8330	378.64	7642	347.36	31.27	9.00	8.26
1723	26	9002	346.23	7614	292.85	53.38	18.23	15.42
1724	20	6872	343.60	6524	326.20	17.40	5.33	5.06
1725 [2]	4	1352	338.00	1190	297.50	40.50	13.61	11.98
1726 [3]	21	7232	344.38	6026	286.95	57.43	20.01	16.68
1727	13	3644	280.31	2968	228.31	52.00	22.78	18.55
1728	13	3174	244.15	2948	226.77	17.38	7.67	7.12
1729	17	4962	291.88	4464	262.59	29.29	11.16	10.04
1730	12	3642	303.50	3326	277.17	26.33	9.50	8.68
1731	15	3910	260.67	3910	260.67	0.00	0.00	0.00
1732	16	4480	280.00	3414	213.38	66.63	31.22	23.79
1733	20	7520	376.00	5026	251.30	124.70	49.62	33.16
1734	28	10372	370.43	6594	235.50	134.93	57.29	36.42
1735	20	8724	436.20	5356	267.80	168.40	62.88	38.61
1736	20	8284	414.20	5632	281.60	132.60	47.09	32.01
1737	15	6430	428.67	4166	277.73	150.93	54.34	35.21
1738	19	6612	348.00	4620	243.16	104.84	43.12	30.13
1739	31	13052	421.03	8330	268.71	152.32	56.69	36.18
1740	60	22570	376.17	13758	229.30	146.87	64.05	39.04
1741	54	19806	366.56	12452	230.59	133.96	58.10	36.75
1742	35	11824	337.83	8252	235.77	102.06	43.29	30.21
1743	33	9414	285.27	6996	212.00	73.27	34.56	25.69
1744	25	7064	282.56	6042	241.68	40.88	16.91	14.47
1745	13	4534	348.77	3616	278.15	70.62	25.39	20.25
1746	19	6722	353.79	5046	265.58	88.21	33.21	24.93
1747	21	7522	358.19	5830	277.62	80.57	29.02	22.49
1748	18	6912	384.00	4982	276.78	107.22	38.74	27.92
1749	18	6552	364.00	4630	257.22	106.78	41.51	29.33
1750	34	9560	281.18	7154	210.41	70.76	33.63	25.17
1751	9	3550	394.44	2662	295.00	96.44	32.36	24.45
1752	30	10540	351.33	7408	246.93	104.40	42.28	29.72

SOURCE: GAA. PA 6/58-62

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TABLE III.4 WHITE SEA SHIPPING FROM RUSSIA (PRIMARILY ARCHANGEL) TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1753	29	9782	337.31	6760	232.76	104.55	44.92	31.00
1754	28	10980	392.14	7428	265.29	126.86	47.82	32.35
1755	29	10388	357.17	7104	244.97	112.21	45.81	31.42
1756	48	18712	392.80	12374	309.35	83.45	26.98	21.24
1757	56	23306	423.75	16220	294.91	128.84	43.69	30.40
1758	32	12688	394.00	8692	271.63	122.38	45.05	31.08
1759	24	11202	466.75	7174	298.92	167.83	56.18	35.96
1760	16	9430	589.89	5462	303.44	220.44	72.65	42.08
1761	26	13686	526.38	7914	304.46	221.92	72.89	42.16
1762	18	9590	532.78	5788	321.56	211.22	65.69	39.65
1763	31	13378	431.48	8752	282.32	149.16	52.83	34.57
1764	37	18596	502.59	11334	306.32	196.27	64.07	39.08
1765	22	10466	475.73	6492	295.09	180.64	61.21	37.97
1766	37	15428	416.97	10670	288.38	128.59	44.59	30.84
1767	32	14314	447.31	9532	297.88	149.44	50.17	33.41
1768	40	22242	556.05	13272	331.80	224.25	67.59	40.33
1769	37	19598	529.68	10732	290.06	239.62	82.61	45.24
1770	28	15782	563.57	8398	299.93	262.64	87.57	46.69
1771	49	24192	493.71	13874	277.02	216.69	78.22	43.89
1772	63	23974	380.54	15366	243.90	136.63	56.02	35.91
1773	50	21828	436.56	13078	261.56	175.00	66.91	40.09
1774	53	27014	509.70	15204	286.87	222.83	77.68	43.72
1775	49	24896	508.04	13702	279.62	228.41	81.68	44.96
1776	44	17726	402.86	11412	259.36	143.50	55.33	35.62
1777	31	14816	468.28	9176	296.00	172.28	58.20	36.79
1778	54	24146	447.15	15146	280.48	166.67	59.42	37.27
1779	21	9864	469.71	6168	293.71	176.00	59.92	37.47
1780	32	14618	456.81	8978	280.56	176.25	62.82	38.58
1781	26	14388	553.38	7882	303.15	250.23	82.54	45.22
1782	27	12580	465.93	7686	283.56	182.37	64.32	39.14
1783	31	15380	493.58	8824	274.97	218.58	79.49	44.29
1784	29	14492	499.72	8678	299.24	200.48	67.00	40.12
1785	20	10584	529.20	5866	293.30	235.90	80.43	44.88
1786	28	12266	490.64	7124	284.96	205.68	72.18	41.92
1787	33	16422	497.64	9234	279.82	217.82	77.84	43.77
1788	35	16272	464.91	9502	271.49	193.43	71.25	41.61

SOURCES: GAA, PA 6/58-62

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TABLE III.4 WHITE SEA SHIPPING FROM RUSSIA (PRIMARILY ARCHANGEL) TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND OF SIZE OF SHIP

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1789	37	16960	458.38	9028	243.78	214.59	88.03	46.82
1790	27	12854	476.07	7170	265.56	210.52	79.27	44.22
1791	20	8718	435.90	4630	231.50	204.40	88.29	46.89
1792	29	13178	454.41	7348	253.31	201.10	79.39	44.26
1793	14	6214	443.86	3704	264.57	179.29	67.76	40.39
1794	34	15148	445.53	8412	247.41	198.12	80.08	44.47
1795	10	4206	420.60	2468	246.80	173.80	71.81	41.80
1796	13	5474	421.08	3388	260.46	160.62	61.67	38.14
1797 [5]	NO DATA AVAILABLE							
1798	NO DATA AVAILABLE							
1799	NO DATA AVAILABLE							
1800	NO DATA AVAILABLE							
1801	NO DATA AVAILABLE							
1802	NO DATA AVAILABLE							
1803	NO DATA AVAILABLE							
1804	NO DATA AVAILABLE							
1805	NO DATA AVAILABLE							
1806	NO DATA AVAILABLE							
1807	NO DATA AVAILABLE							
1808	NO DATA AVAILABLE							
1809	NO DATA AVAILABLE							
1810	NO DATA AVAILABLE							
1811	NO DATA AVAILABLE							
1812	NO DATA AVAILABLE							
1813	NO DATA AVAILABLE							
1814 [6]	6	1856	309.33	1182	197.00	112.33	57.02	36.31
1815	27	10478	388.07	6642	246.00	142.07	57.75	36.61
1816	24	7416	309.00	4560	190.00	119.00	62.63	38.51
1817	73	26634	364.85	24996	342.41	22.44	6.55	6.18
1818	23	8312	361.39	8316	361.57	-0.17	-0.05	-0.05
1819	12	3756	313.03	3710	309.17	4.67	1.51	1.49
1820	14	3438	245.57	3000	214.29	31.29	14.60	12.74
1821	14	3722	265.86	3474	248.14	17.71	7.14	6.66
1822	18	4652	258.44	4222	234.56	23.89	10.18	9.24
1823 [7]	1	220	220.00	198	198.00	22.00	11.11	10.00

SOURCE: GAA, PA 6/58-62

TABLE III.5 TOTAL TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

YEAR	MONTH OF ARRIVAL												TOTAL FOR THE YEAR
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1717 [1]	768	1410	340	-	-	-	-	-	-	-	-	-	2518
1718	-	-	4182	4378	3868	1800	2468	-	-	840	432	2138	19478
1719	480	2000	1650	1740	880	1692	698	-	100	648	1540	1672	12922
1720	2880	2120	780	292	2092	-	-	-	-	1020	780	5018	15782
1721	2820	1912	-	400	800	-	-	-	-	1560	-	2084	9576
1722	1914	1936	780	1240	576	400	400	-	-	-	-	1108	8330
1723	480	2128	1448	1270	420	1114	-	-	120	-	400	1420	9002
1724	2272	1960	480	420	320	160	480	-	260	680	-	-	6872
1725 [2]	260	-	432	400	-	-	260	-	-	-	-	-	1352
1726 [3]	1328	400	316	-	-	-	-	-	1176	1182	1130	1700	7232
1727	-	360	-	312	150	-	-	120	-	180	780	1762	3644
1728	660	690	-	-	600	-	-	-	-	748	576	-	3174
1729	-	400	1578	980	232	-	-	-	84	232	1062	424	4962
1730	1078	226	-	290	1160	594	-	-	296	-	-	-	3642
1731	494	256	1310	1438	-	286	-	-	-	156	-	-	3910
1732	238	-	1436	300	740	-	-	416	904	-	186	260	4480
1733	664	-	1390	2420	-	864	72	-	-	1232	372	806	7820
1734	-	-	868	880	-	-	-	3834	1126	944	908	3114	10372
1735	332	1480	900	380	1310	-	-	-	-	1540	1912	1700	8724
1736	-	1674	912	512	1176	930	1312	-	-	764	1002	-	8284
1737	-	-	-	1982	1352	-	-	468	480	1128	-	1020	6430
1738	-	-	-	2402	820	-	-	-	1226	1222	642	300	6612
1739	-	846	1784	2830	1222	-	-	-	648	3202	2252	576	13562
1740	280	-	54	2636	1132	-	-	-	3832	2036	8380	4220	22670
1741	1516	-	1844	2092	260	-	-	880	1804	5594	2878	3118	19686
1742	-	2754	722	2802	2038	456	-	-	590	1372	1088	-	11824
1743	-	1370	1384	460	1226	464	380	-	852	542	1836	980	9414
1744	400	-	670	968	1016	1674	526	-	-	-	160	1650	7064
1745	1680	-	654	-	1722	-	476	-	-	-	-	-	4534
1746	-	-	2220	1560	1370	804	-	-	-	-	-	768	6722
1747	1272	1868	1442	470	1028	-	-	-	-	938	704	-	7522
1748	2110	328	-	460	2150	440	664	-	-	-	-	760	6912
1749	300	724	1678	892	528	-	-	-	-	138	732	1560	6552
1750	-	186	902	250	1172	380	360	-	3016	708	796	1790	9560
1751	-	-	-	640	882	384	-	-	356	340	948	-	3550
1752	-	684	1144	810	1000	-	-	368	352	3472	2100	610	10540

SOURCE: GAA, PA 6/58-62

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TABLE III-5 TOTAL TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1753	-	192	714	1638	2004	-	-	-	2300	1902	1032	-	9782
1754	900	-	360	568	832	432	-	748	1102	702	1814	3522	10980
1755	432	-	1080	2062	1696	388	-	340	1670	300	1710	700	10358
1756	1692	532	376	1638	1294	-	-	376	2348	1984	2176	3296	15712
1757	364	-	2338	1150	4676	-	-	-	3662	4928	4706	1482	23306
1758	-	-	434	1450	2084	384	-	360	1340	2036	3508	1012	12608
1759	1044	-	1958	1252	920	-	-	-	478	2216	1852	1482	11202
1760	-	494	1168	2132	1440	-	-	4	-	626	372	3198	9430
1761	2820	-	1090	3346	-	-	-	-	528	2608	3294	-	13686
1762	152	1226	1732	2256	1512	-	-	-	640	432	1120	520	9590
1763	-	-	1684	1354	2278	700	-	-	-	1192	1740	4448	13376
1764	2500	2404	1216	1020	1910	456	280	-	-	1000	3430	4386	18596
1765	880	-	578	934	-	400	-	-	406	376	2300	4592	10466
1766	1282	1768	778	2504	954	700	-	-	432	2312	3410	1290	15428
1767	3510	1654	460	956	2696	-	-	-	892	620	1800	1726	14314
1768	-	1192	4480	3984	5326	2080	-	-	-	2404	2796	-	22242
1769	5344	588	722	1540	1352	-	-	-	1172	1430	4748	2702	19598
1770	840	894	240	-	472	-	-	-	-	1550	4888	6868	15752
1771	810	-	480	880	464	-	-	-	3644	3870	2542	11532	24192
1772	598	300	380	1696	2084	460	-	-	2614	7986	3370	4086	23974
1773	2722	268	920	230	3936	-	-	-	910	4354	4704	3784	21828
1774	6280	1142	1562	2362	2446	1030	-	-	580	3580	6864	1168	27014
1775	2272	-	1562	4416	-	-	-	-	1008	7732	3738	4166	24894
1776	1248	374	372	1126	636	-	-	-	2602	6308	4720	340	17726
1777	574	420	870	2148	3250	-	-	-	-	500	2450	4304	14516
1778	1508	900	2484	500	1460	-	-	400	320	4592	11810	-	24146
1779	700	1730	2030	-	182	300	-	-	-	1596	2406	920	9864
1780	964	-	1822	740	1418	-	666	-	-	-	5122	3886	14618
1781	1576	660	2176	1240	-	520	720	-	-	3272	3942	282	14388
1782	524	340	1948	1464	1752	-	-	-	488	3932	1748	384	12580
1783	2110	1192	414	672	2692	908	-	618	856	-	3684	2154	15300
1784	-	-	1340	2718	1916	1152	-	-	-	2078	3638	1644	14492
1785	-	252	1184	-	2856	456	-	360	1068	1562	1802	1044	10584
1786	-	-	320	-	1736	-	-	1014	656	468	5528	2544	12266
1787	482	766	432	1076	1448	744	-	-	3930	1264	5568	712	16422
1788	786	-	-	2350	1892	-	-	-	3096	3024	4136	988	16272

SOURCE: GAA, PA 6/58-62

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TABLE III.5 TOTAL TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1789	364	822	378	418	-	346	-	466	506	4608	5188	4140	16960
1790	2604	736	-	1428	378	518	-	-	1534	1360	3088	438	12884
1791	1128	-	754	-	390	-	-	-	360	2034	1492	2560	8718
1792	766	788	140	-	-	456	-	-	1140	2998	4186	2734	13178
1793	+	578	576	300	-	100	-	-	614	2128	746	1172	6214
1794	1638	544	-	1266	-	246	364	-	3236	3240	4148	466	15148
1795	-	472	228	794	-	-	-	-	1256	1456	-	-	4206
1796	-	-	-	-	-	-	-	-	-	2190	2352	932	5474
1797 [5]		NO	DATA	AVAILABLE									
1798		NO	DATA	AVAILABLE									
1799		NO	DATA	AVAILABLE									
1800		NO	DATA	AVAILABLE									
1801		NO	DATA	AVAILABLE									
1802		NO	DATA	AVAILABLE									
1803		NO	DATA	AVAILABLE									
1804		NO	DATA	AVAILABLE									
1805		NO	DATA	AVAILABLE									
1806		NO	DATA	AVAILABLE									
1807		NO	DATA	AVAILABLE									
1808		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814 [6]	-	-	-	-	-	-	-	-	-	802	168	886	1856
1815	-	808	-	368	-	700	-	-	218	1594	2712	4094	10478
1816	788	-	-	-	-	-	-	808	758	1304	2182	1596	7416
1817	1194	1466	-	-	-	-	-	192	6598	8570	5872	2792	26634
1818	1064	1598	628	-	1088	-	-	326	1020	554	2044	-	8312
1819	962	-	658	-	-	-	-	-	-	1194	948	-	3766
1820	-	410	-	372	640	-	-	-	962	128	926	-	3438
1821	-	-	-	-	830	-	-	-	716	670	490	1016	3722
1822	-	-	260	-	-	-	198	1940	870	-	592	792	4652
1823 [7]	-	220	-	-	-	-	-	-	-	-	-	-	220

SOURCE: GAA. PA 6/58-62

TABLE III.6 AVERAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1717[1]	256.0	352.5	340.0	-	-	-	-	-	-	-	-	-	314.8
1718	-	-	346.0	398.0	396.4	375.0	411.3	-	-	280.0	432.0	427.6	381.9
1719	406.8	400.0	412.5	435.0	430.0	400.5	345.0	-	100.0	216.0	390.0	418.0	380.1
1720	360.8	424.0	380.0	292.0	321.3	-	-	-	-	340.0	390.0	358.4	358.2
1721	402.0	382.4	-	400.0	400.0	-	-	-	-	390.0	-	347.3	383.0
1722	382.0	387.2	380.0	413.3	288.0	400.0	400.0	-	-	-	-	369.3	378.6
1723	340.0	354.7	289.6	423.3	420.0	372.0	-	-	120.0	-	400.0	358.0	346.2
1724	324.6	392.0	400.0	420.0	320.0	160.0	400.0	-	280.0	340.0	-	-	343.6
1725[2]	268.8	-	432.0	400.0	-	-	260.8	-	-	-	-	-	338.0
1726[3]	332.0	400.0	316.0	-	-	-	-	-	294.0	394.0	376.7	340.0	344.4
1727	-	380.0	-	312.0	150.0	-	-	120.0	-	180.0	380.0	293.7	280.3
1728	220.0	285.0	-	-	380.0	-	-	-	-	187.0	288.0	-	244.2
1729	-	400.0	263.0	316.7	232.0	-	-	-	84.0	232.0	354.0	424.0	291.9
1730	269.0	226.8	-	290.0	384.7	297.0	-	-	296.0	-	-	-	303.5
1731	247.0	256.0	262.0	287.6	-	256.0	-	-	-	156.0	-	-	260.7
1732	238.0	-	359.0	380.0	370.0	-	-	208.0	226.0	-	186.0	260.0	280.0
1733	332.0	-	347.5	403.3	-	432.0	72.0	-	-	410.7	372.0	506.0	376.0
1734	-	-	566.0	580.0	-	-	-	392.7	225.2	314.7	284.0	444.9	370.4
1735	332.0	483.3	500.0	380.0	436.7	-	-	-	-	385.0	504.0	425.0	436.2
1736	-	419.0	456.0	512.0	392.0	465.0	437.3	-	-	382.0	334.0	-	414.2
1737	-	-	-	396.4	450.7	-	-	468.0	480.0	376.0	-	510.0	428.7
1738	-	-	-	408.3	410.0	-	-	-	306.5	305.8	321.0	300.0	348.0
1739	-	423.0	356.8	421.7	407.3	-	-	-	320.0	457.4	450.4	576.0	421.0
1740	200.0	-	54.0	439.3	566.0	-	-	-	294.8	290.9	441.1	383.6	376.2
1741	379.0	-	368.0	348.7	260.0	-	-	290.0	257.7	399.6	479.7	346.4	364.6
1742	-	344.5	361.0	480.3	407.6	456.0	-	-	196.7	274.4	272.0	-	337.8
1743	-	274.0	276.0	440.0	306.5	464.0	388.0	-	170.4	271.0	306.0	326.7	285.3
1744	400.0	-	223.3	242.0	338.7	334.0	263.0	-	-	-	160.0	275.0	282.6
1745	420.0	-	328.0	-	344.4	-	238.0	-	-	-	-	-	348.8
1746	-	-	370.0	312.0	342.5	402.0	-	-	-	-	-	384.0	353.8
1747	424.0	373.6	410.5	235.0	342.7	-	-	-	-	269.0	352.0	-	358.2
1748	351.7	328.0	-	480.0	430.0	440.0	332.0	-	-	-	-	380.0	384.0
1749	300.0	362.0	419.5	446.0	264.0	-	-	-	-	138.0	366.0	390.0	364.0
1750	-	186.0	388.7	250.0	390.7	380.0	360.0	-	232.0	354.0	265.3	298.3	281.2
1751	-	-	-	320.0	441.0	384.0	-	-	356.0	340.0	474.0	-	394.4
1752	-	342.0	381.3	405.0	500.0	-	-	184.0	176.0	347.2	350.0	618.0	351.3

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.6 AVERAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1753	-	192.0	357.0	408.5	400.0	-	-	-	287.5	380.4	258.0	-	337.3
1754	498.0	-	360.0	508.0	416.0	432.0	-	374.0	347.3	351.0	362.0	391.3	392.1
1755	432.0	-	353.3	412.4	339.2	388.0	-	340.0	334.0	388.0	342.0	350.0	357.2
1756	423.0	532.0	376.0	408.5	431.3	-	-	376.0	335.4	396.8	362.7	412.0	392.0
1757	364.0	-	467.6	287.5	467.6	-	-	-	386.2	410.7	470.6	494.0	423.7
1758	-	-	217.0	483.3	521.0	384.0	-	360.0	223.3	407.2	438.5	506.0	394.0
1759	522.0	-	391.4	628.0	920.0	-	-	-	239.0	443.2	463.0	494.0	468.8
1760	-	494.0	389.3	718.7	480.0	-	-	-	-	626.0	372.0	533.0	523.9
1761	564.0	-	545.0	649.2	-	-	-	-	528.0	434.7	470.6	-	526.4
1762	152.0	408.7	577.3	752.0	504.0	-	-	-	640.0	432.0	560.0	528.0	532.8
1763	-	-	416.0	451.3	455.6	700.0	-	-	-	397.3	435.0	484.4	431.5
1764	625.0	601.0	608.0	340.0	477.5	458.0	200.0	-	-	500.0	490.0	487.3	502.6
1765	808.0	-	578.0	467.0	-	400.0	-	-	406.0	376.0	460.0	459.2	475.7
1766	427.3	589.3	776.0	500.0	318.0	350.0	-	-	432.0	330.3	378.9	438.0	417.0
1767	585.0	413.5	468.0	478.0	385.1	-	-	-	297.3	310.0	450.0	578.3	447.3
1768	-	596.0	657.1	568.1	532.6	529.0	-	-	-	480.8	559.2	-	556.0
1769	593.0	588.0	722.0	513.3	676.0	-	-	-	398.7	476.7	474.8	548.4	529.7
1770	848.0	447.0	240.0	-	472.0	-	-	-	-	516.7	543.1	624.4	542.6
1771	810.0	-	488.0	428.0	464.0	-	-	-	404.9	387.0	508.4	576.6	493.7
1772	499.0	388.0	388.9	588.3	416.8	468.0	-	-	298.4	420.3	421.3	291.9	388.5
1773	453.7	268.0	468.0	238.0	492.0	-	-	-	485.0	395.8	478.4	428.4	436.6
1774	628.0	571.0	528.7	472.4	489.2	343.3	-	-	298.0	511.4	528.0	389.3	509.7
1775	454.4	-	528.7	552.8	-	-	-	-	338.0	483.3	534.0	598.1	508.0
1776	624.0	374.8	372.0	583.0	212.0	-	-	-	328.3	428.8	429.1	348.0	402.9
1777	574.0	428.0	435.8	429.6	541.7	-	-	-	-	500.8	498.8	438.4	468.3
1778	588.0	498.8	492.8	508.0	553.3	-	-	488.0	328.8	392.7	454.2	-	447.1
1779	788.0	346.8	587.5	-	182.8	388.0	-	-	-	532.8	601.5	468.8	469.7
1780	482.8	-	455.5	748.8	354.5	-	666.8	-	-	-	426.8	486.8	456.8
1781	525.3	668.8	725.3	628.8	-	528.8	728.8	-	-	467.4	563.1	282.8	553.4
1782	524.8	348.8	649.3	488.8	584.8	-	-	-	488.8	436.9	349.6	384.8	485.9
1783	422.8	596.8	414.8	672.8	673.8	454.8	-	284.8	285.3	-	614.8	538.5	493.8
1784	-	-	446.7	543.6	479.8	579.8	-	-	-	415.6	519.7	548.8	498.7
1785	-	252.8	582.8	-	571.2	456.8	-	388.8	534.8	528.7	688.7	522.8	529.2
1786	-	-	328.8	-	578.7	-	-	587.8	656.8	468.8	582.5	424.8	498.6
1787	482.8	766.8	432.8	538.8	482.7	744.8	-	-	491.3	421.3	464.8	712.8	497.6
1788	383.8	-	-	478.8	378.4	-	-	-	442.3	584.8	517.8	494.8	464.9

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.6 AVERAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1789	364.0	314.0	376.0	418.0	-	346.0	-	466.0	506.0	460.8	464.4	517.6	458.4
1790	520.0	368.0	-	478.0	378.0	518.0	-	-	511.3	453.3	482.3	438.0	476.1
1791	376.0	-	251.3	-	390.0	-	-	-	360.0	508.5	497.3	512.0	435.9
1792	383.0	394.0	140.0	-	-	456.0	-	-	570.0	499.7	461.0	455.7	454.4
1793	-	578.0	576.0	300.0	-	180.0	-	-	614.0	532.0	373.0	398.7	443.9
1794	546.0	544.0	-	422.0	-	246.0	364.0	-	462.3	462.9	460.9	233.0	445.5
1795	-	472.0	228.0	397.0	-	-	-	-	418.7	485.3	-	-	420.6
1796	-	-	-	-	-	-	-	-	-	430.0	392.0	466.0	421.1
1797	NO DATA AVAILABLE												
1798	NO DATA AVAILABLE												
1799	NO DATA AVAILABLE												
1800	NO DATA AVAILABLE												
1801	NO DATA AVAILABLE												
1802	NO DATA AVAILABLE												
1803	NO DATA AVAILABLE												
1804	NO DATA AVAILABLE												
1805	NO DATA AVAILABLE												
1806	NO DATA AVAILABLE												
1807	NO DATA AVAILABLE												
1808	NO DATA AVAILABLE												
1809	NO DATA AVAILABLE												
1810	NO DATA AVAILABLE												
1811	NO DATA AVAILABLE												
1812	NO DATA AVAILABLE												
1813	NO DATA AVAILABLE												
1814	-	-	-	-	-	-	-	-	-	401.0	168.0	298.3	309.3
1815	-	400.0	-	368.0	-	780.0	-	-	218.0	318.0	339.0	454.9	388.1
1816	256.0	-	-	-	-	-	-	269.3	252.7	326.0	363.7	319.2	309.0
1817	381.3	488.7	-	-	-	-	-	192.0	299.9	342.8	451.7	465.3	364.8
1818	356.7	532.7	626.0	-	548.0	-	-	326.0	255.0	277.0	292.0	-	361.4
1819	404.0	-	329.0	-	-	-	-	-	-	238.0	315.3	-	313.0
1820	-	285.0	-	372.0	648.0	-	-	-	192.4	128.0	231.5	-	245.6
1821	-	-	-	-	415.0	-	-	-	238.7	223.3	245.0	254.0	265.9
1822	-	-	268.0	-	-	-	198.0	277.1	290.0	-	197.3	264.0	268.4
1823	-	220.0	-	-	-	-	-	-	-	-	-	-	220.0

SOURCES: GAA, PA 6758-62

TABLE III.7 PERCENTAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1717[1]	36.5	56.0	13.5	-	-	-	-	-	-	-	-	-
1718	-	-	21.3	22.5	18.3	7.7	12.7	-	-	4.3	2.2	11.0
1719	3.1	15.5	12.8	13.5	6.7	12.4	5.3	-	0.8	5.0	12.1	12.9
1720	18.3	13.5	4.8	1.9	18.3	-	-	-	-	6.5	4.9	31.8
1721	29.4	20.8	-	4.2	8.4	-	-	-	-	16.3	-	21.8
1722	22.9	23.2	9.1	14.9	6.9	4.8	4.8	-	-	-	-	13.3
1723	7.8	23.6	16.1	14.1	4.7	12.4	-	-	1.3	-	4.4	15.8
1724	33.1	28.5	5.8	6.1	4.7	2.3	5.8	-	3.8	9.9	-	-
1725[2]	19.2	-	32.0	29.6	-	-	19.2	-	-	-	-	-
1726[3]	12.4	5.5	4.4	-	-	-	-	-	16.3	16.3	15.6	23.5
1727	-	9.9	-	8.6	4.1	-	-	3.3	-	4.9	20.9	48.4
1728	28.8	18.6	-	-	18.9	-	-	-	-	23.6	18.1	-
1729	-	8.1	31.8	19.1	4.7	-	-	-	1.7	4.7	21.4	8.5
1730	28.5	6.2	-	8.8	31.9	16.3	-	-	8.1	-	-	-
1731	12.6	6.5	33.5	36.8	-	6.5	-	-	-	4.0	-	-
1732	5.3	-	32.1	6.7	16.5	-	-	9.3	28.2	-	4.2	5.8
1733	8.8	-	18.5	32.2	-	11.5	1.8	-	-	16.4	4.9	6.7
1734	-	-	5.5	5.8	-	-	-	34.1	18.9	9.1	4.9	38.8
1735	3.8	16.6	5.7	4.4	15.8	-	-	-	-	17.7	17.3	19.5
1736	-	28.2	11.8	6.2	14.2	11.2	15.8	-	-	9.2	12.1	-
1737	-	-	-	38.8	21.8	-	-	7.3	7.5	17.5	-	15.9
1738	-	-	-	36.3	12.4	-	-	-	18.5	18.5	9.7	4.5
1739	-	6.5	13.7	19.4	9.4	-	-	-	4.9	24.5	17.3	4.4
1740	1.2	-	8.2	11.7	5.8	-	-	-	17.8	9.8	37.1	18.7
1741	7.7	-	9.4	18.6	1.3	-	-	2.8	9.2	28.4	14.6	15.8
1742	-	23.3	8.1	23.7	17.2	3.8	-	-	5.8	11.6	9.2	-
1743	-	14.6	14.7	4.9	13.8	4.9	3.2	-	9.1	5.8	19.5	18.4
1744	5.7	-	9.5	13.7	14.4	23.7	7.4	-	-	-	2.3	23.4
1745	37.1	-	14.5	-	38.8	-	10.5	-	-	-	-	-
1746	-	-	33.8	23.2	28.4	12.8	-	-	-	-	-	11.4
1747	16.9	24.8	21.8	8.2	13.7	-	-	-	-	7.2	9.4	-
1748	38.5	4.7	-	6.7	31.1	6.4	9.6	-	-	-	-	11.0
1749	4.6	11.1	25.6	13.6	8.1	-	-	-	-	2.1	11.2	23.8
1750	-	1.9	9.8	2.6	12.3	4.8	3.8	-	31.5	7.4	8.3	18.7
1751	-	-	-	18.8	24.8	18.8	-	-	10.8	9.6	26.7	-
1752	-	6.5	18.9	7.7	9.5	-	-	3.5	3.3	32.9	19.9	5.8

SOURCE: GAA. PA 6/58-62

CONTINUED:

TABLE III.7 PERCENTAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1753	-	2.8	7.3	16.7	20.5	-	-	-	23.5	19.4	10.5	-
1754	8.2	-	3.3	5.2	7.6	3.9	-	6.8	10.8	6.4	16.5	32.1
1755	4.2	-	10.2	13.9	16.4	3.7	-	3.3	16.1	2.9	16.5	6.8
1756	10.8	3.4	2.4	10.4	8.2	-	-	2.4	14.9	12.6	13.8	21.6
1757	1.6	-	16.0	4.9	20.1	-	-	-	15.7	21.1	20.2	6.4
1758	-	-	3.4	11.5	16.5	3.8	-	2.9	10.6	16.1	27.8	8.8
1759	9.3	-	17.5	11.2	8.2	-	-	-	4.3	19.8	16.5	13.2
1760	-	5.2	12.4	22.6	15.3	-	-	-	-	6.6	3.9	33.9
1761	28.6	-	8.8	28.4	-	-	-	-	3.9	19.1	24.1	-
1762	1.6	12.8	18.1	23.5	15.8	-	-	-	6.7	4.5	11.7	5.4
1763	-	-	12.4	18.1	17.8	5.2	-	-	-	8.9	13.8	33.3
1764	13.4	12.9	6.5	5.5	10.3	2.4	1.5	-	-	5.4	18.4	23.6
1765	8.4	-	5.5	8.9	-	3.8	-	-	3.9	3.6	22.8	43.9
1766	8.3	11.5	5.8	18.2	6.2	4.5	-	-	2.8	15.8	22.1	8.4
1767	24.5	11.6	3.2	6.7	18.8	-	-	-	6.2	4.3	12.6	12.1
1768	-	5.4	20.1	17.9	23.9	9.4	-	-	-	10.8	12.6	-
1769	27.3	3.6	3.7	7.9	6.9	-	-	-	6.8	7.3	24.2	13.8
1770	5.3	5.7	1.5	-	3.8	-	-	-	-	9.8	31.8	43.6
1771	3.3	-	2.8	3.5	1.9	-	-	-	15.1	16.8	18.5	47.7
1772	4.2	1.3	1.6	7.1	8.7	1.9	-	-	18.9	33.3	14.1	17.8
1773	12.5	1.2	4.2	1.1	18.8	-	-	-	4.2	19.9	21.6	17.3
1774	23.2	4.2	5.8	8.7	9.1	3.8	-	-	2.1	13.3	25.4	4.3
1775	9.1	-	6.3	17.7	-	-	-	-	4.8	31.1	15.8	16.7
1776	7.8	2.1	2.1	6.4	3.8	-	-	-	14.7	35.6	26.6	1.9
1777	4.8	2.8	6.8	14.8	22.4	-	-	-	-	3.4	16.9	29.7
1778	6.2	3.7	18.2	2.1	6.9	-	-	1.7	1.3	19.8	48.9	-
1779	7.1	17.5	20.6	-	1.8	3.8	-	-	-	16.2	24.4	9.3
1780	6.6	-	12.5	5.1	9.7	-	4.6	-	-	-	35.8	26.6
1781	11.8	4.6	15.1	8.6	-	3.6	5.8	-	-	22.7	27.4	2.8
1782	4.2	2.7	15.5	11.6	13.9	-	-	-	3.9	31.3	13.9	3.1
1783	13.8	7.8	2.7	4.4	17.6	5.9	-	4.8	5.6	-	24.1	14.1
1784	-	-	9.2	18.8	13.2	8.8	-	-	-	14.3	25.1	11.3
1785	-	2.4	11.2	-	27.8	4.3	-	3.4	18.1	14.8	17.8	9.9
1786	-	-	2.6	-	14.2	-	-	8.3	5.3	3.8	45.1	20.7
1787	2.9	4.7	2.6	6.6	8.8	4.9	-	-	23.9	7.7	33.9	4.3
1788	4.8	-	-	14.4	11.6	-	-	-	19.8	18.6	25.4	6.1

SOURCE: GAA. 6/58-62

CONTINUED:

TABLE III.7 PERCENTAGE TONNAGE OF CARGO SHIPPED FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1789	2.1	3.7	2.2	2.5	-	2.8	-	2.7	3.8	27.2	30.1	24.4
1790	26.3	5.7	-	11.1	2.8	4.8	-	-	11.9	10.6	30.8	3.4
1791	12.9	-	8.6	-	4.5	-	-	-	4.1	23.3	17.1	29.4
1792	5.8	6.8	1.1	-	-	3.5	-	-	8.7	22.8	31.5	20.7
1793	-	5.3	9.3	4.8	-	1.6	-	-	9.9	34.2	12.8	18.9
1794	10.8	3.6	-	8.4	-	1.6	2.4	-	21.4	21.4	27.4	3.1
1795	-	11.2	5.4	18.9	-	-	-	-	29.9	34.6	-	-
1796	-	-	-	-	-	-	-	-	-	40.8	43.8	17.8
1797			NO DATA AVAILABLE									
1798			NO DATA AVAILABLE									
1799			NO DATA AVAILABLE									
1800			NO DATA AVAILABLE									
1801			NO DATA AVAILABLE									
1802			NO DATA AVAILABLE									
1803			NO DATA AVAILABLE									
1804			NO DATA AVAILABLE									
1805			NO DATA AVAILABLE									
1806			NO DATA AVAILABLE									
1807			NO DATA AVAILABLE									
1808			NO DATA AVAILABLE									
1809			NO DATA AVAILABLE									
1810			NO DATA AVAILABLE									
1811			NO DATA AVAILABLE									
1812			NO DATA AVAILABLE									
1813			NO DATA AVAILABLE									
1814	-	-	-	-	-	-	-	-	-	43.2	9.1	47.7
1815	-	7.6	-	3.4	-	6.7	-	-	2.1	15.2	25.9	39.1
1816	18.4	-	-	-	-	-	-	10.9	10.2	17.6	29.4	21.8
1817	6.3	5.5	-	-	-	-	-	8.7	24.8	32.2	22.8	10.5
1818	12.8	19.2	7.5	-	13.8	-	-	3.9	12.3	6.7	24.6	-
1819	25.7	-	17.6	-	-	-	-	-	-	31.7	25.1	-
1820	-	11.9	-	10.8	18.6	-	-	-	28.0	3.7	26.9	-
1821	-	-	-	-	22.3	-	-	-	19.2	16.8	13.2	27.3
1822	-	-	5.8	-	-	-	4.3	41.7	18.7	-	12.7	17.8
1823	-	100.8	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA, 6/58-62

TABLE III.8 TOTAL TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1717[1]	652	1152	320	-	-	-	-	-	-	-	-	-	2124
1718	-	-	3774	3958	3094	1364	2370	-	-	694	432	1958	17644
1719	304	1878	1386	1652	756	1392	632	-	84	524	1446	1632	11726
1720	2598	1862	692	282	2698	-	-	-	-	950	768	4906	14770
1721	2612	1792	-	368	720	-	-	-	-	1528	-	1964	8976
1722	1830	1836	692	1008	536	368	408	-	-	-	-	900	7642
1723	540	1828	1256	1128	350	836	-	-	120	-	308	1256	7614
1724	2162	1638	388	376	276	168	488	-	488	748	-	-	6524
1725[2]	268	-	340	368	-	-	238	-	-	-	-	-	1190
1726[3]	1108	388	316	-	-	-	-	-	1146	948	838	1378	6026
1727	-	258	-	256	126	-	-	128	-	178	548	1498	2968
1728	578	598	-	-	528	-	-	-	-	748	512	-	2948
1729	-	246	1578	958	232	-	-	-	84	232	888	334	4464
1730	1078	226	-	298	844	584	-	-	296	-	-	-	3326
1731	484	256	1318	1438	-	258	-	-	-	156	-	-	3910
1732	238	-	988	272	476	-	-	414	658	-	142	232	3414
1733	484	-	1088	1748	-	568	84	-	-	632	288	272	5026
1734	-	-	318	286	-	-	-	2284	746	734	442	1868	6894
1735	284	828	312	272	844	-	-	-	-	958	876	1838	5386
1736	-	1232	582	332	888	534	926	-	-	496	730	-	5432
1737	-	-	-	1482	836	-	-	296	256	664	-	632	4166
1738	-	-	-	1568	488	-	-	-	898	984	432	256	4628
1739	-	486	1434	1686	838	-	-	-	378	1878	1326	312	8338
1740	186	-	94	1958	696	-	-	-	2526	1296	4796	2646	13758
1741	966	-	1156	1484	268	-	-	482	1228	3094	1652	2218	12452
1742	-	1978	662	1994	1376	348	-	-	376	848	678	-	8252
1743	-	1116	1234	348	868	244	188	-	644	356	1286	736	6996
1744	278	-	594	898	938	1388	476	-	-	-	148	1426	6042
1745	1194	-	548	-	1398	-	478	-	-	-	-	-	3616
1746	-	-	1732	1284	1094	574	-	-	-	-	-	582	5046
1747	948	1482	1232	422	862	-	-	-	-	474	498	-	5838
1748	1564	228	-	488	1466	246	582	-	-	-	-	496	4982
1749	218	528	1186	642	418	-	-	-	-	138	486	1822	4638
1750	-	148	698	198	874	256	246	-	2388	516	638	1336	7184
1751	-	-	-	554	784	256	-	-	296	238	642	-	2682
1752	-	514	888	556	464	-	-	288	284	2338	1484	488	7488

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.B TOTAL TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1753	-	166	526	1122	1378	-	-	-	1604	1226	720	-	6750
1754	696	-	234	368	572	368	-	524	716	376	1226	2380	7420
1755	252	-	652	1406	1130	232	-	194	1118	202	1188	450	7104
1756	1262	272	376	1042	844	-	-	376	2086	1552	1992	2546	12374
1757	246	-	1714	692	3884	-	-	-	3146	3390	2786	1834	16220
1758	-	-	434	994	1648	268	-	246	1132	1298	2212	876	8692
1759	668	-	1638	786	818	-	-	-	478	1176	1080	880	7174
1760	-	258	714	1132	1828	-	-	-	-	328	232	1778	5452
1761	1618	-	648	1768	-	-	-	-	282	1584	2018	-	7916
1762	182	724	938	1236	1132	-	-	-	438	230	636	352	5788
1763	-	-	1082	1026	1884	308	-	-	-	682	1020	2788	8782
1764	1468	1336	778	836	1418	488	164	-	-	544	1880	2864	11334
1765	466	-	274	798	-	488	-	-	282	376	1342	2642	6492
1766	736	1132	398	1986	588	424	-	-	248	1784	2356	1890	10678
1767	2266	964	268	822	2644	-	-	-	490	382	996	1806	9832
1768	-	572	2498	2786	3558	1168	-	-	-	1252	1468	-	13272
1769	2878	388	482	818	682	-	-	-	624	880	2698	1588	10732
1770	386	482	186	-	284	-	-	-	-	868	2718	3588	8308
1771	388	-	288	512	884	-	-	-	2284	2214	1416	6268	13574
1772	634	288	238	976	1272	288	-	-	1736	4618	2172	3248	15364
1773	1878	184	634	198	2378	-	-	-	494	2588	2668	2186	13878
1774	3426	644	988	1438	1534	628	-	-	316	1916	3728	682	15894
1775	1188	-	838	2332	-	-	-	-	582	4298	2118	2388	13782
1776	636	226	238	686	982	-	-	-	1714	4082	3128	236	11412
1777	384	284	582	1376	2838	-	-	-	-	268	1842	2722	9176
1778	988	522	1578	282	1884	-	-	278	228	2956	7384	-	15144
1779	424	1188	1188	-	182	288	-	-	-	988	1526	548	6188
1780	596	-	1128	484	934	-	482	-	-	-	3178	2288	8978
1781	984	344	1144	758	-	324	436	-	-	1686	2148	146	7982
1782	272	266	1188	698	1638	-	-	-	284	2528	1112	188	7886
1783	1174	634	238	384	1488	578	-	486	462	-	1834	1136	8824
1784	-	-	718	1888	1292	638	-	-	-	1962	2118	968	8678
1785	-	136	668	-	1768	272	-	238	486	882	998	584	5886
1786	-	-	224	-	1824	-	-	626	344	384	3256	1346	7124
1787	288	474	278	628	948	428	-	-	2812	614	3126	492	9234
1788	468	-	-	1384	1254	-	-	-	1664	1684	2572	514	9882

SOURCES: GAA, PA 6/58-62

CONTINUED:

TABLE III.8 TOTAL TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1789	202	426	196	236	-	200	-	230	300	2300	2760	2072	9020
1790	1412	330	-	952	202	274	-	-	854	770	2084	292	7170
1791	628	-	492	-	218	-	-	-	202	1102	604	1304	4830
1792	470	466	92	-	-	200	-	-	526	1406	2256	1846	7348
1793	-	344	288	380	-	288	-	-	280	1118	456	630	3784
1794	946	268	-	676	-	148	236	-	1696	1732	2480	324	8412
1795	-	238	162	458	-	-	-	-	702	888	-	-	2448
1796	-	-	-	-	-	-	-	-	-	1338	1408	640	3386
1797		NO	DATA	AVAILABLE									
1798		NO	DATA	AVAILABLE									
1799		NO	DATA	AVAILABLE									
1800		NO	DATA	AVAILABLE									
1801		NO	DATA	AVAILABLE									
1802		NO	DATA	AVAILABLE									
1803		NO	DATA	AVAILABLE									
1804		NO	DATA	AVAILABLE									
1805		NO	DATA	AVAILABLE									
1806		NO	DATA	AVAILABLE									
1807		NO	DATA	AVAILABLE									
1808		NO	DATA	AVAILABLE									
1809		NO	DATA	AVAILABLE									
1810		NO	DATA	AVAILABLE									
1811		NO	DATA	AVAILABLE									
1812		NO	DATA	AVAILABLE									
1813		NO	DATA	AVAILABLE									
1814	-	-	-	-	-	-	-	-	-	476	128	586	1188
1815	-	524	-	234	-	302	-	-	136	998	1000	2648	6642
1816	478	-	-	-	-	-	-	474	498	772	1376	962	4560
1817	838	1006	-	-	-	-	-	176	6874	7918	5792	3192	24996
1818	1104	1662	620	-	902	-	-	298	1128	558	1954	-	8316
1819	1122	-	716	-	-	-	-	-	-	986	886	-	3710
1820	-	324	-	246	622	-	-	-	844	126	838	-	3004
1821	-	-	-	-	732	-	-	-	804	826	496	1026	3474
1822	-	-	312	-	-	-	182	1748	720	-	524	736	4222
1823	-	198	-	-	-	-	-	-	-	-	-	-	198

SOURCE: GAA, PA 6/58-62

TABLE III.9 AVERAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1717[1]	217.3	220.0	320.0	-	-	-	-	-	-	-	-	-	265.5
1718	-	-	314.5	389.0	343.0	341.0	395.0	-	-	231.3	432.0	391.6	346.0
1719	344.0	375.6	346.5	413.0	378.0	348.0	316.0	-	84.0	174.7	361.5	408.0	344.0
1720	323.0	376.4	346.0	292.0	299.8	-	-	-	-	316.7	380.0	380.4	338.7
1721	373.1	358.4	-	360.0	360.0	-	-	-	-	382.0	-	327.3	359.0
1722	366.0	367.2	346.0	362.7	268.0	360.0	400.0	-	-	-	-	308.0	347.4
1723	270.0	304.7	251.2	373.3	360.0	278.7	-	-	120.0	-	308.0	314.0	292.8
1724	308.9	326.0	308.0	376.0	276.0	160.0	460.0	-	400.0	370.0	-	-	326.2
1725[2]	268.0	-	340.0	360.0	-	-	230.0	-	-	-	-	-	297.5
1726[3]	277.0	308.0	316.0	-	-	-	-	-	286.5	316.0	279.3	274.0	287.0
1727	-	258.0	-	256.0	126.0	-	-	120.0	-	170.0	270.0	249.7	228.3
1728	198.0	295.0	-	-	264.0	-	-	-	-	187.0	256.0	-	226.8
1729	-	246.0	263.0	316.7	232.0	-	-	-	84.0	232.0	269.3	334.0	262.6
1730	269.0	226.0	-	290.0	281.3	297.0	-	-	296.0	-	-	-	277.2
1731	247.0	256.0	262.0	287.5	-	256.0	-	-	-	156.0	-	-	260.7
1732	238.0	-	247.5	272.0	238.0	-	-	207.0	162.5	-	142.0	232.0	213.4
1733	242.0	-	268.0	291.3	-	284.0	54.0	-	-	210.7	208.0	272.0	251.3
1734	-	-	312.0	296.0	-	-	-	284.9	149.2	244.7	221.0	268.7	236.5
1735	264.0	276.0	312.0	272.0	281.3	-	-	-	-	237.5	292.0	257.5	267.0
1736	-	308.0	291.0	332.0	266.7	267.0	308.7	-	-	248.0	243.3	-	281.6
1737	-	-	-	296.4	278.7	-	-	298.0	256.0	221.3	-	316.0	277.7
1738	-	-	-	260.0	245.0	-	-	-	224.5	246.0	216.0	256.0	243.2
1739	-	243.0	286.0	281.0	278.7	-	-	-	189.0	268.3	265.2	312.0	268.7
1740	184.0	-	54.0	259.7	348.0	-	-	-	194.3	186.1	282.4	240.5	229.3
1741	241.5	-	231.2	247.3	268.0	-	-	201.0	178.4	221.0	275.3	245.5	230.6
1742	-	247.3	331.0	284.9	275.2	340.0	-	-	125.3	169.6	169.5	-	235.8
1743	-	223.2	246.0	340.0	216.0	244.0	180.0	-	128.8	178.0	214.3	245.3	212.0
1744	278.0	-	198.0	222.5	310.0	261.6	238.0	-	-	-	140.0	237.7	241.7
1745	296.5	-	274.0	-	274.6	-	238.0	-	-	-	-	-	278.2
1746	-	-	288.7	288.8	273.5	287.0	-	-	-	-	-	251.0	265.6
1747	313.3	280.4	308.0	211.0	287.3	-	-	-	-	237.0	249.0	-	277.6
1748	268.7	228.0	-	488.0	293.2	246.0	291.0	-	-	-	-	248.0	276.8
1749	218.0	260.0	290.5	321.0	209.0	-	-	-	-	138.0	243.0	255.5	257.2
1750	-	148.0	216.7	190.0	291.3	258.0	246.0	-	177.5	258.0	210.0	282.7	210.4
1751	-	-	-	277.0	352.0	256.0	-	-	296.0	230.0	321.0	-	298.0
1752	-	257.0	296.0	278.0	332.0	-	-	140.0	142.0	233.0	247.3	408.0	246.9

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.9 AVERAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1763	-	164.0	263.0	280.5	275.6	-	-	-	280.5	245.2	182.0	-	238.8
1764	348.0	-	234.0	360.0	286.0	368.0	-	262.8	238.7	187.0	245.2	261.1	268.3
1765	282.0	-	284.0	297.2	226.0	232.0	-	194.0	223.6	202.0	237.6	225.0	248.0
1766	315.5	278.0	376.0	260.5	281.3	-	-	376.0	298.0	310.4	332.0	320.8	309.3
1767	246.0	-	342.8	223.0	300.4	-	-	-	314.6	283.2	278.6	344.7	294.9
1768	-	-	217.0	331.3	387.0	268.0	-	246.0	188.7	258.0	276.5	288.0	271.6
1769	334.0	-	328.5	378.0	618.0	-	-	-	239.0	235.2	270.0	293.3	298.9
1770	-	258.0	238.0	377.3	342.7	-	-	-	-	328.0	232.0	295.0	303.4
1771	322.0	-	331.0	353.6	-	-	-	-	282.0	264.0	287.1	-	304.5
1772	102.0	241.3	312.7	412.0	377.3	-	-	-	438.0	238.0	318.0	382.0	321.6
1773	-	-	280.6	342.0	376.0	380.0	-	-	-	227.3	255.0	258.7	282.3
1774	368.0	334.0	389.0	276.3	382.5	488.0	166.0	-	-	272.0	284.3	284.9	306.3
1775	468.0	-	274.0	305.0	-	488.0	-	-	282.0	376.0	268.4	264.2	296.1
1776	248.3	377.3	398.0	398.0	196.0	212.0	-	-	248.0	243.4	261.8	383.3	288.4
1767	377.7	241.5	260.0	261.0	377.7	-	-	-	163.3	191.0	249.0	335.3	297.9
1768	-	296.0	356.9	393.7	385.8	292.0	-	-	-	250.4	293.6	-	331.8
1769	319.3	300.0	482.0	270.0	341.0	-	-	-	288.0	266.7	269.0	310.0	290.1
1770	398.0	248.0	156.0	-	284.0	-	-	-	-	269.3	301.1	322.7	299.9
1771	398.0	-	298.0	288.0	284.0	-	-	-	244.9	221.4	283.2	312.4	277.0
1772	317.0	288.0	238.5	325.3	294.4	288.0	-	-	192.9	242.6	271.5	231.4	243.9
1773	313.0	164.0	317.0	198.0	296.8	-	-	-	247.0	234.5	266.0	234.0	261.6
1774	342.6	322.0	388.7	287.2	388.0	209.3	-	-	168.0	273.7	286.2	227.3	286.9
1775	238.0	-	277.3	291.5	-	-	-	-	184.0	268.3	382.3	341.1	278.6
1776	318.0	226.0	232.0	328.0	167.3	-	-	-	214.3	272.1	284.4	236.0	259.4
1777	384.0	284.0	271.0	275.2	329.7	-	-	-	-	268.0	308.4	272.2	296.0
1778	386.7	261.0	318.2	282.0	336.0	-	-	270.0	228.0	246.3	284.0	-	280.5
1779	424.0	231.2	297.0	-	182.0	202.0	-	-	-	318.7	381.5	270.0	293.7
1780	298.0	-	281.0	484.0	233.5	-	402.0	-	-	264.0	285.0	286.0	286.6
1781	381.3	348.0	381.3	375.0	-	324.0	436.0	-	-	240.9	386.9	146.0	303.2
1782	272.0	268.0	388.3	286.0	343.3	-	-	-	284.0	280.0	222.4	188.0	283.6
1783	234.0	317.0	236.0	384.0	422.0	286.0	-	162.0	184.0	-	385.7	284.0	276.0
1784	-	-	236.7	378.6	325.0	319.0	-	-	-	212.4	381.4	322.7	296.2
1785	-	136.0	334.0	-	383.6	272.0	-	230.0	243.0	267.3	332.7	253.0	293.3
1786	-	-	224.0	-	341.3	-	-	313.0	344.0	384.0	296.0	224.3	285.0
1787	250.0	474.0	278.0	310.0	316.0	429.0	-	-	251.5	204.7	260.5	492.0	279.8
1788	230.0	-	-	278.5	250.5	-	-	-	237.7	280.7	321.5	257.0	271.5

SOURCE: GAA, PA 6/58-62

CONTINUED:

TABLE III.9 AVERAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE FOR THE YEAR
1789	202.0	213.0	196.0	236.0	-	208.0	-	238.0	308.0	238.0	250.0	259.0	243.8
1790	282.0	165.0	-	317.3	202.0	274.0	-	-	284.7	256.7	260.5	292.0	268.6
1791	200.3	-	164.0	-	218.0	-	-	-	202.0	275.5	228.0	266.5	231.5
1792	238.0	233.0	92.0	-	-	288.0	-	-	264.0	281.0	230.0	261.0	253.3
1793	-	344.0	288.0	309.0	-	288.0	-	-	280.0	279.5	228.0	210.0	264.6
1794	318.3	260.0	-	223.3	-	148.0	236.0	-	242.3	247.4	268.7	162.0	247.4
1795	-	238.0	182.0	228.0	-	-	-	-	234.0	296.0	-	-	244.8
1796	-	-	-	-	-	-	-	-	-	267.5	234.7	320.0	280.5
1797		NO DATA AVAILABLE											
1798		NO DATA AVAILABLE											
1799		NO DATA AVAILABLE											
1800		NO DATA AVAILABLE											
1801		NO DATA AVAILABLE											
1802		NO DATA AVAILABLE											
1803		NO DATA AVAILABLE											
1804		NO DATA AVAILABLE											
1805		NO DATA AVAILABLE											
1806		NO DATA AVAILABLE											
1807		NO DATA AVAILABLE											
1808		NO DATA AVAILABLE											
1809		NO DATA AVAILABLE											
1810		NO DATA AVAILABLE											
1811		NO DATA AVAILABLE											
1812		NO DATA AVAILABLE											
1813		NO DATA AVAILABLE											
1814	-	-	-	-	-	-	-	-	-	238.0	120.0	198.3	197.0
1815	-	262.0	-	234.0	-	302.0	-	-	136.0	199.4	225.0	284.2	246.8
1816	159.3	-	-	-	-	-	-	158.0	166.0	193.0	229.3	192.4	190.0
1817	278.3	335.3	-	-	-	-	-	176.0	276.1	316.7	445.8	532.0	342.4
1818	368.0	284.0	620.0	-	496.0	-	-	298.0	282.0	279.0	279.1	-	361.6
1819	561.0	-	358.0	-	-	-	-	-	-	197.2	298.3	-	309.2
1820	-	162.0	-	246.0	622.0	-	-	-	168.8	126.0	209.5	-	214.3
1821	-	-	-	-	366.0	-	-	-	198.0	208.7	248.0	256.5	248.1
1822	-	-	312.0	-	-	-	182.0	249.7	242.7	-	174.7	242.7	234.6
1823	-	198.0	-	-	-	-	-	-	-	-	-	-	198.0

SOURCE: GAA, PA 6/88-62

TABLE III.10 PERCENTAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1717[1]	30.7	54.2	15.1	-	-	-	-	-	-	-	-	-
1718	-	-	21.4	22.4	17.5	7.7	13.4	-	-	3.9	2.4	11.1
1719	2.9	16.8	11.8	14.1	6.4	11.9	5.4	-	0.7	4.5	12.3	13.9
1720	17.5	12.7	4.7	2.8	18.3	-	-	-	-	6.4	5.1	33.2
1721	29.1	26.8	-	4.8	8.8	-	-	-	-	17.8	-	21.9
1722	23.9	24.8	9.1	14.2	7.8	4.7	5.2	-	-	-	-	11.8
1723	7.1	24.8	16.5	14.7	4.8	11.8	-	-	1.6	-	4.8	16.5
1724	33.1	25.8	5.8	5.8	4.2	2.5	6.1	-	6.1	11.3	-	-
1725[2]	21.8	-	28.6	30.3	-	-	19.3	-	-	-	-	-
1726[3]	18.4	5.8	5.2	-	-	-	-	-	19.8	15.7	13.9	22.7
1727	-	8.7	-	8.6	4.2	-	-	4.8	-	5.7	18.2	50.5
1728	19.3	28.8	-	-	17.9	-	-	-	-	25.4	17.4	-
1729	-	5.5	35.3	21.3	5.2	-	-	-	1.9	5.2	18.1	7.5
1730	38.4	6.8	-	8.7	25.4	17.8	-	-	8.9	-	-	-
1731	12.6	6.5	33.5	36.8	-	6.5	-	-	-	4.8	-	-
1732	7.8	-	29.8	8.8	13.9	-	-	12.1	19.8	-	4.2	6.8
1733	9.6	-	21.1	34.8	-	11.3	1.1	-	-	12.6	4.1	5.4
1734	-	-	4.7	4.5	-	-	-	33.4	11.3	11.1	6.7	28.2
1735	4.6	15.5	5.8	5.1	15.8	-	-	-	-	17.7	16.4	19.2
1736	-	21.9	10.3	5.9	14.2	9.5	16.4	-	-	8.8	13.8	-
1737	-	-	-	35.6	28.1	-	-	7.1	6.1	15.9	-	15.2
1738	-	-	-	33.8	18.6	-	-	-	19.4	21.3	9.4	5.5
1739	-	5.8	17.2	28.2	18.8	-	-	-	4.5	22.5	15.9	3.7
1740	1.8	-	8.4	11.5	5.1	-	-	-	18.4	9.4	34.9	19.2
1741	7.8	-	9.3	11.9	2.1	-	-	3.2	9.9	24.8	13.3	17.7
1742	-	24.8	8.8	24.2	16.7	4.1	-	-	4.6	10.3	8.2	-
1743	-	16.8	17.6	4.9	12.3	3.5	2.6	-	9.2	5.1	18.4	10.5
1744	4.6	-	9.8	14.7	15.4	21.8	7.9	-	-	-	2.3	23.6
1745	33.8	-	15.2	-	38.7	-	13.2	-	-	-	-	-
1746	-	-	30.3	22.7	21.7	11.4	-	-	-	-	-	9.9
1747	16.1	24.8	21.1	7.2	14.8	-	-	-	-	8.1	8.5	-
1748	31.4	4.4	-	8.2	29.4	4.9	11.7	-	-	-	-	10.8
1749	4.7	11.2	25.6	13.9	9.8	-	-	-	-	3.8	18.5	22.1
1750	-	2.1	9.1	2.7	12.2	3.6	3.4	-	32.3	7.2	8.8	18.7
1751	-	-	-	28.7	26.2	9.5	-	-	11.8	8.6	23.9	-
1752	-	6.9	12.8	7.5	9.8	-	-	3.8	3.8	31.5	20.8	5.5

SOURCE: GAA. PA 6/58-62

CONTINUED:

TABLE III.10 PERCENTAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1753	-	2.5	7.8	16.6	20.4	-	-	-	23.8	18.2	10.8	-
1754	9.8	-	3.2	5.C	7.7	5.8	-	7.1	9.6	5.0	16.5	31.6
1755	3.5	-	12.0	20.9	15.9	3.3	-	2.7	15.7	2.8	16.7	6.3
1756	10.2	2.2	3.0	8.4	6.8	-	-	3.8	16.9	12.5	16.1	20.7
1757	1.5	-	10.6	5.5	18.5	-	-	-	19.4	20.9	17.2	6.4
1758	-	-	5.8	11.4	17.8	3.8	-	2.8	13.8	14.8	25.4	6.6
1759	9.3	-	22.7	10.5	7.1	-	-	-	6.7	16.4	15.1	12.3
1760	-	4.7	13.1	20.7	18.8	-	-	-	-	6.8	4.2	32.4
1761	28.3	-	8.4	22.3	-	-	-	-	3.6	20.0	25.4	-
1762	1.8	12.5	16.2	21.4	19.6	-	-	-	7.6	4.0	11.0	6.1
1763	-	-	11.4	11.7	21.5	4.3	-	-	-	7.8	11.7	31.5
1764	12.9	11.8	6.9	7.3	12.4	3.5	1.5	-	-	4.8	16.3	22.6
1765	7.2	-	4.2	12.2	-	6.2	-	-	3.1	5.8	20.7	40.7
1766	6.9	18.6	3.7	18.7	5.5	4.8	-	-	2.3	16.0	22.1	10.2
1767	23.8	18.1	2.7	5.5	27.7	-	-	-	5.1	4.0	10.4	10.6
1768	-	4.3	18.8	20.8	26.8	8.8	-	-	-	9.4	11.1	-
1769	28.8	2.8	3.7	7.5	6.4	-	-	-	5.8	7.5	25.1	14.4
1770	4.7	5.8	1.9	-	3.4	-	-	-	-	9.6	32.3	42.3
1771	2.9	-	2.2	3.8	2.1	-	-	-	16.2	16.3	10.4	46.0
1772	4.1	1.4	1.5	6.4	8.3	1.8	-	-	11.3	30.0	14.1	21.1
1773	14.4	1.2	4.8	1.5	18.2	-	-	-	3.8	19.7	20.3	16.1
1774	22.5	4.2	5.9	9.4	10.1	4.1	-	-	2.1	12.6	24.5	4.5
1775	8.2	-	6.1	17.8	-	-	-	-	4.8	31.3	15.4	17.4
1776	5.6	2.8	2.8	5.7	4.4	-	-	-	15.8	35.8	27.4	2.1
1777	14.3	3.2	5.9	15.8	22.2	-	-	-	-	2.9	16.8	29.7
1778	4.1	3.4	10.4	1.9	6.7	-	-	1.8	1.5	19.5	48.8	-
1779	4.9	18.7	19.3	-	3.8	3.3	-	-	-	15.4	24.7	8.8
1780	6.6	-	12.5	5.2	18.4	-	4.5	-	-	-	35.4	25.4
1781	11.5	4.4	14.5	9.5	-	4.1	5.5	-	-	21.4	27.3	1.9
1782	3.6	3.5	15.1	11.2	13.5	-	-	-	3.3	32.9	14.5	2.5
1783	13.8	7.4	2.8	3.6	19.8	6.7	-	5.7	5.4	-	21.5	13.3
1784	-	-	8.2	21.9	14.9	7.4	-	-	-	12.2	24.3	11.2
1785	-	2.3	11.4	-	38.1	4.6	-	3.9	8.3	13.7	17.0	8.6
1786	-	-	3.1	-	14.4	-	-	8.8	4.8	4.3	45.7	18.9
1787	2.7	5.1	3.8	6.7	18.3	4.5	-	-	21.8	6.6	33.9	5.3
1788	4.8	-	-	14.2	13.2	-	-	-	17.5	17.7	27.1	5.4

SOURCE: GAA. PA 6/58-62

CONTINUED:

TABLE III.10 PERCENTAGE TONNAGE OF WHITE SEA SHIPPING FROM WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1779	2.2	4.7	2.2	2.6	-	2.3	-	2.6	3.3	26.4	30.6	23.0
1780	19.7	4.6	-	13.3	2.8	3.2	-	-	11.9	10.7	29.1	4.1
1781	13.6	-	10.6	-	4.7	-	-	-	4.4	23.8	14.8	28.2
1782	6.4	6.3	1.3	-	-	3.9	-	-	7.2	23.0	30.6	21.3
1783	-	9.3	7.8	8.1	-	7.8	-	-	7.6	30.2	12.3	17.0
1784	11.2	3.1	-	8.0	-	1.8	2.8	-	20.2	20.6	20.5	3.9
1785	-	9.7	6.6	18.7	-	-	-	-	28.7	36.3	-	-
1786	-	-	-	-	-	-	-	-	-	39.5	41.6	18.9
1787-5		NO DATA AVAILABLE										
1788		NO DATA AVAILABLE										
1789		NO DATA AVAILABLE										
1790		NO DATA AVAILABLE										
1791		NO DATA AVAILABLE										
1792		NO DATA AVAILABLE										
1793		NO DATA AVAILABLE										
1794		NO DATA AVAILABLE										
1795		NO DATA AVAILABLE										
1796		NO DATA AVAILABLE										
1797		NO DATA AVAILABLE										
1798		NO DATA AVAILABLE										
1799		NO DATA AVAILABLE										
1800		NO DATA AVAILABLE										
1801		NO DATA AVAILABLE										
1802		NO DATA AVAILABLE										
1803		NO DATA AVAILABLE										
1804-6	-	-	-	-	-	-	-	-	-	40.3	10.2	49.6
1805	-	7.9	-	3.5	-	4.5	-	-	2.0	15.0	27.1	39.9
1806	10.5	-	-	-	-	-	-	10.4	10.9	16.9	30.2	21.1
1807	3.4	4.0	-	-	-	-	-	0.7	24.3	31.7	23.2	12.8
1808	13.3	20.0	7.5	-	11.9	-	-	3.6	13.6	6.7	23.5	-
1809	38.2	-	19.3	-	-	-	-	-	-	26.6	23.9	-
1810	-	10.8	-	8.2	20.7	-	-	-	28.1	4.2	27.9	-
1811	-	-	-	-	21.1	-	-	-	17.1	18.8	14.3	29.5
1812	-	-	7.4	-	-	-	4.3	41.4	17.2	-	12.4	17.2
1813-7	-	100.0	-	-	-	-	-	-	-	-	-	-

SOURCE: GAA. PA 6/58-62

TABLE III.11 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1717[1]	100.0	84.0	-	196.0	284.0	288.0	357.5	326.0	420.0	-	-	-	-	-	314.8	265.6
1718	78.3	72.0	200.0	196.7	280.3	280.8	376.1	361.9	448.4	428.2	550.0	-	-	-	381.9	346.0
1719	94.0	84.0	160.0	196.0	296.0	276.0	325.4	363.0	442.5	424.3	-	-	-	-	389.1	344.9
1720	89.3	92.0	147.0	165.0	268.0	284.0	375.1	361.4	433.6	434.0	-	-	-	-	358.2	335.7
1721	-	-	-	-	288.0	281.0	377.6	368.7	430.0	430.0	-	-	-	-	383.0	359.0
1722	-	-	136.0	134.0	300.0	293.3	388.0	385.1	427.0	420.0	-	-	-	-	378.6	347.4
1723	58.0	58.0	120.0	162.4	272.0	273.3	390.8	363.9	457.5	-	-	-	-	-	346.2	292.8
1724	-	-	160.0	160.0	283.4	270.0	378.7	364.9	448.0	-	-	-	-	-	343.6	326.2
1725[2]	-	-	-	-	260.0	245.0	400.0	358.0	432.0	-	-	-	-	-	338.0	297.5
1726[3]	-	-	134.0	118.0	270.0	257.6	344.9	347.2	448.0	-	560.0	-	-	-	344.4	287.0
1727	-	-	159.0	138.7	267.0	247.8	336.0	322.0	460.0	-	-	-	-	-	288.3	228.3
1728	96.0	96.0	120.0	120.0	274.5	258.4	327.0	334.9	-	-	-	-	-	-	294.2	226.8
1729	84.0	84.0	-	-	255.2	254.5	348.0	331.5	424.0	-	510.0	-	-	-	291.9	262.6
1730	-	-	196.0	196.0	269.1	274.7	329.0	329.0	452.0	-	-	-	-	-	303.5	277.2
1731	-	-	152.0	168.0	259.4	259.4	338.7	338.7	-	-	-	-	-	-	268.7	268.7
1732	-	180.0	154.0	124.5	276.0	250.4	358.0	312.0	445.0	-	-	-	-	-	280.0	213.4
1733	72.0	96.0	-	144.0	262.0	259.0	363.0	335.0	489.2	-	528.0	-	-	-	376.0	251.3
1734	-	-	178.0	151.3	251.6	263.2	372.7	323.0	456.6	-	561.5	-	-	-	378.4	235.5
1735	-	-	-	192.0	259.0	259.6	366.9	316.0	474.7	-	546.7	-	-	-	436.2	267.8
1736	-	-	-	-	271.6	251.3	375.7	329.0	470.4	-	546.0	-	-	-	414.2	281.6
1737	-	-	-	192.0	264.8	260.2	380.0	326.4	468.0	-	540.7	-	-	-	428.7	277.7
1738	-	-	182.0	122.0	251.4	253.1	356.7	325.2	455.6	-	570.0	-	-	-	348.8	243.2
1739	-	-	156.0	175.3	282.7	253.5	344.0	332.0	444.3	-	585.3	-	660.0	-	421.0	262.7
1740	96.0	72.7	174.0	144.0	278.9	250.0	358.5	349.7	453.5	404.0	542.9	-	681.6	-	376.2	229.3
1741	-	72.0	154.9	142.8	256.4	245.4	356.4	333.0	462.5	-	546.0	-	683.3	-	364.6	230.6
1742	72.0	72.0	181.0	154.3	258.9	254.3	349.4	338.6	464.2	404.0	513.0	-	-	-	337.8	235.8
1743	-	108.0	173.6	142.9	255.3	244.1	344.4	344.7	452.0	-	528.0	-	-	-	285.3	212.0
1744	-	96.0	147.7	172.3	271.3	258.6	361.6	324.5	-	-	-	-	-	-	282.6	241.7
1745	-	-	-	190.0	236.5	259.7	355.2	321.6	453.0	-	-	-	-	-	348.8	278.2
1746	-	-	-	190.0	273.0	251.3	346.3	334.5	443.0	-	-	-	-	-	353.8	265.6
1747	-	-	195.0	174.0	279.3	259.5	372.8	340.0	435.2	-	510.0	-	628.0	-	358.2	277.6
1748	-	-	209.0	190.0	278.0	246.3	354.9	335.6	454.7	408.0	532.7	-	-	-	384.0	276.8
1749	-	-	139.0	174.0	262.0	248.5	355.0	343.5	485.3	-	535.0	-	-	-	364.0	257.2
1750	-	-	153.2	155.1	272.0	247.9	353.8	366.0	440.5	-	-	-	-	-	381.2	210.4
1751	-	-	198.0	198.0	-	265.0	370.0	358.0	444.0	-	546.0	-	-	-	394.4	298.0
1752	-	-	174.0	152.0	272.0	247.3	362.2	345.0	490.5	408.0	550.0	-	610.0	-	351.3	246.9

SOURCE: CAA, BE 6/58-62

CONTINUED:

TABLE III.11 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRINCIPALLY ARCHANGEL) TO AMSTERDAM

SIZES IN TONS	A 0 – 199		B 101 – 200		C 201 – 300		D 301 – 400		E 401 – 500		F 501 – 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1753	–	–	178.0	147.0	280.0	234.7	351.2	341.3	419.0	–	548.0	–	640.0	–	337.3	232.8
1754	–	–	–	178.0	237.3	239.0	343.6	354.2	449.4	–	549.3	–	–	–	382.1	265.3
1755	–	92.0	128.5	158.5	266.0	241.1	345.7	343.6	460.2	–	560.0	–	–	–	357.2	245.0
1756	–	–	132.0	152.0	272.0	249.3	347.7	358.2	448.6	418.0	533.3	–	692.0	–	392.8	309.3
1757	–	–	137.3	153.8	295.0	240.6	357.1	359.2	438.5	–	531.2	–	659.0	–	423.7	294.9
1758	–	–	147.7	128.7	–	251.8	367.7	357.4	462.3	–	532.5	–	648.0	–	394.0	271.6
1759	–	–	102.0	132.0	265.0	253.5	369.6	385.2	486.7	–	526.4	510.0	732.4	–	466.8	298.9
1760	–	–	–	–	–	254.7	360.0	358.3	452.5	–	552.0	510.0	717.0	–	523.9	303.4
1761	–	–	150.0	142.0	248.0	260.5	367.3	387.8	429.6	414.0	554.0	510.0	721.2	–	526.4	304.5
1762	–	–	152.0	132.0	229.0	251.5	344.0	353.6	457.2	432.0	550.4	521.0	767.2	–	532.8	321.6
1763	–	–	152.0	158.4	280.0	252.5	373.5	364.3	438.4	419.0	544.5	532.0	703.0	–	431.5	282.3
1764	–	–	150.0	154.0	279.5	256.7	358.0	357.6	460.0	425.3	564.6	532.0	712.7	–	502.6	306.3
1765	–	–	–	148.5	220.0	250.5	354.8	348.5	456.0	446.0	573.6	–	752.0	–	475.7	295.1
1766	–	–	198.0	158.0	247.2	247.5	348.2	361.2	449.6	430.5	548.4	–	708.5	–	417.8	288.4
1767	–	–	184.0	156.0	260.0	256.2	368.0	358.3	462.4	430.7	558.2	–	649.2	–	447.3	297.9
1768	–	–	–	174.0	290.0	241.7	373.5	362.3	458.3	440.0	552.7	–	774.3	–	556.0	331.8
1769	–	–	200.0	150.0	266.7	251.7	382.7	366.5	438.0	404.7	578.3	–	765.6	–	529.7	290.1
1770	–	–	–	156.0	284.0	258.5	392.0	349.1	469.8	487.3	539.1	–	756.0	–	562.6	298.9
1771	–	–	184.7	158.6	253.0	256.9	348.0	337.6	458.5	411.2	572.9	–	726.2	–	493.7	277.0
1772	38.0	84.0	177.5	153.0	267.3	241.5	362.1	334.5	452.4	418.3	517.3	–	679.2	–	388.5	243.9
1773	–	–	184.0	156.0	274.0	243.6	354.5	333.4	458.4	432.7	562.7	–	666.6	–	436.6	261.6
1774	–	96.0	180.0	165.1	271.5	246.1	363.8	349.7	452.7	435.4	572.6	–	721.2	–	509.7	286.9
1775	–	–	–	164.6	265.0	252.8	357.1	333.2	453.4	455.0	545.2	–	692.2	–	508.0	279.6
1776	–	99.0	153.5	170.8	267.5	245.9	358.5	328.2	456.5	415.3	556.5	–	672.0	–	482.9	259.4
1777	–	–	–	191.0	308.0	258.1	361.1	331.2	464.2	459.7	578.5	–	703.3	–	468.3	296.0
1778	–	–	169.0	174.3	270.0	255.0	353.0	331.6	468.8	433.0	551.0	–	748.0	–	447.1	280.5
1779	–	–	191.0	163.0	274.7	247.5	378.0	315.5	464.2	428.8	528.0	–	688.0	–	469.7	293.7
1780	–	–	200.0	176.0	–	250.3	358.4	323.8	447.8	433.0	585.0	–	654.8	–	456.8	288.6
1781	–	–	–	155.0	281.0	260.2	315.0	338.9	458.0	445.0	532.5	–	719.0	–	553.4	303.2
1782	–	–	–	170.9	246.7	253.1	354.9	324.0	461.2	453.2	552.0	–	790.4	–	465.9	283.6
1783	76.0	78.3	182.0	112.0	270.0	252.7	343.3	338.9	455.1	476.7	553.4	–	784.4	–	483.5	275.0
1784	–	84.0	192.0	143.0	295.0	252.0	357.3	356.3	453.3	458.0	516.5	516.0	681.0	–	499.7	299.2
1785	–	–	–	154.7	285.0	252.0	356.7	336.8	448.7	460.0	560.6	–	683.4	–	529.2	293.3
1786	–	–	–	164.0	282.0	254.3	320.0	331.3	452.6	469.0	558.0	–	783.5	–	490.6	285.0
1787	–	–	–	139.0	245.3	255.6	352.0	327.2	459.5	462.0	554.3	–	682.3	–	497.6	279.8
1788	–	–	–	178.7	258.0	253.1	344.4	328.0	448.7	434.7	552.6	–	639.6	–	464.9	271.5

SOURCES: S34, 68/59-62

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TABLE III.11 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM

SIZES IN TONS	A 0 - 150		B 151 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1789	-	-	198.8	178.3	-	242.8	357.7	321.2	448.5	-	550.2	-	647.7	-	458.4	243.8
1790	-	-	-	171.3	296.3	248.8	372.4	322.3	448.4	482.8	548.7	-	678.5	-	476.1	265.6
1791	-	96.9	132.8	178.3	288.6	254.5	358.8	333.8	444.2	-	528.7	-	630.4	-	435.6	231.5
1792	-	92.3	148.3	171.6	256.3	257.3	349.1	325.7	452.6	-	557.1	-	621.8	-	454.4	253.3
1793	196.8	-	-	185.9	308.8	267.2	329.3	331.8	438.6	-	557.2	-	614.8	-	443.9	264.6
1794	-	-	-	176.9	260.5	264.7	388.6	324.4	457.8	-	538.3	-	611.3	-	465.5	267.8
1795	-	-	182.7	208.8	298.4	368.8	384.8	458.3	-	528.8	-	-	-	428.6	244.8
1796	-	-	-	173.8	275.9	264.7	382.4	314.4	465.8	-	561.8	-	-	-	421.1	260.5
1797		NO	DATA	AVAILABLE												
1798		NO	DATA	AVAILABLE												
1799		NO	DATA	AVAILABLE												
1800		NO	DATA	AVAILABLE												
1801		NO	DATA	AVAILABLE												
1802		NO	DATA	AVAILABLE												
1803		NO	DATA	AVAILABLE												
1804		NO	DATA	AVAILABLE												
1805		NO	DATA	AVAILABLE												
1806		NO	DATA	AVAILABLE												
1807		NO	DATA	AVAILABLE												
1808		NO	DATA	AVAILABLE												
1809		NO	DATA	AVAILABLE												
1810		NO	DATA	AVAILABLE												
1811		NO	DATA	AVAILABLE												
1812		NO	DATA	AVAILABLE												
1813		NO	DATA	AVAILABLE												
1814	-	-	167.8	140.8	234.3	254.3	360.8	-	464.2	-	-	-	-	-	309.3	197.6
1815	-	-	179.2	158.9	282.8	268.7	356.8	349.6	438.6	-	553.8	-	646.7	-	388.1	246.8
1816	-	96.8	184.8	141.1	284.9	239.4	345.6	321.3	447.2	-	528.8	-	-	-	389.8	198.8
1817	-	-	169.5	158.5	244.4	243.2	347.8	357.2	448.8	439.8	524.5	528.3	661.7	696.4	384.8	342.4
1818	-	-	116.8	174.3	254.8	278.8	382.4	354.8	426.7	458.8	592.8	578.8	678.7	673.3	361.4	361.6
1819	-	-	177.8	167.3	232.4	229.7	348.8	398.8	442.8	486.3	528.8	502.8	-	628.8	313.8	389.2
1820	-	-	176.3	166.6	228.8	237.3	332.8	-	-	-	-	-	648.8	622.8	285.6	214.3
1821	-	-	184.3	178.9	251.8	242.5	325.3	364.8	-	-	-	582.8	636.8	-	285.9	248.1
1822	-	-	178.2	167.1	238.8	246.7	338.5	318.8	-	-	594.8	-	-	618.8	258.4	239.6
1823	-	-	-	198.8	228.8	-	-	-	-	-	-	-	-	-	228.8	198.8

SOURCE: CAL. 2a 6/30-62

TABLE III.12 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES
OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 199			B 200 - 299			C 300 - 399			D 400 - 499			E 500 - 599			F 600 - 799			G 800 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1717 [1]	129.0	19.0	15.0	300.0	51.5	34.0	362.7	25.9	20.6	363.3	5.3	5.0	-	-	-	-	-	-	-	-	-
1718	72.0	5.0	9.0	226.7	14.1	12.4	326.7	16.7	14.3	388.4	10.4	9.4	496.9	6.7	6.3	-	-	-	-	-	-
1719	96.0	9.3	8.5	280.0	26.1	32.5	296.0	7.2	6.8	485.7	11.7	10.5	442.0	4.2	4.1	-	-	-	-	-	-
1720	171.0	23.2	15.0	260.0	21.2	17.5	295.4	4.6	3.9	388.6	7.6	7.0	442.5	1.6	1.8	-	-	-	-	-	-
1721	-	-	-	-	-	-	309.0	10.9	9.1	389.4	8.0	7.4	438.0	0.0	0.0	-	-	-	-	-	-
1722	-	-	-	136.0	9.0	9.0	366.7	25.0	20.0	392.6	7.5	7.0	420.0	0.0	0.0	-	-	-	-	-	-
1723	58.0	9.0	9.0	231.2	42.4	29.8	339.7	22.4	18.3	412.1	13.3	11.7	-	-	-	-	-	-	-	-	-
1724	-	-	-	160.0	8.0	8.0	294.0	8.9	8.2	388.6	4.3	4.1	-	-	-	-	-	-	-	-	-
1725 [2]	-	-	-	-	-	-	268.0	6.1	5.8	416.0	18.9	15.0	-	-	-	-	-	-	-	-	-
1726 [3]	-	-	-	134.0	13.5	11.9	318.1	23.9	19.3	409.2	17.9	15.2	-	-	-	-	-	-	-	-	-
1727	-	-	-	150.0	8.2	7.5	299.3	20.8	17.2	500.0	55.2	55.0	-	-	-	-	-	-	-	-	-
1728	132.0	21.4	17.5	128.0	6.9	6.3	279.6	8.2	7.6	334.3	0.0	0.0	-	-	-	-	-	-	-	-	-
1729	84.2	3.0	3.0	-	-	-	288.5	13.4	11.8	354.0	6.5	6.4	-	-	-	-	-	-	-	-	-
1730	-	-	-	196.0	3.0	6.5	309.8	12.8	11.3	329.5	0.0	0.0	-	-	-	-	-	-	-	-	-
1731	-	-	-	162.0	8.0	8.0	299.4	3.3	0.0	338.7	0.0	0.0	-	-	-	-	-	-	-	-	-
1732	148.0	48.0	32.4	155.5	28.9	19.9	327.0	38.6	23.4	448.6	41.0	29.1	-	-	-	-	-	-	-	-	-
1733	72.0	18.3	25.0	276.0	73.6	42.6	398.6	53.4	39.0	418.0	22.4	18.3	-	-	-	-	-	-	-	-	-
1734	-	-	-	224.0	51.4	34.0	420.0	58.9	37.4	483.0	46.9	33.1	-	-	-	-	-	-	-	-	-
1735	-	-	-	258.0	28.3	20.0	426.3	64.2	39.1	520.0	64.6	35.2	-	-	-	-	-	-	-	-	-
1736	-	-	-	-	-	-	398.1	59.1	33.4	465.7	41.5	29.3	-	-	-	-	-	-	-	-	-
1737	-	-	-	272.0	41.7	29.4	410.7	57.8	36.6	492.4	58.9	33.7	-	-	-	-	-	-	-	-	-
1738	-	-	-	220.2	33.3	25.0	366.7	42.5	29.0	488.3	53.5	34.8	-	-	-	-	-	-	-	-	-
1739	-	-	-	256.0	45.9	31.5	389.3	53.6	34.9	543.1	63.6	38.5	-	-	-	-	-	-	-	-	-
1740	198.7	49.5	33.1	214.9	44.2	30.7	426.0	78.4	41.3	556.8	55.6	37.1	788.0	74.6	42.8	-	-	-	-	-	-
1741	108.0	52.0	33.3	282.0	41.5	25.3	388.6	57.5	36.5	572.5	71.5	41.7	-	-	-	-	-	-	-	-	-
1742	72.0	3.0	3.3	242.2	54.2	36.3	402.4	58.3	36.8	397.4	18.1	15.3	438.0	6.4	6.0	-	-	-	-	-	-
1743	144.3	44.0	33.6	221.0	36.2	26.6	336.4	37.8	27.4	418.7	19.1	16.1	-	-	-	-	-	-	-	-	-
1744	118.3	17.0	14.5	199.3	9.3	9.3	314.4	21.6	17.8	354.0	6.4	6.6	-	-	-	-	-	-	-	-	-
1745	-	-	-	228.0	17.0	15.2	332.3	27.9	21.8	396.6	23.4	19.0	-	-	-	-	-	-	-	-	-
1746	-	-	-	248.0	28.3	20.8	338.9	35.2	26.1	431.0	28.5	22.4	-	-	-	-	-	-	-	-	-
1747	-	-	-	221.0	27.0	21.3	348.3	22.4	18.3	469.1	38.0	27.5	-	-	-	-	-	-	-	-	-
1748	-	-	-	208.0	5.1	5.8	347.8	41.4	29.3	485.2	44.4	31.8	468.0	12.7	11.3	-	-	-	-	-	-
1749	-	-	-	239.3	37.5	27.3	352.0	46.6	25.4	498.5	42.8	36.0	-	-	-	-	-	-	-	-	-
1750	-	-	-	209.0	29.6	22.8	337.3	36.1	25.5	474.0	29.5	22.8	-	-	-	-	-	-	-	-	-
1751	-	-	-	192.0	3.8	8.8	370.0	36.5	28.4	478.0	31.3	23.8	-	-	-	-	-	-	-	-	-
1752	-	-	-	213.4	38.4	27.3	346.7	41.3	29.1	498.8	44.7	32.8	618.0	49.5	33.1	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

SOURCE: CAL, PAS/SB-62

CONTINUED

TABLE III.12 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1753	-	-	-	190.3	22.3	18.9	308.9	48.3	32.6	528.0	52.3	34.4	-	-	-	-	-	-	-	-	-
1754	-	-	-	278.8	53.3	38.8	368.7	54.3	35.2	484.2	36.7	26.8	-	-	-	-	-	-	-	-	-
1755	128.8	38.4	21.3	233.8	45.5	31.3	321.5	58.2	36.8	466.2	35.7	26.3	-	-	-	-	-	-	-	-	-
1756	-	-	-	214.5	21.1	29.1	385.3	62.6	38.5	414.9	18.5	15.6	418.8	0.0	0.0	-	-	-	-	-	-
1757	-	-	-	260.3	58.9	37.1	415.7	68.2	40.5	471.4	31.2	23.8	-	-	-	-	-	-	-	-	-
1758	-	-	-	147.7	14.8	12.9	410.2	54.4	39.2	487.5	36.4	26.7	-	-	-	-	-	-	-	-	-
1759	-	-	-	183.5	36.0	28.1	447.7	78.7	44.8	534.5	46.4	31.7	-	-	-	520.0	80.4	44.6	-	-	-
1760	-	-	-	-	-	-	448.5	76.1	43.2	664.3	85.4	46.1	-	-	-	510.0	0.0	0.0	-	-	-
1761	-	-	-	254.8	81.4	45.3	412.3	58.2	36.8	694.7	88.9	47.1	688.0	64.2	35.1	868.0	68.6	40.7	-	-	-
1762	-	-	-	152.0	48.3	32.4	436.5	73.7	42.4	632.0	78.7	44.1	618.8	41.2	28.2	782.0	58.1	33.4	-	-	-
1763	-	-	-	251.2	64.3	38.4	438.9	62.7	38.5	563.7	48.3	32.0	579.0	38.2	27.6	532.0	0.0	0.0	-	-	-
1764	-	-	-	274.4	66.5	38.9	445.3	73.5	42.4	558.6	56.2	36.8	737.7	73.4	42.2	532.0	0.0	0.0	-	-	-
1765	-	-	-	223.8	48.6	32.7	488.7	83.7	45.5	666.9	33.8	25.3	725.8	62.6	38.5	-	-	-	-	-	-
1766	-	-	-	264.5	54.3	35.1	431.8	73.9	42.5	672.6	38.6	23.4	536.8	25.2	26.1	-	-	-	-	-	-
1767	-	-	-	235.3	56.9	36.3	462.7	79.2	44.2	486.3	38.5	27.8	596.7	38.5	27.8	-	-	-	-	-	-
1768	-	-	-	288.8	69.9	37.9	458.8	89.5	47.2	572.9	58.1	36.8	767.2	69.7	37.8	-	-	-	-	-	-
1769	-	-	-	264.8	62.7	38.5	457.9	81.9	45.8	679.1	85.1	46.8	799.3	85.2	46.8	-	-	-	-	-	-
1770	-	-	-	249.8	53.8	35.9	477.2	94.5	45.8	668.2	89.1	47.1	883.3	97.2	49.3	-	-	-	-	-	-
1771	-	-	-	235.4	46.4	31.8	452.8	76.2	43.3	689.6	86.8	46.4	769.2	87.1	46.5	-	-	-	-	-	-
1772	169.8	36.8	46.2	221.8	35.6	26.2	359.7	68.7	32.8	592.5	77.1	42.5	713.8	78.6	41.4	-	-	-	-	-	-
1773	-	-	-	255.8	59.8	37.4	399.5	53.9	34.8	575.1	72.5	42.8	735.3	78.8	41.2	-	-	-	-	-	-
1774	178.8	83.8	45.3	276.9	58.8	48.8	438.3	78.5	42.8	633.6	81.2	44.8	784.3	88.1	46.5	-	-	-	-	-	-
1775	-	-	-	304.3	84.6	45.8	448.2	77.7	43.7	614.2	84.8	45.2	838.8	82.4	45.2	-	-	-	-	-	-
1776	132.2	48.3	32.5	266.3	55.9	35.8	376.5	52.5	34.5	528.8	66.9	37.8	628.8	51.2	33.5	-	-	-	-	-	-
1777	-	-	-	338.8	72.8	42.1	465.8	57.2	36.4	538.4	68.1	37.6	686.7	52.4	34.4	-	-	-	-	-	-
1778	-	-	-	258.3	48.2	32.5	487.1	59.7	37.4	522.8	57.4	36.5	748.9	78.9	41.5	-	-	-	-	-	-
1779	-	-	-	191.8	17.2	14.7	387.8	56.3	36.8	531.8	68.3	40.6	697.6	65.8	36.7	-	-	-	-	-	-
1780	-	-	-	254.8	51.1	33.8	418.8	56.4	37.3	558.8	78.8	41.2	783.8	62.4	38.4	-	-	-	-	-	-
1781	-	-	-	278.8	35.3	46.3	498.6	58.5	47.8	685.8	78.8	44.1	799.3	79.6	44.3	-	-	-	-	-	-
1782	-	-	-	274.7	61.5	38.1	408.7	61.5	38.1	448.8	38.3	27.7	798.4	74.4	42.7	-	-	-	-	-	-
1783	133.1	96.9	46.5	288.8	85.7	46.2	487.6	55.6	46.1	685.1	82.9	45.3	737.3	58.7	35.4	-	-	-	-	-	-
1784	168.9	88.4	45.5	295.8	81.3	44.7	438.3	73.3	42.2	627.8	76.8	43.2	689.5	58.5	33.8	688.8	31.8	24.1	-	-	-
1785	-	-	-	286.8	78.5	43.3	468.5	82.9	45.3	628.3	86.4	46.3	754.3	68.8	37.8	-	-	-	-	-	-
1786	-	-	-	335.3	132.8	58.5	462.6	75.8	42.9	584.8	64.2	35.1	768.8	62.8	38.3	-	-	-	-	-	-
1787	-	-	-	264.5	82.1	46.8	478.9	91.6	46.4	568.7	71.3	41.6	788.7	68.3	37.6	-	-	-	-	-	-
1788	-	-	-	333.4	97.5	48.7	448.8	79.4	44.3	582.9	77.7	42.7	584.8	16.8	13.8	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

SOURCE GHA, PAG/58-62

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TABLE III.12 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING FROM RUSSIAN (WHITE SEA) PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
1789	-	-	-	359.7	135.9	51.4	445.4	83.4	45.5	620.3	93.0	46.2	-	-	-	-	-	-	-	-	-
1790	-	-	-	339.7	122.2	55.3	443.5	78.3	43.9	577.3	79.1	44.2	788.0	43.9	30.5	-	-	-	-	-	-
1791	132.9	37.5	27.3	342.8	91.8	47.9	422.3	89.4	47.2	636.5	91.1	47.7	-	-	-	-	-	-	-	-	-
1792	148.3	52.2	34.3	318.8	83.3	45.4	471.3	83.1	45.4	561.7	72.5	42.0	-	-	-	-	-	-	-	-	-
1793	-	-	-	318.8	71.3	41.8	444.3	66.2	39.8	569.8	71.9	41.8	-	-	-	-	-	-	-	-	-
1794	-	-	-	322.9	83.3	45.3	486.6	83.9	45.6	536.4	65.4	36.5	-	-	-	-	-	-	-	-	-
1795	-	-	-	348.7	86.5	46.4	449.6	74.8	42.5	468.8	53.5	35.8	-	-	-	-	-	-	-	-	-
1796	-	-	-	315.8	82.1	45.1	398.3	51.2	36.8	495.6	57.6	36.6	-	-	-	-	-	-	-	-	-
1797	NO DATA AVAILABLE																				
1798	NO DATA AVAILABLE																				
1799	NO DATA AVAILABLE																				
1800	NO DATA AVAILABLE																				
1801	NO DATA AVAILABLE																				
1802	NO DATA AVAILABLE																				
1803	NO DATA AVAILABLE																				
1804	NO DATA AVAILABLE																				
1805	NO DATA AVAILABLE																				
1806	NO DATA AVAILABLE																				
1807	NO DATA AVAILABLE																				
1808	NO DATA AVAILABLE																				
1809	NO DATA AVAILABLE																				
1810	NO DATA AVAILABLE																				
1811	NO DATA AVAILABLE																				
1812	NO DATA AVAILABLE																				
1813	NO DATA AVAILABLE																				
1814	-	-	-	189.3	35.2	26.1	428.3	69.0	40.8	-	-	-	-	-	-	-	-	-	-	-	-
1815	-	-	-	253.6	59.6	37.3	383.7	53.7	34.5	555.8	59.6	33.1	-	-	-	-	-	-	-	-	-
1816	158.8	74.4	42.7	238.2	68.3	40.6	387.7	51.9	32.2	485.3	51.9	32.8	-	-	-	-	-	-	-	-	-
1817	-	-	-	203.5	28.5	17.0	267.4	9.9	8.8	383.7	7.4	6.9	521.7	18.8	15.2	546.8	3.4	3.2	600.4	-13.6	-16.0
1818	-	-	-	216.8	24.1	19.4	294.4	9.3	8.3	295.2	-16.6	-15.5	422.8	-6.2	-6.8	464.8	14.9	13.8	650.7	-3.4	-3.5
1819	-	-	-	196.8	17.4	14.8	261.8	13.4	12.8	308.8	1.5	1.5	444.8	-8.8	-9.5	528.8	5.2	4.9	448.8	-29.8	-40.5
1820	-	-	-	172.8	15.2	13.2	292.7	23.3	18.9	-	-	-	-	-	-	-	-	-	648.8	2.9	2.8
1821	-	-	-	193.6	10.3	9.7	277.3	14.2	12.5	322.8	-11.5	-13.8	-	-	-	536.8	11.2	10.1	-	-	-
1822	-	-	-	168.2	15.6	15.7	281.8	13.9	12.2	294.8	-5.2	-5.4	-	-	-	-	-	-	594.8	-3.5	-4.6
1823	-	-	-	228.8	11.1	10.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
II - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
III - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

SOURCE: GRA,PAG/58-62

TABLE III.13 RUSSIAN WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) COMPARED TO RUSSIAN (BALTIC) AND TOTAL RUSSIAN (BALTIC + WHITE SEA) SHIPPING TO AMSTERDAM, 1717 - 1822

	WHITE SEA SHIPPING (ARCHANGEL)			WHITE SEA SHIPPING AS A PERCENTAGE OF SHIPPING FROM RUSSIAN BALTIC PORTS			WHITE SEA SHIPPING AS A PERCENTAGE OF TOTAL RUSSIAN (BALTIC & WHITE SEA) SHIPPING		
YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1717	8	2518	2128	6.2	9.2	8.7	5.8	8.4	6.8
1718	51	19976	17644	53.1	64.8	66.6	34.7	45.9	47.8
1719	34	12922	11726	32.1	54.8	54.7	24.3	35.4	35.4
1720	44	15762	14778	27.8	39.5	40.7	21.3	28.3	28.9
1721	25	9576	8975	14.8	22.9	23.9	12.5	18.6	19.3
1722	22	8330	7842	11.7	17.8	17.5	10.5	14.9	14.9
1723	25	6332	7614	16.8	20.6	23.8	14.4	19.7	18.7
1724	20	6372	6524	6.8	13.4	13.6	6.1	11.8	12.8
1725	4	1352	1198	1.2	1.8	1.7	1.2	1.8	1.6
1726	21	7232	6826	6.4	9.8	9.1	6.0	8.9	8.4
1727	13	3944	2868	5.1	6.2	5.7	4.2	5.8	5.4
1728	13	3174	2948	4.4	4.9	5.1	4.2	4.6	4.8
1729	17	4952	4484	7.4	8.6	9.2	6.9	7.9	8.4
1730	12	3642	3526	3.4	4.4	4.5	3.3	4.2	4.3
1731	15	3918	3918	4.8	4.5	4.8	3.8	4.3	4.7
1732	16	4488	3934	4.5	5.2	4.2	4.3	4.9	4.8
1733	29	7589	5886	6.8	9.9	8.3	5.6	8.2	6.8
1734	28	10372	6994	7.3	11.3	7.8	6.8	9.9	7.1
1735	20	8724	5356	6.7	11.3	7.7	6.3	10.2	7.1
1736	20	4284	5632	6.8	11.4	8.6	6.4	10.2	7.9
1737	15	5430	4166	4.8	7.9	5.6	4.4	7.4	5.3
1738	19	4512	4429	4.8	6.1	4.7	4.2	5.8	4.5
1739	31	13852	8398	8.9	14.8	10.9	8.2	12.7	9.8
1740	68	32578	13768	14.1	21.6	16.9	12.3	17.8	14.4
1741	56	19896	12452	12.8	20.4	15.4	11.3	16.9	13.4
1742	35	11824	8252	9.9	15.2	11.3	9.0	13.2	10.2
1743	33	9414	6996	9.1	10.4	8.8	8.4	9.5	7.4
1744	25	7354	5842	8.3	10.5	9.8	7.6	9.5	8.9
1745	13	4538	3616	4.7	6.5	5.4	4.5	6.1	5.1
1746	19	6722	5086	7.8	10.4	9.2	7.2	9.6	8.4
1747	21	7522	5830	8.2	12.6	10.8	7.8	11.4	9.8
1748	16	5912	4582	7.5	12.5	9.6	7.0	11.4	8.8
1749	18	5552	4538	6.6	10.2	7.6	6.2	9.2	7.8
1750	34	9943	7154	12.7	14.7	11.6	11.3	12.8	10.4
1751	9	3548	2682	3.9	5.9	4.8	3.8	5.6	4.5
1752	35	12483	7488	11.5	16.9	12.2	10.3	14.5	11.3

SOURCE: TABLES III.A + III.B

CONTINUED:

TABLE III.13 RUSSIAN WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) COMPARED TO RUSSIAN (BALTIC) AND TOTAL RUSSIAN (BALTIC & WHITE SEA) SHIPPING TO AMSTERDAM, 1717 - 1823

	WHITE SEA SHIPPING (ARCHANGEL)			WHITE SEA SHIPPING AS A PERCENTAGE OF SHIPPING FROM RUSSIAN BALTIC PORTS			WHITE SEA SHIPPING AS A PERCENTAGE OF TOTAL RUSSIAN (BALTIC & WHITE SEA) SHIPPING		
YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1753	29	9982	6750	11.2	15.8	11.5	10.1	13.6	10.4
1754	28	12930	7920	10.2	17.0	12.2	9.2	14.5	10.9
1755	26	10358	7150	14.4	20.9	16.0	12.6	17.3	13.0
1756	49	15712	12370	25.5	45.5	40.1	20.3	31.3	28.6
1757	55	21936	16220	33.7	60.2	49.7	25.2	37.6	33.2
1758	32	12639	8690	17.1	28.5	21.5	14.6	22.2	17.7
1759	24	11232	7174	10.3	18.0	12.9	9.3	15.2	11.4
1760	18	4438	3462	8.7	17.3	11.7	8.0	14.8	10.5
1761	25	13596	7916	11.2	23.0	16.2	10.0	18.7	13.9
1762	16	8290	5700	7.7	14.8	11.8	7.1	12.9	10.3
1763	31	19376	8752	12.8	21.8	16.9	11.3	17.9	14.4
1764	37	18536	11330	14.9	28.3	19.3	12.5	22.1	16.2
1765	32	19466	6492	9.9	17.3	12.0	9.0	14.5	10.7
1766	37	15428	10670	13.3	28.9	16.1	11.7	17.3	13.9
1767	39	14316	9532	16.6	27.4	22.7	14.2	21.5	18.5
1768	46	22242	13272	15.6	32.9	23.7	13.7	24.7	19.2
1769	37	19538	10732	12.4	24.3	16.1	11.0	19.6	13.8
1770	29	14752	8398	12.7	24.5	15.9	11.2	19.7	13.7
1771	49	24192	13574	27.8	54.5	39.9	21.8	35.3	28.5
1772	53	25978	15306	29.4	51.2	25.6	16.5	23.8	20.4
1773	50	21828	13078	17.9	30.1	22.7	15.2	23.2	18.5
1774	43	27814	15204	15.6	31.7	23.1	14.4	24.0	18.8
1775	NO DATA AVAILABLE								
1776	46	17726	11412	19.2	27.7	21.4	16.1	21.7	17.6
1777	31	14514	9178	12.5	20.5	15.8	11.1	17.8	13.6
1778	54	24183	15146	23.4	33.2	26.8	16.9	24.9	21.1
1779*	21	9854	6168	9.3	15.9	12.5	8.5	13.7	11.1
1780	32	14518	8978	14.1	21.6	17.3	12.4	17.7	14.7
1781	24	13389	7882	25.2	70.3	41.5	20.2	41.3	38.1
1782	27	12593	7954	12.0	27.8	23.1	10.7	21.7	18.8
1783	31	13337	8524	11.5	22.5	15.8	10.4	18.4	13.6
1784	29	14432	9578	11.2	20.3	15.5	10.1	16.7	13.4
1785	20	13756	5866	6.8	16.1	10.5	8.1	13.9	9.5
1786	24	12440	7124	12.0	19.5	12.6	10.7	16.4	11.2
1787	37	14422	9234	14.3	25.5	15.5	12.5	20.3	13.8
1788	45	14272	9582	15.6	25.3	18.2	14.2	20.5	15.4

SOURCES: TABLES III.2 & III.4

CONTINUED:

TABLE III.13 RUSSIAN WHITE SEA SHIPPING (PRIMARILY ARCHANGEL) COMPARED TO RUSSIAN (BALTIC) AND TOTAL RUSSIAN (BALTIC + WHITE SEA) SHIPPING TO AMSTERDAM, 1717 - 1823

	WHITE SEA SHIPPING (ARCHANGEL)			WHITE SEA SHIPPING AS A PERCENTAGE OF SHIPPING FROM RUSSIAN BALTIC PORTS			WHITE SEA SHIPPING AS A PERCENTAGE OF TOTAL RUSSIAN (BALTIC & WHITE SEA) SHIPPING		
YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1789	37	8990	9020	15.3	23.5	15.0	12.3	19.9	13.1
1790	27	12854	7170	10.3	17.2	12.0	9.3	14.7	10.7
1791	20	3713	4630	9.3	13.2	8.4	8.5	11.6	7.7
1792	29	13179	7386	13.1	19.7	12.9	11.6	16.5	11.4
1793	14	6214	3708	7.4	16.5	13.4	6.9	14.2	11.9
1794	34	15168	9412	14.5	25.3	15.0	12.8	20.0	13.8
1795	10	4208	2448	19.6	50.5	44.2	16.4	33.5	30.7
1796	13	4478	3386	5.0	11.6	10.5	4.8	10.4	9.5
1797[5]	NO DATA AVAILABLE								
1798	NO DATA AVAILABLE								
1799	NO DATA AVAILABLE								
1800	NO DATA AVAILABLE								
1801	NO DATA AVAILABLE								
1802	NO DATA AVAILABLE								
1803	NO DATA AVAILABLE								
1804	NO DATA AVAILABLE								
1805	NO DATA AVAILABLE								
1806	NO DATA AVAILABLE								
1807	NO DATA AVAILABLE								
1808	NO DATA AVAILABLE								
1809	NO DATA AVAILABLE								
1810	NO DATA AVAILABLE								
1811	NO DATA AVAILABLE								
1812	NO DATA AVAILABLE								
1813	NO DATA AVAILABLE								
1814[6]	6	1854	1182	5.3	9.9	9.1	5.0	8.1	8.4
1815	27	19478	6442	17.4	35.5	35.3	14.8	26.2	26.1
1816	24	7416	4560	11.1	15.8	15.4	10.0	14.4	13.4
1817	73	26634	24596	12.7	22.9	25.1	11.2	18.6	20.1
1818	23	9312	8316	24.0	35.3	41.4	15.3	26.6	29.3
1819	12	3766	3710	9.8	15.1	17.4	8.9	13.1	14.8
1820	14	3438	3089	10.9	12.3	12.0	9.8	11.0	10.7
1821	14	3722	3474	10.9	13.9	15.3	9.5	12.2	13.3
1822	18	4652	4222	29.0	33.2	32.6	22.5	24.9	24.8
1823[7]	1	226	198	1.0	1.0	1.0	1.0	1.0	0.9

SOURCES: TABLES II.4 & III.4

TABLE III.18 SHIPPING TO WESTWARD FROM THE WHITE SEA (PRIMARILY ARCHANGEL) COMPARED WITH THAT FROM ST. PETERSBURG. 1717 - 1823.

YEAR	WHITE SEA SHIPPING (ARCHANGEL) NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	SHIPPING FROM ST. PETERSBURG NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	PERCENTAGE BY WHICH ARCHANGEL SHIPPING < ST. PETERSBURG SHIPPING NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1717[1]	8	2518	2124	8	994	974	0.0	-153.3	-118.1
1718	41	19476	17684	8	1850	1620	-537.5	-952.8	-989.1
1719	38	12922	11726	15	1814	1650	-153.7	-612.3	-610.7
1720	44	15752	14770	19	3494	2840	-131.6	-351.1	-420.1
1721	25	9576	8375	18	1476	1198	-78.6	-548.8	-649.2
1722	22	8330	7642	18	2396	1832	-22.2	-187.7	-317.1
1723	26	8032	7614	21	3138	2708	-23.8	-186.9	-181.2
1724	20	5872	5524	42	5328	4698	52.4	-29.0	-33.2
1725[2]	4	1352	1190	42	4762	4038	90.5	71.6	70.5
1725[3]	21	7232	6026	49	8398	7220	64.4	13.9	16.5
1727	13	3584	2968	26	3790	3184	50.0	5.9	6.8
1728	13	3174	2948	43	5934	4910	69.8	46.5	40.0
1729	17	4962	4454	14	2278	2244	-21.4	-117.8	-98.9
1730	12	3642	3526	27	3910	3846	55.6	6.9	13.8
1731	15	3910	3910	32	5330	4630	53.1	26.6	15.6
1732	16	4480	3414	26	4438	4124	38.5	-0.9	17.2
1733	20	7520	5026	19	2680	2628	-5.3	-180.8	-91.2
1734	28	10372	6594	36	5258	4654	22.2	-97.3	-33.1
1735	22	8724	5356	24	3654	3460	16.7	-138.5	-53.9
1736	20	6284	5432	35	5266	4976	42.9	-57.3	-15.5
1737	15	5430	4166	52	10708	10094	71.2	40.0	58.7
1738	19	8612	4620	64	18086	16802	77.4	63.4	72.5
1739	31	13052	9330	32	6188	5416	3.1	-110.9	-53.8
1740	68	32570	13758	44	8195	7394	-36.4	-178.4	-86.1
1741	54	19686	12452	98	24298	20584	44.9	19.0	39.5
1742	35	11624	8252	47	9546	8612	25.5	-23.9	4.2
1743	33	9414	6956	40	7044	6604	17.5	-33.6	-4.7
1744	25	7064	6042	53	8278	7018	52.8	14.7	13.9
1745	13	4534	3616	31	3946	3744	58.1	-14.9	3.4
1746	19	5722	5046	31	6038	3846	38.7	-11.3	-31.2
1747	21	7532	5830	57	8626	7148	63.2	12.8	18.4
1748	18	5912	4582	38	4503	3968	40.0	-53.8	-25.6
1749	18	6552	4630	33	4702	4000	45.5	-39.3	-15.8
1750	34	9654	7154	70	3056	2516	-70.0	-212.6	-184.3
1751	9	3552	2582	37	5898	4370	75.7	39.8	38.6
1752	30	10540	7484	43	6574	5154	30.2	-60.3	-43.7

SOURCE: TABLES II.4 & III.4

CONTINUED:

TABLE III.14 SHIPPING TO AMSTERDAM FROM THE WHITE SEA (PRIMARILY ARCHANGEL) COMPARED WITH THAT FROM ST. PETERSBURG, 1717 - 1783.

YEAR	WHITE SEA SHIPPING (ARCHANGEL) NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	SHIPPING FROM ST. PETERSBURG NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	PERCENTAGE BY WHICH ARCHANGEL SHIPPING > ST. PETERSBURG SHIPPING NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1753	29	9782	6750	47	6678	5456	38.3	-46.5	-23.7
1754	28	13960	7428	35	4870	3870	20.0	-135.1	-91.9
1755	29	13358	7104	23	2818	2586	-26.1	-267.6	-174.7
1756	40	15712	12374	46	6048	5526	13.0	-159.8	-123.9
1757	65	23356	16220	47	8502	5886	-17.0	-174.1	-175.6
1758	32	12698	8692	37	6362	4846	13.5	-98.2	-79.4
1759	24	11202	7174	41	7708	5054	41.5	-45.3	-41.9
1760	18	9430	5462	45	5854	3478	35.7	-61.1	-57.0
1761	26	13686	7916	15	3326	2056	-73.3	-311.5	-285.0
1762	18	9590	5788	37	7676	4670	51.4	-24.9	-23.9
1763	31	13376	8752	37	8422	5054	16.2	-58.8	-73.2
1764	37	19596	11334	23	4188	2604	-60.9	-344.0	-304.2
1765	22	10466	6462	26	6240	3322	15.4	-67.7	-95.4
1766	37	15428	10670	30	6648	4122	-23.3	-131.4	-158.9
1767	32	14314	9532	43	9546	5192	25.6	-49.9	-83.6
1768	48	22242	13272	36	9034	4664	-11.1	-146.2	-184.6
1769	37	19598	10732	45	10522	6048	17.8	-86.3	-77.4
1770	28	15752	8398	22	5034	2976	-27.3	-212.9	-182.2
1771	49	26132	13574	27	5758	3512	-81.5	-319.4	-286.5
1772	69	33974	15366	36	7274	4362	-75.0	-229.6	-252.3
1773	50	21828	13078	40	7516	4246	-25.0	-190.4	-208.0
1774	53	27018	15204	37	6842	4628	-43.2	-235.9	-208.5
1775	49	24894	13702	27	5186	3098	-81.5	-380.0	-342.3
1776	44	17726	11412	16	2760	1762	-175.0	-542.2	-547.7
1777	31	14516	9176	42	7444	4886	26.2	-95.0	-87.8
1778	54	24146	15146	71	13904	8360	23.9	-73.7	-81.2
1779	21	9864	6168	55	10893	7526	61.8	9.5	18.0
1780	32	14618	8578	53	11283	6034	39.6	-29.5	-48.8
1781	26	14338	7882	18	3576	1964	-44.4	-302.3	-301.3
1782	27	12550	7656	31	5502	3086	12.9	-128.6	-148.1
1783	31	15336	8524	23	5346	2934	-34.8	-186.2	-190.5
1784	29	14492	8678	64	14760	7898	54.7	1.8	-9.9
1785	20	13568	5866	12	2682	1286	-66.7	-294.6	-356.1
1786	25	12256	7126	22	4908	2242	-13.6	-206.3	-214.9
1787	33	16422	9234	19	3499	2022	-73.7	-369.5	-356.7
1788	35	16272	9502	38	7564	3824	7.9	-115.1	-148.5

SOURCE: TABLES II.4 & III.4

CONTINUED:

TABLE III.14 SHIPPING TO ARKHANGEL FROM THE WHITE SEA (PRINCIPALLY ARCHANGEL) COMPARED WITH THAT FROM ST. PETERSBURG. 1717 - 1923.

	WHITE SEA SHIPPING (ARCHANGEL)			SHIPPING FROM ST. PETERSBURG			PERCENTAGE BY WHICH ARCHANGEL SHIPPING < ST. PETERSBURG SHIPPING		
YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP
1709	37	16460	9820	51	16148	5750	27.5	-67.1	-66.9
1710	27	12854	7170	33	7188	3514	18.2	-81.0	-104.0
1711	28	8718	4638	37	6782	4710	45.5	-0.2	1.7
1712	29	13178	7346	19	4616	2286	-52.6	-185.5	-221.3
1713	14	5214	3784	26	4956	2612	46.2	-25.5	-41.8
1714	38	15148	8412	23	4519	2348	-47.8	-235.3	-258.3
1715	18	4256	2448	4	782	388	-150.0	-490.1	-530.9
1716	13	5474	3386	23	3942	2482	43.4	-38.9	-41.0
1717	NO	DATA	AVAILABLE						
1718	NO	DATA	AVAILABLE						
1719	NO	DATA	AVAILABLE						
1720	NO	DATA	AVAILABLE						
1721	NO	DATA	AVAILABLE						
1722	NO	DATA	AVAILABLE						
1723	NO	DATA	AVAILABLE						
1724	NO	DATA	AVAILABLE						
1725	NO	DATA	AVAILABLE						
1726	NO	DATA	AVAILABLE						
1727	NO	DATA	AVAILABLE						
1728	NO	DATA	AVAILABLE						
1729	NO	DATA	AVAILABLE						
1730	NO	DATA	AVAILABLE						
1731	NO	DATA	AVAILABLE						
1732	NO	DATA	AVAILABLE						
1733	NO	DATA	AVAILABLE						
1734	6	1955	1182	29	5129	3182	79.3	63.8	62.9
1735	29	13473	6842	38	6746	4852	28.9	-55.3	-63.9
1736	28	7416	4560	38	4842	2784	26.8	-53.2	-66.2
1737	23	15534	8995	178	33985	30784	54.8	21.6	18.7
1738	23	9312	4816	17	3194	2338	-35.3	-168.2	-255.7
1739	12	3744	3710	18	2633	1774	25.8	-43.2	-109.1
1740	14	3436	3860	27	4938	2984	48.1	16.7	-8.5
1741	14	3722	3478	19	2486	1952	28.3	-49.7	-82.6
1742	10	2652	4222	5	1252	994	-100.0	-287.8	-324.7
1743	1	220	168	1	42	42	0.0	-423.8	-371.4

Notes to Tables IV

1709/1710 [1] Data were available for 1709 only for the months of November and December. For the year 1710 data were available for the months of January through October only. Data for these two years have therefore been combined to constitute a single year.

1714, 1814 [2] Data available only for January through April.

1754 [3] For this and subsequent years data for St. Petersburg are taken from the D.M.H. Galjootspeldregisters (G.A.A., PA6/59-62).

1799 [4] No data available for St. Petersburg. No data available for January through March.

1804 [5] No data available for St. Petersburg.

1809 [6] Continental Blockade.

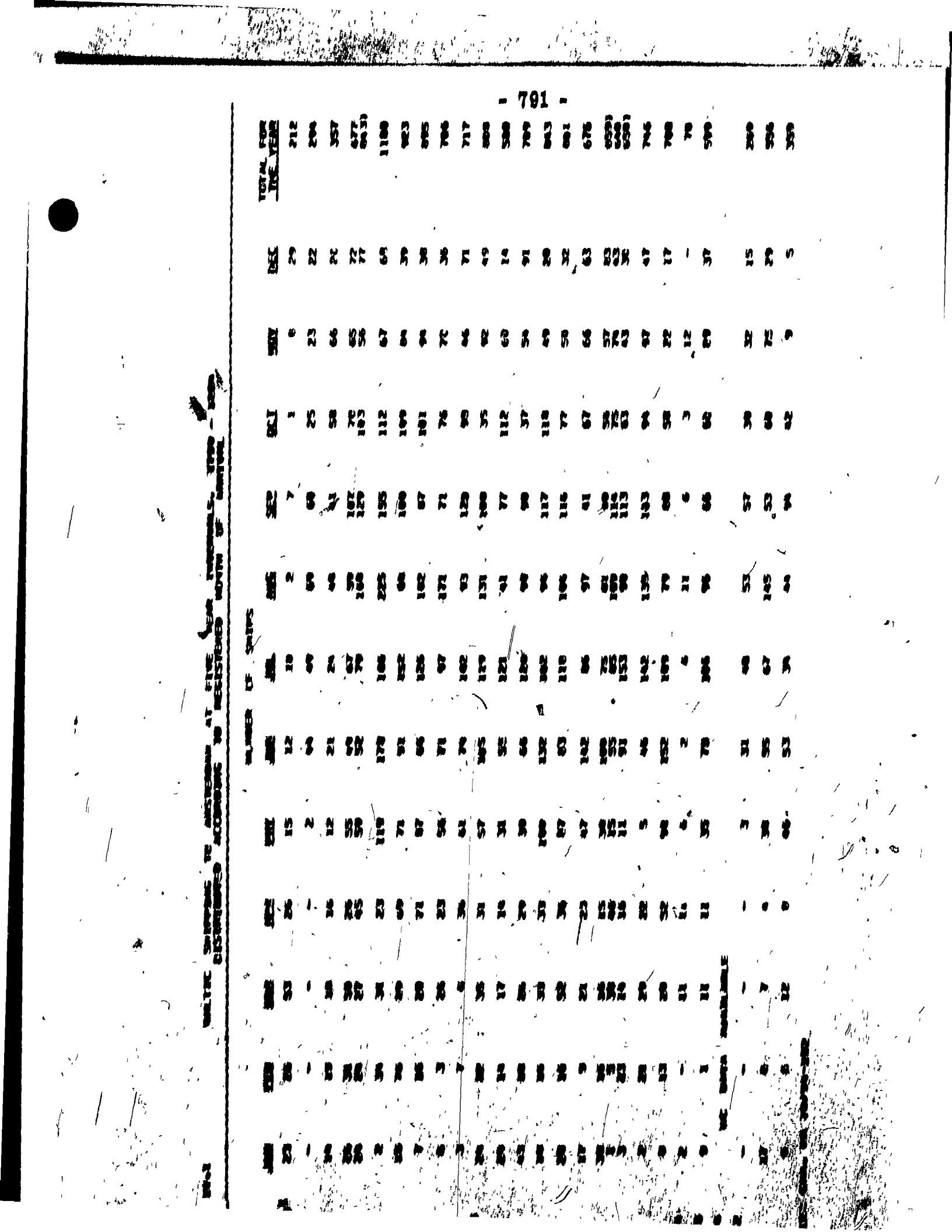


TABLE [illegible]. BALTIC SHIPPING TO AMSTERDAM AT FIVE YEAR INTERVALS, 1789 - 1894, DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL IN PERCENTAGES

	PERCENTAGE OF NUMBER OF SHIPS											
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible][1]	[illegible]	12.3	25.8	12.3	7.1	5.7	4.7	6.9	3.3	8.5	3.8	13.7
[illegible][2]	[illegible]	-	-	-	8.7	15.8	16.7	23.5	28.4	8.5	7.8	7.5
[illegible]	[illegible]	[illegible]	5.8	4.5	3.4	5.8	6.7	13.4	11.5	16.2	18.5	5.6
[illegible]	[illegible]	[illegible]	7.6	3.8	8.1	7.2	9.9	8.7	15.8	18.3	9.6	10.6
[illegible]	[illegible]	[illegible]	3.2	5.3	7.8	6.2	9.4	19.9	15.3	12.2	6.6	9.1)
[illegible]	[illegible]	[illegible]	[illegible]	2.6	1.9	10.1	15.1	14.1	19.1	13.1	9.5	5.7	5.2
[illegible]	[illegible]	[illegible]	[illegible]	3.1	7.5	7.7	9.9	16.5	9.5	18.8	11.8	9.1	4.2
[illegible]	[illegible]	[illegible]	[illegible]	2.2	7.9	9.7	7.4	14.1	20.3	9.7	11.3	10.5	4.2
[illegible]	[illegible]	[illegible]	[illegible]	3.7	3.3	7.9	10.1	13.7	24.2	18.1	10.8	9.9	5.1
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5.8	8.5	10.3	14.2	13.8	16.7	13.7	6.4	9.9
[illegible]	[illegible]	[illegible]	[illegible]	4.3	3.8	7.1	13.8	14.7	16.2	13.4	4.3	11.4	6.1
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5.3	9.5	28.9	7.1	13.3	19.3	10.3	2.4
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5.5	9.3	17.8	12.7	12.7	5.2	7.6	12.8
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12.9	15.7	12.1	11.4	13.9	14.8	5.8	2.4
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18.9	18.4	14.7	13.2	14.5	9.6	6.2	4.8
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7.8	21.8	12.7	14.3	6.1	9.9	9.8	9.3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5.8	15.2	11.4	12.3	13.7	8.5	9.6	12.6)
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2.3	8.6	18.2	17.8	17.8	11.7	11.6	6.7
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1.7	14.8	23.5	13.9	17.4	9.7	6.6	4.6)
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8.7	6.2	19.8	18.5	13.8	12.6	13.8	6.3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12.7	21.5	15.4	11.2	12.4	8.2	3.1	2.4
[illegible][3]	[illegible]	-	[illegible]	[illegible]	[illegible]	2.9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-
[illegible][4]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible][5]		[illegible]	[illegible]										
[illegible][6]													
[illegible][7]	-	-	-	-	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] [illegible] [illegible] [illegible]

TABLE IV.2 MOVEMENT OF BALTIC SHIPPING TO AMSTERDAM BY SIZE OF CARGO IN TONS AT FIVE YEAR INTERVALS, 1709 - 1824

YEAR	A 0 - 100				B 101 - 200				C 201 - 300				D 301 - 400				E 401 - 500				F 501 - 600				G 601 +			
	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1709	39	38	2169	4	42	20	6409	12	59	28	15884	29	34	16	11586	22	37	17	16270	31	1	0	538	1	-	-	-	-
1714	91	88	3858	6	76	26	11182	16	70	24	18826	26	53	18	18226	26	32	13	16766	24	3	1	1624	2	-	-	-	-
1719	107	38	7594	10	84	26	12484	17	61	23	20712	28	54	15	19278	26	29	8	12622	17	2	1	1012	1	-	-	-	-
1724	201	33	13586	11	163	26	23874	16	86	12	21788	15	115	17	40976	29	85	13	38112	27	6	1	3114	2	-	-	-	-
1729	208	29	17599	11	208	33	40578	25	136	16	34730	21	118	14	41763	25	62	7	27672	17	5	1	2618	2	-	-	-	-
1734	408	36	30258	16	417	35	59824	29	175	15	44694	22	134	11	45676	23	37	3	16722	8	7	1	3746	2	-	-	-	-
1739	236	25	15382	9	338	37	48986	28	192	21	47852	28	160	17	53412	31	15	2	6698	4	1	0	586	0	-	-	-	-
1744	263	29	19032	12	380	32	62894	26	172	19	48382	26	168	17	69789	38	28	2	8686	5	3	0	1712	1	-	-	-	-
1749	281	31	19668	13	276	39	38388	34	108	15	27898	23	95	13	32168	28	5	1	2122	2	1	0	586	0	-	-	-	-
1754	186	26	14868	11	286	41	42256	33	114	16	28888	23	135	16	39176	31	0	1	3428	3	-	-	-	-	-	-	-	-
1759	184	23	13948	10	366	45	53888	37	123	15	28894	20	126	16	43982	30	12	1	5012	3	-	-	-	-	-	-	-	-
1764	104	28	8896	7	254	44	38868	36	89	15	21736	19	106	18	37738	33	17	3	7306	6	-	-	-	-	-	-	-	-
1769	97	14	7886	5	307	45	48882	36	268	24	30838	28	93	13	32478	23	28	4	11886	8	3	0	1638	1	3	0	1954	1
1774	106	20	11298	7	388	45	57886	35	195	18	37254	22	184	12	37282	23	37	4	15614	9	7	1	3838	2	4	0	2738	2
1779	151	19	11578	7	371	46	56168	36	134	17	31536	20	77	10	27514	17	56	7	23773	15	9	1	5838	3	3	0	2638	1
1784	126	23	10868	8	285	42	42372	33	138	19	38786	24	31	5	10866	8	66	10	28786	22	5	1	2646	2	4	1	2824	2
1789	106	16	8896	7	388	47	45222	35	141	21	33888	26	33	5	11366	9	63	10	28886	21	6	1	2884	2	3	0	1968	1
1794	139	18	8868	7	213	43	48478	31	144	22	34486	27	48	6	13952	11	66	10	28326	22	2	0	1838	1	3	0	2128	2
1799	127	20	8892	8	215	42	48886	31	127	20	30766	23	39	6	13486	10	74	11	32788	25	6	1	3182	2	2	0	1388	1
1804	136	21	10388	8	235	48	42436	28	161	22	38478	26	41	5	14144	9	82	11	36414	24	5	1	2628	2	6	1	4832	3
1809	202	31	15846	13	388	43	63582	36	99	13	21484	18	21	3	7222	6	77	11	34146	22	-	-	-	-	-	-	-	-
1814	48	39	2988	36	25	36	3484	51	4	6	986	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1819	365	58	28888	37	285	36	21382	44	48	7	9876	14	5	1	1866	2	1	0	479	1	-	-	-	-	2	0	1526	2
1824	-	-	NO DATA AVAILABLE																									
1824	92	36	6748	17	128	45	17888	46	43	16	10888	26	13	5	4482	12	1	0	486	1	-	-	-	-	-	-	-	-
1829	238	46	18888	26	246	44	36736	48	44	8	9984	14	4	1	1466	2	3	1	1412	2	1	0	586	1	7	1	5012	7
1834	187	52	14828	32	135	36	19886	45	28	8	6282	14	7	2	2338	5	-	-	-	-	1	0	542	1	1	0	858	2

I = NUMBER OF SHIPS CARRYING CARGOES IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL CARGO TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL CARGO TONNAGE FOR THE YEAR (0 = 1000)

SOURCES: SUND, PP. 90/99-102

TABLE 85.3 SPECIMEN OF BALTIC SHIPPING BY ASSIGNMENT OF SIZE OF SHIP IN TONS
OF FIVE YEAR INTERVALS, 1759 – 1824

YEARS IN TONS	A 0 – 100				B 101 – 200				C 201 – 300				D 301 – 400				E 401 – 500				F 501 – 600				G 601 +			
	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
1759[1]	23		2000	7	56	25	6400	18	60	33	15200	41	32	15	11500	25	5	4	16270	9	–	–		–	–	–	–	–
1764[2]	25	26	4000	8	65	29	12000	23	92	38	23000	43	37	13	12329	22	5	2	2000	4	–	–	–	–	–	–	–	–
1769	30	30	6000	13	80	25	13000	21	97	27	24002	39	42	12	14286	22	8	2	3302	5	–	–	–	–	–	–	–	–
1774	40	40	17000	25	110	17	17000	25	123	26	44002	38	48	14	3300	38	7	1	2000	2	–	–	–	–	–	–	–	–
1779[3]	36	40	23000	17	200	25	20000	21	165	28	42576	31	116	14	40770	29	5	1	2102	2	–	–	–	–	1	0	766	13
1784	50	40	30000	25	357	30	40000	33	195	36	49000	32	49	4	15704	11	–	–	–	–	–	–	–	–	–	–	–	–
1789	36	50	25000	15	300	33	42000	28	179	29	45000	31	110	13	38276	26	1	0	400	1	–	–	–	–	–	–	–	–
1794	30	40	23000	16	250	29	35000	27	170	30	42250	32	96	11	31324	24	–	–	–	–	–	–	–	–	–	–	–	–
1799	35	40	23000	20	200	20	27000	23	180	34	24002	24	72	10	24000	24	1	3	400	8	–	–	–	–	–	–	–	–
1804	30	45	20000	22	180	25	22002	23	114	16	28006	26	94	13	30430	28	1	0	400	9	–	–	–	–	–	–	–	–
1809[3]	30	40	30000	22	250	32	30006	29	93	12	22302	18	107	13	30002	30	2	0	204	1	–	–	–	–	–	–	–	–
1814	30	45	15000	22	150	27	25000	22	72	12	17306	19	84	14	29730	32	10	2	4132	6	–	–	–	–	–	–	–	–
1819	25	35	20002	18	202	40	30002	26	60	11	16006	17	73	10	25702	23	10	3	7030	7	–	–	–	–	–	–	–	–
1824	30	45	20002	22	205	35	30004	32	70	9	18030	15	72	9	25770	21	20	3	12130	10	–	–	–	–	–	–	–	–
1829	30	40	27000	26	205	32	35000	30	72	9	17003	15	49	6	17672	16	41	5	17230	15	–	–	–	–	–	–	–	–
1834	35	40	25000	26	211	31	28000	29	57	8	13536	15	20	3	6006	7	55	8	23716	25	–	–	–	–	–	–	–	–
1839	35	40	30004	26	202	32	30004	31	47	7	11008	12	20	3	6702	7	50	8	23726	26	–	–	–	–	–	–	–	–
1844	30	40	25000	23	253	36	32000	35	36	6	8004	10	11	2	3850	4	57	9	25200	28	–	–	–	–	–	–	–	–
1849	30	50	25000	22	300	38	25000	25	52	8	12500	13	25	4	9000	9	65	10	28000	30	1	1	504	1	–	–	–	–
1854	30	50	25000	24	300	37	24000	25	48	6	11500	11	24	3	8640	8	75	10	33000	32	–	–	–	–	–	–	–	–
1859	40	50	25004	22	304	29	27000	30	28	3	4000	5	6	1	2230	2	72	10	31964	35	–	–	–	–	–	–	–	–
1864[4]	40	45	20004	40	90	14	12000	31	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1869[4]	40	45	25002	43	94	16	11000	31	6	1	1370	4	1	0	336	1	–	–	–	–	1	1	518	1	–	–	–	–
1874[5]			NO DATA AVAILABLE																									
1879[2]	30	40	10002	40	65	32	11004	46	15	6	3506	15	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1884	30	45	25006	40	101	29	25002	35	17	3	3938	7	3	1	1098	2	4	1	1600	3	1	1	504	1	6	1	4300	8
1889	20	40	13000	36	120	33	16006	47	16	4	3506	9	5	1	1726	4	–	–	–	–	1	1	530	1	1	0	850	2

I = NUMBER OF SHIPS IN THIS SIZE CATEGORY
II = % "I" IS OF TOTAL NO. OF SHIPS FOR THE YEAR
III = TOTAL SHIP TONNAGE IN THIS SIZE CATEGORY
IV = % "III" IS OF TOTAL SHIP TONNAGE FOR THE YEAR (000 = 1000)

SOURCE: GRL, PS 70/59-102

TABLE [illegible] BALTIC SHIPPING TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS, 1765 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN LAST	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN LAST	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
[illegible][1]	332	[illegible]	246.63	43730	206.27	40.36	19.57	16.36
[illegible][2]	324	[illegible]	230.85	55010	169.28	48.78	25.77	20.49
[illegible]	357	[illegible]	236.13	63366	178.86	28.87	15.77	13.62
[illegible]	477	[illegible]	288.32	[illegible]	171.61	39.12	22.78	18.56
[illegible]	363	[illegible]	155.99	13875	164.62	31.29	19.00	15.971
[illegible]	[illegible]	[illegible]	178.85	[illegible]	126.59	43.55	34.43	25.61
[illegible]	483	[illegible]	187.88	147366	159.69	27.38	17.27	14.73
[illegible]	485	[illegible]	173.82	133282	148.92	34.89	23.23	18.85
[illegible]	705	[illegible]	165.38	103498	142.54	23.25	16.34	14.94
[illegible]	787	[illegible]	178.38	103458	152.38	25.91	17.81	14.53
[illegible][3]	688	[illegible]	178.59	122314	151.38	27.22	17.98	15.24
[illegible]	588	[illegible]	145.63	90824	158.32	36.71	23.19	19.82
[illegible]	789	[illegible]	205.75	138878	185.39	47.36	33.48	23.36
[illegible]	693	[illegible]	196.46	122852	145.73	50.73	34.81	25.82
[illegible]	681	[illegible]	198.77	113558	141.77	55.88	38.89	27.65
[illegible]	696	[illegible]	198.65	95824	137.76	53.29	38.68	27.89
[illegible]	659	[illegible]	198.58	93874	139.72	58.86	42.84	29.993
[illegible]	668	[illegible]	208.24	68888	130.68	61.56	44.87	30.69
[illegible]	658	[illegible]	204.89	90986	147.85	56.58	38.32	27.711
[illegible]	746	[illegible]	208.22	104782	140.35	61.87	44.08	31.59
[illegible]	788	[illegible]	172.75	91248	128.87	43.88	34.05	25.48
[illegible][4]	70	6768	96.57	4164	59.28	37.37	63.13	38.78
[illegible][5]	588	[illegible]	131.89	38982	66.06	46.84	72.18	41.89
[illegible][6]		NO DATA AVAILABLE						
[illegible][7]	268	38738	144.88	24232	90.38	53.83	59.86	37.45
[illegible]	536	[illegible]	178.39	58248	102.85	26.84	26.87	25.62
[illegible]	558	63885	114.36	38882	108.75	13.68	12.58	11.17
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

- 795 -

TABLE IV.4.A BALTIC SHIPPING FROM DANISH PORTS AND PORTS IN THE DUCHIES TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS: 1739 - 1814

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE BTE. TONNAGE CARGO - SHIP	% BTE. SIZE OF CARGO > BTE. SIZE OF SHIP	% BTE. SIZE OF SHIP < BTE. SIZE OF CARGO
1739[1]	-	-	-	-	-	-	-	-
1744[2]	-	-	-	-	-	-	-	-
1749	1	65	65.00	52	52.00	13.00	25.00	25.00
1754	-	-	-	-	-	-	-	-
1759	1	268	268.00	248	248.00	20.00	8.06	7.46
1764	-	-	-	-	-	-	-	-
1769	1	136	136.00	136	136.00	-	-	-
1774	1	80	80.00	48	48.00	32.00	66.67	66.67
1779	1	174	174.00	88	88.00	86.00	117.50	50.00
1784	-	-	-	-	-	-	-	-
1789	-	-	-	-	-	-	-	-
1794	1	76	76.00	76	76.00	-	-	-
1799	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-
1809	-	-	-	-	-	-	-	-
1814	1	90	90.00	50	50.00	40.00	80.00	44.44
1739-44	2	333	296.89	1618	231.14	5.14	2.27	2.18
1745-49	9	1004	111.67	1496	151.78	9.89	6.55	9.55
1750-54	12	2340	195.50	2346	195.50	2.00	1.02	1.01
1755-59	3	472	157.33	472	158.67	6.67	4.42	4.24
1760-64	5	882	176.40	882	177.60	0.80	0.45	0.45
1765-69	-	-	-	-	-	-	-	-
1770-74	35	2040	58.29	1360	37.78	19.11	52.50	35.29
1775-79[3]	NO DATA AVAILABLE							
1780-84[4]	1	48	48.00	32	32.00	16.00	50.00	33.33
1785-89	23	1278	55.57	942	40.96	14.61	35.67	26.29
1790-94	6	380	63.33	272	45.33	18.00	39.71	28.42

SOURCE: Gnss. PA 70/VA-202

TABLE [illegible] BALTIC SHIPPING FROM SWEDISH PORTS (INCLUDING THOSE IN FINLAND) TO AMSTERDAM DURING [illegible] AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS, 1909 - 1924

Year	Number of Sailings	Total Tonnage of Cargo Carried	Average Size of Cargo in Tons	Total Tonnage According to Size of Ship	Average Size of Ship in Tons	Difference Ave. Tonnage Cargo - Ship	% Ave. Size of Cargo > Ave. Size of Ship	% Ave. Size of Ship < Ave. Size of Cargo
[illegible][1]	9	2274	252.67	2262	251.33	1.33	0.53	0.53
1909[2]	46	8692	189.00	8648	188.78	0.22	0.11	0.11
1909	78	10386	133.00	10366	132.90	0.10	0.05	0.05
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1909	70	8732	111.85	8636	110.72	1.13	1.01	1.01
1909	104	14979	131.32	14326	125.67	5.65	4.52	4.32
1909	48	5292	110.30	5514	114.88	-4.58	-5.46	-4.86
1909	58	9974	180.25	9486	99.86	8.39	8.39	8.08
1909	106	11132	105.02	10394	97.87	7.15	7.31	6.81
1909	68	7112	104.59	6982	102.62	1.76	1.72	1.69
1909	58	7462	149.24	5856	117.12	32.12	27.42	21.52
1909	47	7088	149.36	5404	115.68	32.68	28.61	21.87
1909	49	6304	128.67	4736	96.65	32.02	33.95	25.35
1909	89	1946	117.43	6832	108.53	16.98	16.81	14.39
1909	73	[illegible]	147.97	6726	92.14	55.84	60.60	37.73
[illegible]	61	6258	153.61	3926	95.71	57.98	63.52	37.69
1909	58	8436	145.45	5360	92.21	53.24	57.76	36.61
[illegible]	52	7328	140.45	4736	91.25	62.20	66.69	44.81
1909	47	6268	132.94	3684	78.68	54.26	73.36	42.32
1909	51	6324	123.61	4028	78.82	44.78	56.82	36.23
1909[3]	3	462	154.00	278	92.38	61.62	71.11	41.56
1909	33	4978	150.85	3522	106.73	44.12	41.34	29.25
1909[4]		NO DATA AVAILABLE						
1909[2]	44	5988	136.27	4198	95.23	39.85	41.85	29.10
1909	36	4536	147.61	4150	135.07	13.74	10.27	9.31
1909	25	2650	106.00	2418	96.68	9.66	9.96	9.66

SOURCE: [illegible] 1909-192[illegible]

TABLE IV.A.C BALTIC SHIPPING FROM PORTS IN ENGLAND TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS, 1789 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN LASTS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN LASTS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1789[1]	12	1228	102.33	1002	83.50	18.83	22.55	17.42
1794[2]	28	5382	192.21	3684	131.93	60.29	45.70	31.36
1799	5	446	89.20	378	75.60	13.60	17.99	15.25
1804	9	932	103.56	528	58.67	44.89	76.52	43.35
1809	19	2118	111.47	1402	73.79	37.68	51.07	33.81)
1814	19	2084	109.11	1446	76.11	32.98	42.85	29.66
1819	21	2436	116.95	1636	77.81	39.14	50.31	33.47
1824	36	4422	116.37	2952	77.68	38.68	49.82	33.29
1795	12	1194	99.50	918	68.17	31.33	45.97	31.49
1800	18	2406	133.67	1536	85.22	48.44	56.84	36.24
1805	29	2982	148.10	1960	77.98	69.19	81.95	45.04
1810	5	708	153.60	686	137.20	16.40	11.95	10.68
1815	16	2216	138.50	1416	88.50	50.00	56.50	36.10
1820	40	5688	141.45	3242	81.35	60.10	74.52	42.78
1825	101	13986	149.17	8892	94.98	65.09	77.41	43.63
1790	71	11278	158.85	6322	89.04	69.80	78.39	43.98
1795	61	9920	169.25	5436	89.11	80.13	89.92	47.35)
1800	37	6202	167.62	3328	89.95	77.68	86.36	46.36
1805	17	3036	178.76	1788	105.18	76.59	79.23	42.86)
1810	17	2596	152.71	1378	88.98	72.12	89.49	47.23
1815	36	4482	193.59	2748	82.86	61.53	76.98	42.85
1820	2	406	203.00	226	113.00	90.00	79.65	44.33
1825	23	3082	152.26	2086	91.04	61.22	67.29	40.21
1800[3]	NO DATA AVAILABLE							
1805[2]	26	4102	157.77	2438	93.46	64.31	68.81	40.76
1810	36	4792	112.60	1358	83.63	28.38	33.93	25.33
1815	8	1348	142.30	1096	137.00	55.50	40.51	29.83

SOURCE: Ellis, PA 70/90-102

TABLE IV.A.9 BALTIC SHIPPING FROM ELBING, KONIGSBERG, AND PILLAU TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS, 1739 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1739[1]	73	16702	228.79	12742	174.55	54.25	31.59	23.71
1744[2]	108	29284	271.15	21420	282.96	68.18	33.59	25.15
1749	56	13596	281.07	10466	189.78	41.19	22.78	14.58
1754	106	16170	152.62	11298	113.19	39.43	34.85	25.94
1759	115	18219	158.08	13538	116.64	42.36	36.59	25.71
1764	294	40698	137.83	26364	89.67	47.36	52.81	34.55
1769	138	19414	147.83	12592	96.71	50.32	52.04	34.23
1774	153	18174	118.78	11879	77.58	41.20	53.11	34.69
1779	63	10062	123.68	7028	86.58	39.06	46.18	31.59
1784	96	12186	126.96	8568	89.88	46.06	45.53	31.28
1789	91	12110	133.08	8132	89.36	43.71	48.92	32.85
1794	66	10526	159.33	6238	94.52	64.82	68.58	40.69
1799	98	16888	176.84	9478	98.65	77.42	78.46	43.96
1804	118	19829	161.22	10886	91.58	69.64	76.85	43.25
1809	96	13888	142.48	8018	83.44	59.17	70.91	41.49
1814	138	18338	141.65	11598	81.14	59.91	73.83	42.67
1819	200	29378	146.87	16868	84.34	62.63	83.04	45.37
1824	179	27894	151.82	14382	78.88	71.18	89.59	47.12
1829	282	38282	135.45	16886	72.87	62.58	91.36	47.76
1834	268	40382	150.68	21138	78.92	71.76	90.93	47.63
1839	165	24888	145.98	12924	77.12	68.87	89.31	47.19
1844[3]	15	2146	143.07	1122	74.88	68.22	91.27	47.72
1849	173	18638	137.68	9948	57.46	58.23	87.42	46.65
1854[4]	NO DATA AVAILABLE							
1859[2]	45	5122	113.82	2958	65.24	48.58	74.66	47.68
1864	129	14358	111.24	9886	76.82	35.22	46.34	31.67
1869	38	4888	125.87	3888	81.26	24.21	29.79	22.85

SOURCES: GAU. PA 78/94-102

TABLE IV-A.1E BALTIC SHIPPING FROM DANZIG TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS. 1779 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN LASTS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN LASTS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1779/1781[1]	50	15338	306.76	12250	245.00	61.76	25.21	20.13
1784[2]	52	17812	342.54	14336	275.69	66.85	24.25	19.51
1789	65	19836	305.05	14562	224.03	76.52	34.16	25.46
1794	108	36784	340.60	30618	281.31	100.71	41.78	29.45
1795	197	47176	238.59	34644	175.84	76.75	43.70	30.41
1799	265	60004	226.66	44006	159.66	75.99	53.44	33.53
1804	164	29506	179.68	20778	126.70	58.78	46.89	29.61
1809	131	27586	210.73	19774	150.95	59.79	39.61	28.37
1814	148	24388	165.91	17306	116.15	49.76	42.84	29.99
1819	179	32884	183.71	23894	130.41	53.30	40.87	29.01
1824	202	42884	188.88	25482	117.83	49.18	41.67	29.41
1779	129	22586	177.46	15026	116.48	62.91	52.38	34.38
1784	242	43818	181.32	27484	123.58	73.58	59.43	37.29
1789	158	34978	221.33	21638	136.98	84.43	61.67	38.15
1794	126	25000	198.38	16790	123.89	68.89	55.52	35.62
1795	68	14284	210.03	10238	150.56	68.47	58.76	37.81
1799	30	10624	202.41	6884	177.34	99.87	53.01	34.83
1804	37	8388	226.11	5112	138.16	87.95	63.65	32.92
1809	81	13288	210.95	8448	165.65	94.88	57.29	36.42
1814	86	15884	221.21	11252	130.84	90.37	69.07	40.85
1819	80	11438	142.97	7886	98.57	44.48	45.04	31.15
1824[3]	9	634	72.47	386	42.88	29.78	69.43	41.08
1779	133	14486	108.92	7886	58.44	52.48	92.99	48.18
1784		NO DATA AVAILABLE						
1789[2]	12	594	82.83	636	53.17	29.67	55.80	35.81
1794	150	18838	106.20	11882	78.81	27.39	34.75	25.79
1795	127	11778	92.74	10078	79.35	13.39	16.87	14.43

SOURCE: GHL PA 70/94-102

TABLE IV.A.F BALTIC SHIPPING FROM RIVER EAST PRUSSIAN PORTS (INCLUDING MEMEL) TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS. 1729 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1729/1733[1]	4	554	138.50	430	107.50	31.00	28.84	22.38
1734[2]	6	788	131.33	646	107.67	23.67	21.98	18.02
1739	3	292	97.33	276	92.00	5.33	5.80	5.48
1744	5	430	86.00	280	56.00	28.00	48.23	32.56
1749	-	-	-	-	-	-	-	-]
1754	6	430	71.67	386	64.00	5.67	8.59	7.91
1759	4	310	77.50	286	56.50	21.00	37.17	27.18
1764	5	450	90.00	330	66.00	20.00	31.52	23.96
1769	3	210	70.00	204	68.00	2.00	2.94	2.86
1774	3	352	117.33	152	50.67	66.67	131.58	56.82
1779	8	870	108.75	714	89.25	19.50	21.85	17.63
1784	12	2812	234.33	2396	199.67	34.67	17.36	14.79
1789	6	1082	180.33	1030	171.67	8.67	5.05	4.81
1794	19	3136	165.05	1932	96.42	68.63	71.18	41.58
1799	11	1486	135.09	904	82.18	52.91	64.38	39.17
1804	32	4856	183.36	3480	165.81	17.65	13.52	9.52
1809	23	2989	126.96	2208	95.65	31.30	32.73	24.66]
1814	29	3516	146.50	2905	119.00	27.50	23.11	18.77
1819	29	4432	152.83	3414	117.72	35.10	29.82	22.97]
1824	32	3522	108.09	3054	138.82	21.27	15.32	13.29
1829	33	4150	125.76	3264	98.91	26.85	27.14	21.35
1834	4	550	137.50	286	71.50	66.00	92.31	48.00
1839	31	3912	126.19	2368	76.39	49.81	65.24	39.47
1844		NO DATA AVAILABLE						
1849	16	2304	147.75	1440	90.25	57.50	63.71	38.92
1854	51	6376	124.98	5026	98.55	26.43	26.82	21.15
1859	36	4096	113.78	3612	103.33	13.44	13.43	11.82

SOURCE: Ehm, Pk 70/93-102

TABLE [illegible] BALTIC SHIPPING FROM STETTIN TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS. 1789 - 1924

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
[illegible]	1	140	140.00	239	239.00	-99.00	-39.13	-64.29
[illegible]	14	1850	132.29	1842	131.57	2.71	2.06	2.02
[illegible]	25	2906	130.36	2804	133.52	4.84	3.64	3.51
[illegible]	[illegible]	3612	72.44	2858	69.38	23.22	47.18	32.06
[illegible]	[illegible]	6198	85.08	3524	87.77	27.31	47.28	32.10)
[illegible]	[illegible]	4482	92.13	3382	70.46	21.67	30.75	23.52
[illegible]	[illegible]	3186	81.88	2984	58.16	3.73	6.41	6.02
[illegible]	[illegible]	2538	79.94	2332	70.67	9.27	13.12	11.60
[illegible]	[illegible]	1898	68.43	1834	64.63	1.08	1.55	1.52
[illegible]	[illegible]	650	72.22	650	72.22	-	-	-
[illegible]	[illegible]	1686	97.68	1596	93.53	4.35	4.65	4.45
[illegible]	[illegible]	4886	72.63	4788	71.34	6.69	5.96	5.95
[illegible]	[illegible]	3788	84.84	3686	80.13	3.87	4.83	4.65
[illegible]	[illegible]	7888	77.23	7376	73.83	4.28	5.75	5.44
[illegible]	[illegible]	3630	88.23	3512	79.82	8.41	8.51	8.51
[illegible]	[illegible]	4488	85.19	4484	85.13	8.86	8.89	8.89
[illegible]	[illegible]	1548	129.58	1438	119.17	9.33	7.83	7.26)
[illegible]	[illegible]	3396	82.78	3182	82.16	3.42	8.77	8.76
[illegible]	[illegible]	2188	73.58	2088	70.62	2.76	3.91	3.76)
[illegible]	[illegible]	1888	94.88	1466	73.38	21.48	28.47	22.76
[illegible]	[illegible]	6176	98.82	4482	64.86	24.76	37.49	27.27
[illegible]	[illegible]	224	44.88	188	36.88	6.88	20.44	19.64
[illegible]	[illegible]	3216	63.86	2116	41.49	21.57	51.98	34.2)
[illegible]	NO DATA AVAILABLE							
[illegible]	13	1178	98.88	818	62.92	27.98	43.83	36.69
[illegible]	15	1574	104.83	1388	87.28	17.73	28.36	16.9[illegible]
[illegible]	11	988	88.36	784	68.35	17.82	25.99	28.63

[illegible] Cmd. 8478/84-102

TABLE IV.4.H BALTIC SHIPPING FROM OTHER GERMAN PORTS TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS, 1709 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1704/1710[1]	3	716	238.67	810	270.00	-31.33	-11.60	-13.13
1714[2]	4	666	166.50	604	151.00	15.50	10.26	9.31
1719	9	562	60.22	720	80.00	-19.78	-24.72	-32.84
1724	16	1666	66.63	766	46.00	18.63	30.00	27.95
1725	14	1226	87.57	1100	78.57	9.00	11.45	10.281
1729	146	13340	91.42	10354	70.92	20.51	28.92	22.43
1734	15	1206	80.40	984	65.60	14.80	22.56	18.41
1739	73	6162	84.41	4884	65.81	18.60	28.27	22.04
1744	28	1582	56.50	1556	55.64	0.86	1.54	1.52
1749	27	1750	64.81	1816	67.26	-2.44	-3.63	-3.77
1754	37	2538	68.32	2592	70.05	-1.68	-2.39	-2.45
1759	14	1284	56.00	1116	79.71	6.29	7.89	7.31
1764	22	1760	77.27	1460	66.73	10.55	15.80	13.65
1769	36	5670	113.40	4056	81.12	32.28	39.79	28.47
1774	29	3418	117.86	2618	90.28	27.59	30.56	23.41
1779	14	1442	103.00	886	63.29	39.71	62.75	38.56
1783	7	574	82.00	402	57.43	24.57	42.79	29.971
1784	7	638	91.14	442	63.14	28.00	44.34	30.72
1785	4	370	92.50	218	54.50	38.00	69.72	41.081
1789	39	3972	101.85	2268	58.15	43.69	75.13	42.93
1794	37	3662	98.43	2114	57.14	41.30	72.28	41.95
1799[4]	26	1484	57.08	966	37.69	19.38	51.43	33.96
1804	53	3468	64.15	2032	38.34	25.81	67.32	46.24
1809[6]		NO DATA AVAILABLE						
1814[2]	21	1866	88.86	1114	53.05	35.81	67.50	40.30
1819	27	2152	79.70	1804	66.81	12.89	19.29	16.17
1824	27	2926	108.37	2476	91.48	16.89	18.46	15.54

SOURCES: GAA, PA 78/94-102

TABLE IV.4.1 . SHIPPING FROM UNSPECIFIED BALTIC PORTS TO AMSTERDAM GIVING TOTAL AND AVERAGE TONNAGES OF CARGO CARRIED AND SIZE OF SHIP AT FIVE YEAR INTERVALS. 1709 - 1824

YEAR	NUMBER OF SHIPS	TOTAL TONNAGE OF CARGO CARRIED	AVERAGE SIZE OF CARGO IN TONS	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	AVERAGE SIZE OF SHIP IN TONS	DIFFERENCE AVE. TONNAGE CARGO - SHIP	% AVE. SIZE OF CARGO > AVE. SIZE OF SHIP	% AVE. SIZE OF SHIP < AVE. SIZE OF CARGO
1709/1710[1]	22	5792	263.27	4970	225.91	37.36	16.54	14.19
1714[2]	2	474	237.00	428	214.00	23.00	10.75	9.7%
1719	8	2084	260.50	1790	223.75	36.75	16.42	14.11
1724	7	1348	192.14	1204	172.00	23.14	13.46	11.86
1725	15	2064	137.60	1780	119.20	18.40	15.44	13.37
1729	55	5336	97.02	3916	71.24	25.78	36.19	26.57
1734	24	3164	132.67	2826	117.75	14.92	12.67	11.24
1739	57	8520	149.47	7656	134.35	15.12	11.26	10.12
1744	13	1684	83.38	976	75.08	8.31	11.07	9.96
1749	3	422	140.67	422	140.67	-	-	-
1754	24	5022	209.25	4580	190.80	19.25	10.13	9.20
1759	2	454	227.00	454	227.00	-	-	-
1764	2	280	140.00	280	140.00	-	-	-
1769	4	886	222.00	642	160.50	61.50	38.32	27.78
1774	2	156	78.00	116	58.00	19.00	32.28	24.36
1779	2	162	81.00	114	57.00	24.00	42.11	29.63
1783	3	298	99.33	166	55.33	44.00	79.52	44.36
1784	2	88	44.00	88	44.00	-	-	-
1788	1	88	88.00	44	44.00	44.00	100.00	50.00
1789	-	-	-	-	-	-	-	-
1794	2	162	81.00	162	81.00	-	-	-
1799[4]	-	-	-	-	-	-	-	-
1804	-	-	-	-	-	-	-	-
1809[5]	NO DATA AVAILABLE							
1814[2]	-	-	-	-	-	-	-	-
1819	3	534	178.00	506	168.67	9.33	5.53	5.24
1824	-	-	-	-	-	-	-	-

SOURCES GAA. PA 70/94-102

TABLE IV.3 TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824. DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1709/1710[1]	6042	9528	14624	6512	3348	2598	3004	574	1246	60	1780	7578	57286
1714[2]	-	-	-	-	112	12098	12058	16616	14446	5256	4528	4214	69988
1719	3128	3524	3998	3226	2502	3862	4518	9124	7878	11114	19596	5934	73580
1724	6478	6468	18482	5498	9642	8712	16878	15788	18866	12188	15954	17442	142609
(1725	6278	4752	5468	7916	8788	7676	17976	34548	23464	19468	11889	16996	165421)
1729	284	6888	6028	3648	13192	25982	28894	38869	31176	18298	14798	12858	200634
1734	3298	14164	5344	12138	9566	16138	34428	13468	19762	25186	17862	6436	172896
1739	1388	3564	4418	4888	12832	11268	21628	37396	16268	19148	23744	7764	164248
1744	1898	542	3978	4262	7878	9836	19218	31768	11148	9238	11482	6574	116986
1749	488	928	818	6934	7668	12152	24938	13778	19568	18472	8562	14348	127848
1754	3978	3662	7484	6314	8238	16928	26298	22984	16958	9534	16712	9214	144384
1759	4686	3338	2884	2585	6048	6946	29422	8124	13398	22982	13268	2918	113116
1764	7678	3964	5182	6856	6328	13194	28464	18366	19998	9386	9538	19668	143748
1769	3238	3852	8628	6746	20336	26474	22518	15986	21284	21578	19384	4686	165614
1774	4978	3346	11226	7698	14484	16086	26346	20168	28224	18554	8658	6248	157614
1779	4332	1782	4298	3074	8568	26428	17278	15878	9866	12492	12362	14294	129148
(1783	3898	2928	3192	3978	6326	16138	16828	19122	18282	11974	19284	16462	131322)
1784	184	1316	7588	8974	2338	9834	11948	24814	19748	14884	16188	11468	128798
(1789	322	3388	2814	3986	3136	12918	35698	17686	28698	13646	11656	8858	132648)
1789	398	3122	5418	5468	4168	8796	38558	24528	21618	21828	17416	11432	164956
1794	1982	1952	3298	8818	13898	21988	24498	11218	13584	14358	5228	2396	122318
1799[4]	318	-	1382	1884	918	332	736	612	338	338	646	-	6788
1804	1774	168	1356	1648	3882	8894	11936	18968	5572	6988	9986	5156	66948
1809[6]	NO DATA AVAILABLE												
1814[3]	-	-	-	-	376	4198	6386	7382	8614	4538	4712	2648	38738
1819	3128	698	974	536	4294	5994	16816	19286	6832	7138	8768	4678	72164
1824	598	726	1088	928	5378	6798	4136	5772	11728	4858	1112	834	43926

SOURCES GAA. PA 78/94-102

TABLE 14.6 AVERAGE TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824. DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1709/1710[1]	242.7	212.6	264.6	256.5	223.2	215.6	366.4	287.6	178.6	66.6	222.5	261.3	246.6
1714[2]	-	-	-	-	56.0	275.6	246.1	243.-	240.8	216.2	199.5	218.8	238.1
1719	222.9	189.9	222.1	201.6	266.5	183.9	188.3	196.1	172.4	191.6	238.3	296.7	256.1
1724	249.1	200.3	209.6	211.2	175.3	177.8	239.9	266.2	168.8	174.1	245.9	242.3	218.7
(1725	261.8	198.8	202.4	179.9	147.6	147.6	227.5	266.2	121.9	189.8	218.7	226.7	195.91
1729	182.8	202.5	194.9	156.3	116.9	145.5	174.1	172.7	201.1	163.4	219.5	189.1	176.8
1734	219.9	186.4	191.2	176.1	134.7	177.3	226.4	193.8	197.6	184.5	215.9	165.8	187.3
1739	185.7	222.8	226.5	127.8	147.5	178.7	171.6	205.5	188.3	149.9	252.6	267.7	183.5
1744	368.3	187.3	193.8	185.3	140.7	127.3	198.1	185.7	197.8	121.8	182.9	182.8	165.6
1749	162.7	132.6	136.8	192.6	125.7	164.2	246.6	148.1	163.1	186.5	184.8	197.2	178.3
1754[3]	165.4	175.9	211.5	203.7	144.8	161.2	221.9	174.9	197.8	158.1	181.7	185.6	178.6
1759	191.9	238.4	193.2	182.9	195.1	128.3	243.2	149.4	172.8	197.2	221.1	23[illegible].7	195.8
1764	178.4	217.8	196.2	236.4	162.1	199.9	229.9	204.1	173.3	245.8	178.6	216.1	202.7
1769	179.8	240.8	261.3	204.4	186.8	288.6	220.8	186.5	181.9	182.8	218.3	234.3	196.9
1774	163.2	209.1	215.6	213.8	188.3	193.8	223.3	198.2	174.3	241.8	173.6	195.4	196.8
1779	294.8	194.7	284.3	193.7	182.8	187.9	268.9	195.4	219.7	186.4	187.3	226.9	191.9
(1783	184.1	182.5	199.9	264.7	171.7	161.3	224.4	238.1	203.1	213.9	188.5	197.6	199.61
1784	194.8	203.2	199.8	199.1	199.3	179.9	183.7	227.7	173.2	199.5	218.8	246.6	201.2
(1785	174.8	182.9	172.4	224.1	285.1	141.9	233.3	196.3	177.8	216.8	271.1	284.3	204.11
1789	195.8	148.7	186.8	245.5	232.8	191.2	219.2	177.7	209.9	223.6	179.5	243.2	297.2
1794	247.8	198.2	164.9	154.2	154.3	144.1	228.8	142.8	194.4	247.5	237.3	141.9	172.8
1799[4]	194.8	-	129.6	98.7	152.7	188.8	132.7	95.6	98.8	112.8	93.8	-	98.6
1804[5]	197.1	188.8	123.3	149.8	188.8	183.8	168.8	114.2	84.4	116.3	112.2	139.4	111.8
1809[6]	NO DATA AVAILABLE												
1814[2]	-	-	-	-	123.3	139.4	131.4	138.9	191.1	151.8	147.3	174.8	144.8
1819	184.8	115.8	139.1	132.5	113.8	187.3	161.3	133.8	129.1	119.3	118.8	148.6	129.8
1824	98.3	121.8	98.7	115.8	116.9	129.1	121.8	131.2	124.7	113.8	123.8	166.8	122.4

SOURCES: GAA. PA 78/94-102

TABLE 19.7 PERCENTAGE OF TOTAL TONNAGE OF CARGO SHIPPED TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824, DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

						MONTH OF ARRIVAL						
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1709/1710[1]	11.8	10.6	20.8	12.9	6.4	9.8	5.7	1.1	2.4	0.1	3.4	14.9
1714[2]	-	-	-	-	0.2	17.3	17.2	23.7	20.8	7.9	0.6	0.9
1719	4.2	4.8	5.4	4.4	3.4	5.2	6.1	12.4	9.6	19.1	21.2	8.1
1724	4.6	4.5	7.3	3.8	6.8	6.1	11.3	11.8	12.7	8.5	11.2	12.4
1729	3.8	2.9	3.3	4.8	9.3	4.6	18.9	21.8	14.2	11.8	7.1	10.31
1729	6.1	3.4	3.8	1.8	8.8	12.9	14.4	19.4	19.5	9.1	7.3	6.4
1734	1.9	0.2	3.2	7.8	9.9	9.3	10.9	7.8	11.4	11.6	10.3	3.7
1739	8.8	2.2	2.7	9.5	7.8	6.9	13.2	22.8	9.9	9.2	14.5	4.7
1744	1.6	0.5	3.4	3.6	6.7	7.7	18.4	27.2	4.5	7.9	9.8	5.6
1749	8.4	0.7	8.6	5.4	8.8	9.5	19.2	18.8	15.3	14.4	6.7	11.8
1754[3]	2.8	2.7	5.1	4.4	5.7	11.7	18.2	15.9	11.8	3.8	11.6	8.4
1759	4.1	3.8	2.3	2.3	5.3	6.1	20.8	5.4	11.8	19.5	11.7	2.9
1764	5.3	2.7	3.5	4.8	4.4	9.2	19.8	12.8	10.9	6.3	8.8	13.7
1769	2.8	2.3	5.2	4.1	12.3	16.8	13.8	9.7	12.9	13.8	6.2	2.8
1774	2.9	2.1	7.1	4.9	9.2	18.2	16.7	12.8	12.8	11.8	5.5	4.8
1779	3.4	1.4	3.2	2.4	8.8	28.8	13.4	11.7	7.8	9.7	9.8	11.1
1783	4.8	2.2	2.4	3.8	5.8	12.3	12.8	14.9	13.9	9.1	7.8	12.51
1784	8.1	1.8	5.8	7.8	1.8	7.5	9.3	19.3	19.3	11.4	12.4	8.9
1785	8.4	2.5	1.8	2.7	2.4	9.7	28.9	13.3	19.1	10.3	8.8	6.11
1789	8.3	2.1	3.8	3.8	8.8	9.8	28.3	16.3	14.3	13.9	11.5	7.6
1794	1.8	1.8	2.7	6.8	11.4	17.9	28.8	9.2	11.1	11.7	4.3	2.8
1799[4]	4.7	-	20.4	18.1	13.8	4.9	11.8	9.1	5.8	5.8	9.6	-
1804[5]	2.8	8.1	2.8	2.5	9.7	12.1	17.2	16.4	8.3	12.4	14.9	7.7
1809[6]	NO DATA AVAILABLE											
1814[2]	-	-	-	-	1.8	18.8	16.3	19.9	22.2	11.7	12.2	6.8
1819	4.3	1.8	1.3	8.7	8.8	8.2	19.8	26.7	9.2	9.9	12.1	9.7
1824	1.3	1.7	2.9	2.1	12.2	19.5	9.4	13.1	26.7	11.1	2.5	1.9

SOURCES: GAA, PA 78/96-102

TABLE IV.8 TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824.
DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR THE YEAR
1709/1710[1]	4500	4564	11624	5662	2820	2432	2726	420	988	64	1542	6498	43730
1710[2]	-	-	-	-	120	9392	9114	13196	11934	4666	3620	4164	55648
1719	2668	3060	3488	2846	2288	3322	3742	7884	6186	4610	14164	5220	63566
1724	5468	5156	7970	4682	6846	6648	13840	12299	16128	10716	13497	14176	116178
(1725	4780	3422	4330	6482	6456	6820	14798	31874	26822	18492	9496	13324	136776)
1729	98	5464	4296	3132	9286	10338	19744	30740	21892	15058	11658	9638	144268
1734	2492	10660	4922	10284	6892	14418	30426	11892	17246	17712	15566	9328	147396
1739	1012	2922	3296	7828	9768	7492	16788	31196	13630	12218	22544	9782	138282
1744	1402	358	2616	4626	6454	7358	16116	28180	9996	8352	16314	5464	106490
1749	488	678	986	5544	9848	9284	22488	11756	17636	16998	6662	11486	109268
1754[3]	2972	3226	6194	5674	5668	11586	23582	19986	19132	9174	15144	8564	122314
1759	3556	2606	2896	2634	3986	9170	28198	4884	16996	18128	16716	1914	91624
1764	5912	3022	3874	6198	4112	8662	23564	13926	11126	7978	6954	14902	110170
1769	2322	2956	6172	9444	12096	19082	17788	11752	16872	16848	6368	3872	122652
1774	2914	1926	6352	6096	9094	11178	20678	13556	14874	15118	8488	4334	113556
1779	3686	1266	3066	2398	5294	19758	12192	16034	6378	9418	9454	16886	93124
(1783	4184	2026	2316	3462	4016	9346	11972	14194	12322	9336	7464	11946	926741
1786	118	924	5502	6220	1884	3502	8120	14026	11814	8988	11936	8436	89390
(1788	342	2068	1316	2784	2256	6844	24678	12994	12932	10214	10200	7182	93810)
1789	294	2048	3498	4622	716	8868	23366	14684	13386	16398	12336	8866	164702
1794	1452	1184	2668	4838	8894	14652	20146	7846	10986	13194	4464	1798	91240
1799[4]	214	-	738	614	532	248	552	392	284	228	422	-	4144
1804[5]	1662	52	752	1640	2246	4642	6462	6714	3376	4628	5432	2972	38912
1809[6]	NO DATA AVAILABLE												
1814[2]	-	-	-	-	264	2636	4840	4428	5448	2568	2874	1662	24232
1819	2844	614	874	396	3268	4724	9350	14942	5334	5158	6486	3096	57286
1824	562	624	984	862	4844	5954	3654	5249	10586	4244	960	774	39962

SOURCES: GAA. PA 78/94-102

TABLE 10.9 AVERAGE SHIPPING TONNAGE TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824. DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARLY AVERAGE
1709/1710[1]	199.7	173.2	219.5	216.5	188.0	202.7	272.6	215.0	141.1	64.0	142.8	221.9	286.3
1714[2]	"	"	"	"	68.0	206.6	186.8	191.3	192.2	186.8	166.1	186.5	189.3
1719	186.2	150.3	193.8	177.9	190.7	158.2	155.9	147.6	150.9	165.7	214.8	261.0	178.1
1724	208.8	166.4	159.4	157.0	124.7	123.8	207.9	208.4	150.8	153.0	207.6	196.2	171.6
(1725	199.2	142.8	166.4	142.3	192.8	127.3	167.3	185.8	155.2	179.1	169.8	173.8	164.6)
1726	49.8	158.9	136.6	136.2	79.8	183.6	118.9	136.6	141.2	134.4	173.9	141.6	120.5
1734	166.1	140.3	156.3	149.8	96.5	158.4	200.2	135.1	172.4	162.5	185.2	138.6	159.7
1739	144.6	137.6	169.9	99.8	112.2	113.9	132.9	171.4	156.7	121.8	239.8	152.2	148.9
1744	233.7	117.3	116.8	179.8	188.1	183.6	166.1	164.3	140.8	189.9	147.3	156.1	142.3
1749	156.8	96.9	97.7	154.8	95.7	124.4	219.7	126.4	147.8	173.4	144.2	161.7	152.4
1754[3]	123.8	146.4	177.6	183.8	99.4	116.3	137.5	152.6	146.1	147.8	164.6	164.6	151.4
1759	148.3	186.1	123.3	145.3	128.6	94.6	216.5	119.1	137.8	161.9	178.3	134.7	156.3
1764	137.5	167.9	149.8	213.7	165.4	130.3	187.8	154.7	123.6	215.6	128.8	163.8	155.4
1769	129.8	184.9	187.6	165.8	118.6	149.1	174.3	118.3	144.2	142.7	169.6	153.6	149.7
1774	184.1	128.6	188.6	169.3	184.1	134.7	178.1	127.8	125.6	196.2	128.2	135.4	141.8
1779	181.2	134.2	143.2	119.9	112.6	139.1	141.8	183.4	155.6	148.4	143.7	172.7	137.8
(1784	136.8	126.9	144.6	264.1	185.5	93.4	159.6	175.2	136.9	166.8	129.9	183.4	139.7)
1784	113.8	188.2	144.8	139.2	120.3	188.6	124.9	181.9	183.6	119.8	161.3	208.9	139.7
(1788	114.8	89.6	187.9	169.8	265.1	79.8	174.4	144.4	114.6	182.1	237.2	730.7	147.8)
1789	147.8	99.9	128.3	182.8	142.6	165.7	184.5	186.4	129.9	176.6	127.2	188.5	140.4
1794	181.9	91.1	133.4	93.8	89.9	96.4	184.8	99.3	124.8	227.5	200.2	165.8	128.9
1799	187.8	"	67.1	99.4	88.7	124.8	92.6	39.6	34.8	76.8	35.2	"	59.2
1804[4]	111.3	92.6	68.4	94.5	64.2	59.5	61.8	69.9	51.1	67.1	63.3	88.3	65.8
1809[5]		NO DATA AVAILABLE											
1814[2]	"	"	"	"	88.8	85.8	84.2	83.5	95.4	95.8	89.8	112.1	90.1
1819	155.8	182.3	124.9	99.8	85.8	85.9	139.6	183.8	168.1	95.8	86.5	126.8	182.9
1824	93.7	165.7	88.3	166.3	101.8	112.3	168.4	119.1	112.6	101.8	186.7	154.8	188.8

SOURCES: GAA. PA 78/94-102

TABLE IV.10 PERCENTAGE OF TOTAL TONNAGE OF SHIPPING TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824, DISTRIBUTED ACCORDING TO REGISTERED MONTH OF ARRIVAL

	MONTH OF ARRIVAL											
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1709/1710[1]	10.3	10.3	20.6	13.8	6.4	5.6	6.2	1.8	2.3	6.1	3.5	14.7
1714[2]	-	-	-	-	6.2	16.3	16.4	23.7	26.7	5.4	6.9	7.4
1719	4.1	4.7	5.5	4.5	3.6	5.2	5.9	11.1	9.7	15.1	22.3	8.2
1724	4.7	4.4	6.9	3.5	5.9	5.2	11.9	10.5	13.9	9.2	11.6	12.2
(1725	3.4	2.5	3.1	4.8	4.4	4.8	10.7	22.4	14.4	13.3	6.8	9.8)
1729	6.1	3.6	2.9	2.1	6.2	12.3	13.2	20.6	14.7	10.1	7.8	6.5
1734	1.7	7.2	3.1	7.0	4.6	9.8	20.6	8.1	11.7	12.6	10.6	3.6
1739	6.6	1.9	2.5	5.3	7.3	5.8	12.5	23.4	10.2	9.2	10.9	4.3
1744	1.4	6.4	3.8	4.6	6.8	7.3	16.8	20.8	9.9	8.3	10.3	5.4
1749	6.4	6.8	6.5	5.1	5.3	8.4	20.5	10.5	16.1	15.6	6.1	10.5
1754[3]	2.4	2.6	5.1	4.6	4.6	9.5	19.2	16.3	12.4	4.2	12.4	6.6
1759	3.9	2.8	2.3	2.2	4.3	5.6	28.5	5.3	11.5	19.7	11.7	2.1
1764	5.4	2.7	3.5	5.6	3.7	7.8	21.4	12.6	10.1	7.2	6.3	13.5
1769	1.9	2.4	5.8	4.4	4.8	16.8	14.5	9.2	13.7	13.7	6.8	2.5
1774	2.8	1.7	7.4	5.4	8.8	9.8	17.7	11.9	12.8	13.3	5.6	3.8
1779	3.3	1.3	3.2	2.6	5.7	21.2	13.1	16.8	6.8	10.1	10.2	11.7
(1783	4.6	2.2	2.6	3.3	4.4	16.1	12.9	15.4	13.4	10.1	8.6	12.9)
1784	6.1	1.4	6.2	7.8	2.8	6.2	9.1	22.2	13.2	10.1	13.4	9.7
(1788	6.4	2.1	1.6	2.8	2.4	7.2	27.8	13.5	13.5	10.7	10.6	7.4)
1789	6.3	2.8	3.3	3.8	6.7	4.6	22.3	14.8	12.8	15.9	11.8	8.5
1794	1.6	1.3	2.9	5.3	6.9	16.1	22.1	8.6	12.6	14.5	4.8	2.6
1799[4]	5.2	-	17.8	14.6	12.8	6.6	13.3	9.5	4.9	5.5	10.2	-
1804[5]	2.6	6.1	1.9	2.7	5.8	11.9	16.6	17.3	8.7	10.4	14.5	7.6
1809[6]	NO DATA AVAILABLE											
1814[6]	-	-	-	-	1.1	10.9	16.7	18.3	22.4	11.8	11.9	6.9
1819	4.6	1.1	1.5	6.7	5.7	8.3	16.3	26.1	9.3	9.8	11.3	6.1
1824	1.4	1.8	2.5	2.1	11.9	15.3	9.4	13.4	27.1	10.9	2.5	2.6

SOURCES: GAA, PA 76/94-102

TABLE IV.11 AVERAGE SIZE OF CARGOES AND OF SHIPS IN TONS IN EACH OF THE SIZE CATEGORIES OF SHIPPING TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824

SIZES IN TONS	A 0 - 100		B 101 - 200		C 201 - 300		D 301 - 400		E 401 - 500		F 501 - 600		G 600 +		YEARLY AVERAGE	
YEAR	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP	CARGO	SHIP
1709/1710	91.0	66.2	153.9	147.7	259.1	257.6	346.8	348.1	439.7	439.1	538.0	-	-	-	246.6	206.3
1714[2]	72.9	64.2	147.1	149.7	266.8	257.4	343.9	333.2	441.2	419.6	541.3	-	-	-	238.1	189.3
1719	78.2	66.6	148.1	148.8	255.7	254.2	357.8	340.1	439.2	424.8	569.0	-	-	-	206.1	178.1
1724	69.3	61.8	142.2	145.7	259.1	257.8	356.3	354.4	448.4	414.0	519.0	-	-	-	218.7	171.6
1725	72.8	67.4	144.9	139.6	255.4	256.9	353.4	351.5	444.8	428.4	523.6	-	-	766.0	195.9	164.81
1729	76.2	68.3	140.6	136.8	255.1	243.7	348.9	321.3	451.9	-	534.3	-	-	-	170.8	126.5
1734	78.9	66.2	144.5	135.9	249.2	252.4	333.8	324.4	448.5	408.8	586.8	-	-	-	187.3	159.7
1739	72.7	63.6	145.7	139.8	249.5	248.4	335.8	326.3	434.8	-	578.7	-	-	-	183.5	146.9
1744	76.7	71.8	142.7	137.2	250.8	244.8	338.6	334.3	424.4	408.8	588.8	-	-	-	169.6	142.3
1749	77.8	76.8	142.6	136.8	253.3	247.9	340.7	334.6	427.5	408.8	-	-	-	-	178.3	152.4
1754[3]	78.3	77.2	145.8	137.4	240.8	238.5	345.1	345.3	417.7	402.8	-	-	-	-	178.6	151.4
1759	72.8	76.6	149.9	134.2	244.2	241.1	356.8	354.3	429.8	413.2	-	-	-	-	195.8	156.3
1764	73.9	78.6	153.6	133.3	237.1	237.2	349.2	392.1	429.1	413.6	548.8	-	651.3	-	202.7	195.4
1769	72.2	72.8	151.6	134.1	240.3	237.2	358.6	358.8	422.8	417.6	558.8	-	682.3	-	196.5	149.7
1774	76.7	72.3	151.4	132.9	235.2	238.4	357.3	360.7	424.5	419.8	558.9	-	679.3	-	196.8	141.8
1779	78.4	66.2	148.7	127.7	235.8	237.5	358.5	364.8	434.9	431.2	529.2	-	731.8	-	191.8	137.8
1781	82.1	67.8	148.8	133.4	239.8	237.6	344.4	338.6	434.5	439.4	521.8	-	649.3	-	199.6	139.71
1784	78.8	67.7	148.3	134.2	239.1	236.8	343.8	338.7	442.6	442.4	525.8	-	706.7	-	201.2	139.7
1785	81.4	65.7	148.1	131.8	242.3	242.5	345.8	349.6	443.8	443.4	538.8	514.8	698.8	-	204.1	147.51
1789	81.8	63.2	143.9	131.3	239.8	240.8	345.8	356.8	444.1	441.6	524.8	-	672.8	-	202.2	140.4
1794	72.5	62.1	144.6	134.4	241.4	237.8	343.9	373.8	443.5	443.9	-	-	-	-	172.8	128.9
1799[4]	58.8	47.9	137.8	127.8	224.5	-	-	-	-	-	-	-	-	-	96.6	59.2
1804[5]	71.1	49.7	142.9	127.5	231.1	229.7	333.2	336.8	478.9	-	-	518.8	763.6	-	111.8	69.8
1809[6]	NO DATA AVAILABLE															
1814[2]	73.3	97.1	141.7	136.2	234.9	234.4	344.8	-	488.9	-	-	-	-	-	144.8	98.1
1819	79.8	63.2	141.2	139.9	227.1	231.8	360.5	363.3	478.1	455.8	518.8	506.8	716.8	724.8	129.8	102.9
1824	75.8	64.5	147.9	153.3	221.5	224.1	334.8	345.2	-	-	542.4	536.8	758.6	858.3	122.4	164.8

SOURCES: GAA. PA 78/94-102

TABLE IV.12 RELATION OF SIZE OF CARGO CARRIED TO SIZE OF SHIP IN EACH OF THE SHIP SIZE CATEGORIES OF SHIPPING TO AMSTERDAM FROM THE BALTIC AT FIVE YEAR INTERVALS, 1709 - 1824

SHIP SIZES IN TONS	A 0 - 100			B 101 - 200			C 201 - 300			D 301 - 400			E 401 - 500			F 501 - 600			G 600 +		
YEAR	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii
1709/10	74.3	23.9	19.0	198.7	29.1	22.5	308.2	19.6	16.4	419.1	19.0	16.9	434.8	-1.2	-1.2	-	-	-	-	-	-
1714[2]	88.6	38.8	27.6	191.4	27.8	21.8	318.6	23.8	19.2	417.5	29.3	20.2	462.6	10.5	9.5	-	-	-	-	-	-
1719	79.2	19.8	16.8	173.8	17.4	14.8	298.7	17.5	14.9	381.2	12.1	10.8	444.5	4.8	4.6	-	-	-	-	-	-
1724	83.3	36.6	26.8	170.4	16.9	14.5	320.8	27.5	21.6	399.6	14.8	12.3	441.7	6.7	6.3	-	-	-	-	-	-
1725	98.9	39.8	28.9	180.9	29.6	22.9	291.9	13.8	12.1	385.6	9.7	8.8	429.2	2.1	2.1	-	-	-	446.8	-41.8	-71.7
1729	91.7	40.4	28.8	188.6	38.7	27.9	331.2	35.9	20.4	328.6	2.3	2.2	-	-	-	-	-	-	-	-	-
1734	98.1	32.1	24.3	171.9	26.5	21.8	285.8	13.2	11.7	336.4	3.7	3.6	438.8	0.9	0.4	-	-	-	-	-	-
1739	89.4	46.6	28.9	187.6	34.2	25.5	296.7	19.4	16.3	334.8	2.6	2.6	-	-	-	-	-	-	-	-	-
1744	94.7	31.9	24.2	182.6	18.5	15.6	276.5	13.8	12.1	338.8	1.3	1.3	408.6	0.8	0.8	-	-	-	-	-	-
1749	103.7	36.4	26.7	163.1	19.9	16.6	283.8	14.5	12.6	339.7	1.5	1.5	408.9	0.6	0.8	-	-	-	-	-	-
1754[3]	106.9	38.8	27.8	168.4	22.6	18.4	272.7	14.3	12.5	349.6	1.2	1.2	402.0	0.6	0.8	-	-	-	-	-	-
1759	112.3	46.6	31.8	187.6	39.4	28.2	290.8	20.6	17.1	357.6	0.9	0.9	414.4	0.3	0.3	-	-	-	-	-	-
1764	118.9	51.4	33.9	198.7	49.8	32.9	280.8	18.4	15.5	378.8	5.3	5.9	413.6	0.8	0.9	-	-	-	-	-	-
1769	113.8	56.8	35.9	201.1	50.8	33.3	305.9	29.8	22.5	388.8	8.4	7.7	432.6	3.8	3.5	-	-	-	-	-	-
1774	118.7	64.2	39.1	208.2	59.6	32.6	339.6	43.7	30.4	384.8	6.7	6.3	438.7	2.6	2.5	-	-	-	-	-	-
1779	167.5	62.5	38.5	200.8	57.2	36.4	324.8	36.4	26.7	378.6	9.8	8.9	453.5	5.2	4.9	-	-	-	-	-	-
1783	123.4	82.2	46.1	209.8	56.7	36.2	307.3	29.3	22.7	419.8	23.6	19.1	446.8	1.5	1.5	-	-	-	-	-	-
1784	121.2	79.8	46.1	219.7	68.8	37.5	321.7	35.9	26.4	437.3	24.7	19.8	458.8	1.7	1.7	-	-	-	-	-	-
1789	119.8	82.4	45.2	209.8	60.1	37.5	307.4	26.7	21.1	407.8	16.4	14.1	444.5	0.2	0.2	514.8	0.8	0.8	-	-	-
1789	118.8	88.1	46.8	228.4	67.9	40.5	306.3	28.5	22.2	442.3	23.3	18.9	422.9	2.5	2.5	-	-	-	-	-	-
1794	169.2	69.3	46.9	195.5	49.5	31.3	289.8	21.9	17.9	383.7	2.9	2.8	444.3	0.1	0.1	-	-	-	-	-	-
1799[4]	82.7	472.7	42.1	179.8	41.6	29.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1804[5]	89.9	81.8	44.8	199.2	56.2	36.8	337.8	46.7	31.8	724.8	115.5	53.6	-	-	-	902.8	54.8	35.4	-	-	-
1809[6]	NO DATA AVAILABLE																				
1814[2]	99.1	73.9	42.8	199.8	53.6	34.9	330.9	41.2	29.2	-	-	-	-	-	-	-	-	-	-	-	-
1819	92.8	45.7	31.4	164.7	17.7	15.1	241.9	4.4	4.2	364.7	0.4	0.4	514.8	13.8	11.5	518.8	0.8	0.8	726.8	0.8	0.8
1824	88.4	20.8	19.7	184.7	7.4	6.2	229.1	2.2	2.2	348.8	0.5	0.5	-	-	-	542.8	1.7	1.7	854.8	0.8	0.8

i - AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY
ii - PERCENT BY WHICH AVERAGE SIZE OF CARGO > AVERAGE SIZE OF SHIP IN THIS SHIP SIZE CATEGORY
iii - PERCENT BY WHICH AVERAGE SIZE OF SHIP < AVERAGE SIZE OF CARGO IN THIS SHIP SIZE CATEGORY

SOURCES: GAA, PA 78/84-102

TABLE IV.13 SHIPPING FROM RUSSIA AS A PERCENTAGE OF ALL SHIPPING FROM THE BALTIC TO AMSTERDAM AT FIVE YEAR INTERVALS. 1709 - 1824

YEAR	NUMBER OF SHIPS	PERCENTAGE FROM RUSSIA	TOTAL TONNAGE OF CARGO CARRIED	PERCENTAGE FROM RUSSIA	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP	PERCENTAGE FROM RUSSIA
1709/1710[1]	212	17.9	52236	18.2	43730	29.4
1714[2]	294	11.9	69988	7.4	55648	6.9
1719	357	29.7	73586	32.1	63566	33.7
1724	677	33.7	142669	25.8	116178	41.2
1725	843	39.4	161142	45.7	138776	51.3
(1729	1188	19.8	280654	28.7	149268	32.51
1734	923	41.7	172856	54.7	147398	59.8
1739	895	39.8	164248	54.4	133282	57.5
1744	786	42.8	116986	57.3	100490	61.4
1749	717	37.9	127840	50.4	109260	56.9
1754[3]	808	34.8	144394	44.8	122314	49.9
1759	588	40.3	113116	55.1	91824	68.5
1764	769	35.1	143746	49.7	116178	53.2
1769	843	35.8	165614	48.6	122852	54.4
1774	881	39.3	197614	54.1	113856	50.6
1779	676	33.3	129148	48.4	93124	53.2
1783	859	40.7	131922	51.7	92874	58.7
(1784	648	46.5	128796	56.1	89388	62.71
1785	630	34.9	132648	49.5	85986	58.3
(1789	746	32.4	150856	47.9	104782	57.31
1794[4]	788	33.2	122310	49.4	91248	57.8
1799	70	12.9	6768	20.1	4144	23.2
1804[5]	599	14.9	44968	24.1	38912	29.7
1809[6]	NO DATA AVAILABLE					
1814[7]	269	42.4	38738	54.1	24232	53.3
1819	956	22.1	72164	34.6	57240	37.2
1824	359	24.2	43926	36.1	39642	40.7

SOURCES: TABLES II.4 AND IV.4

TABLE IV.14 TONNAGE MOVEMENTS FROM THE BALTIC AND RUSSIA TO AMSTERDAM, 1764 - 1825.

YEAR	TOTAL TONNAGE OF CARGO CARRIED: FROM THE BALTIC	FROM RUSSIA	%	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP: FROM THE BALTIC	FROM RUSSIA	%
1764	143,748	65,660	45.6	110,170	58,636	46.5
1765	138,072	61,722	44.7	105,418	53,974	51.2
1766	168,744	73,870	43.8	129,462	66,180	51.1
1767	134,234	42,260	38.9	108,592	41,970	38.6
1768	148,864	67,636	45.4	108,064	56,032	51.9
1769	165,614	80,492	48.6	122,852	66,828	54.4
1770	179,066	64,252	35.9	124,192	52,752	42.5
1771	138,008	44,328	32.8	97,666	33,958	34.8
1772	164,936	76,782	46.6	106,702	60,018	56.2
1773	143,184	72,412	50.6	103,622	57,718	55.7
1774	177,614	85,316	54.1	113,958	65,816	57.9
1775	NO DATA AVAILABLE					
1776	119,194	64,082	53.8	90,600	53,444	57.9
1777	135,016	99,314	52.5	99,314	58,080	58.5
1778	160,792	72,778	45.3	110,916	56,518	50.9
1779	129,148	61,934	47.9	93,124	49,508	53.8
1780	135,726	67,798	49.9	98,164	51,988	52.9
1781	131,422	20,480	15.6	92,074	12,808	13.9
1782	128,796	45,318	35.2	89,398	33,084	37.0
1783	132,660	68,020	51.3	93,906	54,066	56.4
1784	129,816	72,298	55.7	90,092	56,068	62.3
1785	132,634	65,678	49.5	95,910	55,956	58.3
1786	101,506	62,718	61.8	81,310	56,706	69.7
1787	97,302	64,504	66.3	77,830	57,896	74.4
1788	99,670	62,542	61.7	74,496	52,200	70.1
1789	150,856	72,274	47.9	104,702	60,014	57.3
1790	138,742	74,762	53.9	96,040	59,776	62.2
1791	109,740	66,228	60.4	79,734	55,410	69.5
1792	150,210	66,886	44.5	103,312	56,914	55.1
1793	130,222	37,422	28.7	81,484	27,948	33.8
1794	122,310	60,472	49.4	91,240	52,734	57.8
1795	38,790	8,336	21.5	25,288	5,534	22.8
1796	121,012	47,008	38.8	74,344	32,192	43.2
1797	104,488	40,050	38.3	64,348	30,990	48.2
1798	45,946	20,498	44.6	30,664	15,276	49.8
1799	6,760	1,360	20.1	4,144	960	23.2

CONTINUED

TABLE IV.14 TONNAGE MOVEMENTS FROM THE BALTIC AND RUSSIA TO AMSTERDAM, 1764 - 1825.*

YEAR	TOTAL TONNAGE OF CARGO CARRIED: FROM THE BALTIC	FROM RUSSIA	%	TOTAL TONNAGE ACCORDING TO SIZE OF SHIP: FROM THE BALTIC	FROM RUSSIA	%
1800	35,232	13,906	39.5	22,072	9,018	40.9
1801	43,218	11,050	25.5	24,794	6,972	28.2
1802	208,758	67,712	32.5	123,334	42,756	34.7
1803	121,434	39,640	32.6	69,402	23,638	34.3
1804	66,968	16,128	24.1	38,912	10,010	25.7
1805	84,360	36,390	43.1	50,918	22,438	44.1
1806	20,944	13,158	62.8	12,872	8,182	63.6
1807	11,136	4,644	41.7	7,108	2,640	37.1
1808[47]	NO DATA AVAILABLE					
1809	NO DATA AVAILABLE					
1810	NO DATA AVAILABLE					
1811	NO DATA AVAILABLE					
1812	NO DATA AVAILABLE					
1813	NO DATA AVAILABLE					
1814[48]	38,736	20,966	54.1	24,232	12,924	53.3
1815	53,044	29,556	55.7	33,286	18,802	56.5
1816[49]	107,296	44,294	41.2	68,130	29,568	43.4
1817	223,496	116,320	52.0	184,320	99,614	54.0
1818	92,472	22,920	43.7	42,976	20,080	46.7
1819	72,164	24,950	34.6	57,240	21,320	37.2
1820	126,054	27,900	22.1	101,542	24,980	24.6
1821	80,148	26,700	33.3	64,972	22,664	34.9
1822[49]	60,188	14,012	23.2	44,324	12,956	29.2
1823	76,260	21,868	28.7	66,864	20,764	31.1
1824	43,927	16,718	38.1	39,042	15,898	40.7
1825[50]	34,278	9,028	26.3	29,698	8,402	28.3

Source: G.A.A., PA6/59-62 and PA78/99-102.

In March 1763, the galiootsgeld on the cargo lastage was reduced by the D.O.M. from one to one-half stuiver per last. However, the bookkeepers continued to receive their 5% commission for their duties on the basis of one stuiver per last. They, therefore, started to keep seperate totals of the monies collected for both the cargo lastage and ship lastage thus making it possible by using these figures to calculate the above tonnages.

FOR FOOTNOTES USE KEY TO TABLES II.

Notes and Key to Tables V.1 - V.4

[1]Information for these columns available for 1724 and 1725 only.

[2]Applies only to 1724 and 1784.

[3]For 1784 and 1785 based on the STA entries coupled with the GGR entries.

SOUND TOLL ACCOUNTS

Column

A = The number of ships passing the Sound stating as port of destination a Dutch port.

B = The number of ships passing the Sound stating Amsterdam as their port of destination.

C = The number of ships (of "A") located in the GGR.

D = The number of ships (of "C") whose STA port of departure conflicts with that stated in the GGR.

E = The number of ships (of "C") whose STA port of destination conflicts with that stated in the GGR.

F = The number of ships (of "C") whose STA homeport of the captain conflicts with that stated in the GGR.[1]

G = The number of ships (of "A") where the homeport of the captain and port of departure are identical.

H = The number of ships (of "A") whose homeport of the captain is Dutch.

I = The number of ships (of "H") whose homeport of the captain is Amsterdam.

J = The number of ships (of "C") whose homeport of the captain is Dutch according to the GGR.[1]

K = The number of ships (of "J") whose homeport of the captain is Amsterdam according to the GGR.[1]

GALJOOTSGELDREGISTERS

Column

L = The number of ships arriving in Amsterdam via the Sound.

M = The number of ships (of "L") arriving in Amsterdam during May through December.[2]

N = The number of ships (of "L" or "M") located in the STA.

O = The number of ships (of "N") whose GGR port of departure conflicts with that stated in the STA.

P = The number of ships (of "N") whose GGR port of arrival (Amsterdam) conflicts with the port of destination as stated in the STA.

Q = The number of ships (of "N") whose GGR homeport of the captain conflicts with that stated in the STA.[1]

R = The number of ships (of "L" or "M") where the homeport of the captain and port of departure are identical.[3]

S = The number of ships (of "L") whose homeport of the captain is Dutch.[1]

T = The number of ships (of "S") whose homeport of the captain is Amsterdam.[1]

U = The number of ships (of "N") whose homeport of the captain is Dutch according to the STA.

V = The number of ships (of "U") whose homeport of the captain is Amsterdam according to the STA.

TABLE V.1 A comparison of shipping through the Sound, the Great Belt, and the Little Belt as recorded in Sound Toll Accounts with ship arrivals in Amsterdam according to the Paljoots skipregisters for 1784

Code	Port of Departure	SOUND TOLL ACCOUNTS A*	B	C	D	E	F	G	H	I	J	K	PALJOOTSCHELDTREGISTERS L	M	N	O	P	Q	R	S	T	U	V
751AAL	Aalborg	1	1	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	-	-	-	-	-
201HEN	Helsinki	13	12	11	1	-	0	0	13	6	1	0	13	12	10	0	0	2	0	12	0	10	7
202ABO	Abo	1	1	1	1	0	0	0	1	1	0	-	0	-	-	-	-	-	-	-	-	-	-
209KRL	Kristinestad	1	0	0	-	-	-	-	1	1	0	-	0	-	-	-	-	-	-	-	-	-	-
211GEL	Gefle	8	8	6	1	0	2	1	0	-	2	0	7	5	5	0	0	0	2	2	0	0	-
221STC	Stockholm	39	35	26	0	0	4	20	4	1	6	1	30	24	19	1	0	0	17	10	2	2	0
233NOK	Norrköping	10	10	6	0	0	2	5	0	1	0	1	12	12	11	0	0	2	8	2	1	1	0
234KAH	Kalmar	2	2	1	1	0	0	1	0	-	0	-	4	2	2	0	0	1	1	3	1	1	0
239WYP	Wyxöping	2	2	1	1	0	1	0	0	-	0	-	0	-	-	-	-	-	-	-	-	-	-
239VST	Vesterwik	5	5	5	1	0	0	1	3	1	3	1	5	4	4	0	0	1	2	2	1	2	1
241KAK	Karlskrona	12	12	7	0	0	4	5	3	2	1	2	5	5	4	0	0	1	2	2	1	1	1
242KAM	Karlshamn	3	3	2	0	0	1	1	1	1	1	1	9	7	5	3	0	0	5	1	1	1	1
243AAH	Ahus	1	1	1	0	0	0	0	0	-	0	-	3	2	1	0	0	0	1	1	1	1	1
246LAD	Landskrona	3	0	0	-	-	-	-	-	2	-	-	0	-	-	-	-	-	-	-	-	-	-
247KRN	Kristianstad	2	2	1	1	0	1	0	1	0	0	-	0	-	-	-	-	-	-	-	-	-	-
251HEC	Helsingborg	1	0	0	-	-	-	-	1	1	-	-	0	-	-	-	-	-	-	-	-	-	-
299BRS	Barosund	2	2	2	2	0	0	0	0	-	0	-	0	-	-	-	-	-	-	-	-	-	-
Total for Denmark and Sweden		105	98	72	14	0	21	44	33	14	30	6	85	73	61	8	0	13	37	35	8	19	11
301FRK	Frederikshamn	9	9	6	0	0	2	0	7	4	6	0	5	5	5	0	0	2	0	5	0	5	2
308VIB	Viborg	16	16	12	1	0	5	0	16	7	12	2	11	10	9	0	0	4	0	9	1	9	3
319STP	St. Petersburg	35	34	27	0	0	9	0	34	24	27	8	42	25	23	1	0	7	0	25	7	23	14
329NAR	Narva	90	87	78	2	1	12	0	88	8	78	7	74	73	71	0	0	10	0	71	7	70	7
341REV	Reval	5	4	5	2	1	3	0	4	3	4	2	3	3	3	0	0	1	0	2	1	2	1
352RIG	Riga	99	93	75	0	2	21	0	97	17	75	13	97	76	67	4	1	20	0	67	15	67	18
Total for Russia		253	242	203	5	4	52	0	246	61	202	32	232	192	178	5	1	44	0	179	31	176	43
371LIB	Libau	9	9	6	1	0	0	0	9	1	6	0	4	3	3	0	0	0	0	3	0	3	0
372WIN	Windau	4	4	4	1	0	0	0	4	2	4	2	5	4	3	0	0	1	0	4	1	3	1
Total for Courland		12	12	10	2	0	0	0	12	3	10	2	9	7	6	0	0	1	0	7	1	6	1
401KON	Königsberg	108	104	79	3	0	13	5	92	15	67	13	75	74	64	1	0	11	0	52	13	52	8
411MEM	Memel	4	4	4	0	0	0	0	4	0	4	0	4	4	4	0	0	0	0	4	0	4	0
412PIL	Pillau	7	7	5	0	0	0	0	7	0	5	0	4	4	3	0	0	1	0	3	0	3	0
421DAZ	Danzig	203	195	170	7	0	22	11	190	45	127	25	160	121	98	0	0	9	0	95	22	95	20
431ELB	Elbing	0	-	-	-	-	-	-	-	-	-	-	7	5	6	0	0	0	0	5	0	5	0
443RUG	Rügenwalde	0	-	-	-	-	-	-	-	-	-	-	1	1	1	1	0	1	0	0	0	1	0
444KOB	Kolberg	2	2	2	0	0	0	1	0	-	0	-	2	2	2	0	0	0	0	0	0	0	-
451STT	Stettin	59	54	50	4	1	21	0	58	4	44	0	54	47	37	0	0	12	2	35	3	35	20
459ANK	Anklam	1	1	1	0	0	1	0	0	-	1	0	1	1	1	0	0	1	0	1	0	0	-
459POP	Pomerania	0	-	-	-	-	-	-	-	-	-	-	1	1	1	1	0	1	1	0	-	0	-
462WOL	Wolgast	6	6	4	1	0	0	0	5	2	4	0	4	4	3	0	0	1	0	4	0	3	1
463STR	Stralsund	4	4	4	0	0	0	0	2	0	2	0	5	5	5	1	0	2	0	2	0	2	0
469RUG	Rügenwalde	1	1	1	1	0	1	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-
471ROT	Rostock	2	1	0	1	1	1	0	2	0	0	1	2	1	1	0	0	1	0	1	0	1	1
491OEE	Baltic (unspecified)	-	-	-	-	-	-	-	-	-	-	-	7	5	3	1	0	0	0	4	0	3	1
Total other Baltic Ports		394	379	332	22	2	55	21	368	100	256	43	342	270	242	16	2	46	3	207	39	206	51
Total for all ships		764	731	597	43	7	130	69	549	178	493	83	677	542	491	29	1	107	59	428	75	407	106

*Consult Key to Tables V.1-V.4 for the full titles for columns A, B, etc.

TABLE V.2 A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Oeljootsgeld registers for 1725

		SOUND TOLL ACCOUNTS												OELJOOTSGELDREGISTERS								
Code	Port of Departure	A*	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
201HEH	Helsinki	12	12	12	3	0	0	0	9	2	12	0	12	-	12	0	0	5	0	12	0	12	5
202AAO	Aho	1	-	-	-	-	-	-	-	-	-	-	1	-	1	0	0	1	0	1	0	0	1
209FIL	Finland	1	-	-	-	-	-	-	-	-	-	-	1	-	1	1	0	0	0	1	1	1	1
211GEL	Gefle	5	5	4	4	0	1	0	-	-	-	0	2	-	0	-	-	-	-	-	-	-	-
218STC	Stockholm	30	29	25	1	0	1	12	0	1	1	1	32	-	30	5	0	9	17	6	1	1	1
231VIS	Visby	0	1	1	0	0	1	0	0	1	1	0	0	-	-	-	-	-	-	-	-	-	-
232GOT	Gotland	0	-	-	-	-	-	-	-	-	-	-	0	-	5	5	0	4	2	2	0	1	1
233NOR	Norrköping	11	11	11	1	0	1	0	0	-	1	0	12	-	12	1	0	0	0	1	0	0	-
234KAL	Kalmar	2	2	-	-	0	0	0	-	-	1	0	2	-	4	1	0	0	0	1	0	0	-
237VST	Vesterwik	2	2	2	1	0	0	0	-	-	1	0	1	-	1	0	0	1	0	1	1	0	-
241KAF	Karlskrona	5	5	2	3	0	0	0	-	-	0	-	0	-	-	0	0	0	3	0	-	0	-
242KAH	Karlshamn	5	5	4	1	0	1	1	0	-	1	-	7	-	6	0	0	1	0	1	0	0	-
243AAH	Ahus	0	-	-	-	-	-	-	-	-	-	-	0	-	0	0	0	0	0	0	-	0	-
246LAD	Landskrona	1	1	0	-	-	-	0	0	-	-	-	0	-	-	-	-	-	-	-	-	-	-
247KST	Kristianstad	7	7	2	3	0	0	1	1	0	1	0	0	-	-	-	-	-	-	-	-	-	-
249HUS	Halmstad	1	1	1	1	0	0	0	0	-	0	-	0	-	-	-	-	-	-	-	-	-	-
299SWE	Sweden(undefined)	1	1	1	1	-	0	0	0	-	0	-	0	-	-	-	-	-	-	-	-	-	-
Total for Denmark and Sweden		96	95	84	24	0	0	45	14	12	30	1	87	-	77	0	0	24	27	26	2	16	9
301FRE	Frederikshaven	8	8	7	1	0	1	0	0	1	5	1	9	-	8	0	0	0	0	5	1	4	0
308VIB	Viborg	18	18	14	0	0	0	1	10	0	14	0	17	-	15	1	0	4	0	17	0	12	1
319STP	St. Petersburg	53	53	49	0	0	24	0	41	27	35	7	43	-	42	0	0	22	1	36	4	31	21
329NAR	Narva	145	145	130	0	0	55	0	143	62	128	11	123	-	112	5	0	57	1	111	9	111	54
341REV	Reval	3	3	3	0	0	1	0	0	0	2	1	3	-	2	0	0	1	0	0	1	0	2
352RIG	Riga	183	179	153	14	1	0	0	172	40	149	31	147	-	127	5	0	43	3	125	26	126	27
Total for Russia		410	406	356	17	1	126	1	329	134	337	51	343	-	307	11	0	129	5	298	41	287	105
371LIB	Libau	10	10	8	0	0	0	0	10	4	8	1	6	-	5	0	0	2	0	5	0	0	2
372WIN	Windau	8	8	7	1	0	2	0	8	0	7	2	12	-	12	5	0	3	0	12	2	12	4
Total for Courland		18	18	15	2	0	0	0	18	10	15	4	18	-	17	5	0	5	0	17	2	12	6
401KON	Konigsberg	137	129	96	11	0	10	7	12	1	12	10	106	-	97	10	0	22	4	87	0	77	19
411MEM	Memel	5	5	4	0	0	1	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
412PIL	Pillau	13	13	7	2	0	0	1	12	1	3	0	2	-	2	1	0	0	0	2	0	2	2
421DAZ	Danzig	276	264	151	0	1	0	19	235	4	135	22	187	-	156	10	0	12	14	145	37	139	43
431ELI	Elbing	2	2	2	0	0	0	0	2	1	2	1	2	-	2	0	0	4	0	2	1	7	4
443RUG	Rügenwalde	2	2	1	0	0	0	0	0	1	1	0	1	-	1	0	0	1	0	1	0	1	1
444KOB	Kolberg	5	5	2	0	0	0	1	0	-	0	-	4	-	4	0	0	0	4	0	-	0	-
449KAI	Kamin	0	-	-	-	-	-	-	-	-	-	-	1	-	1	1	0	0	0	1	-	0	-
451STT	Stettin	67	66	54	2	0	24	0	64	3	42	0	53	-	56	1	0	32	0	45	0	41	32
459ANK	Anklam	0	-	-	-	-	-	-	-	-	-	-	1	-	1	1	0	0	0	0	0	1	0
459UCK	Uckermunde	0	-	-	-	-	-	-	-	-	-	-	1	-	1	1	0	0	0	1	0	1	1
462WOL	Wolgast	9	0	4	0	0	0	2	7	1	0	0	0	-	0	0	0	0	1	1	0	1	0
463STR	Stralsund	5	5	1	0	0	1	1	0	0	0	-	0	-	0	1	0	0	0	1	0	1	0
471ROT	Rostock	2	1	1	0	0	0	1	1	1	0	-	1	-	1	0	0	0	1	0	-	0	-
491OEE	Baltic(unspecified)	0	-	-	-	-	-	-	-	-	-	-	12	-	10	0	0	4	0	12	0	0	5
Total other Baltic Ports		524	502	324	25	1	86	42	414	108	277	72	392	-	341	42	0	125	24	306	53	290	105
Total for all ships		1048	1021	779	70	2	248	94	865	264	659	83	944	-	743	78	0	283	76	648	99	611	225

* Consult Key to Tables V.1 -V.4 for the full titles for columns A, B, etc.

TABLE V.3 A comparison of shipping through the Sound (destination or intermediate) according to the Sound Toll Accounts with ship arrivals / clearances in Prussian ports according to the Hohenzollern registers for 1787.

Code	Port of Departure	SOUND TOLL ACCOUNTS A	B	C	D	E	F	V	I	HOHENZOLLERN REGISTERS L	M	N	O	P	R	U	V
201BOA	Bornholm	1	1	1	0	0	0	1	1	-	-	-	-	-	-	-	-
202ABO	Abo	3	3	3	0	0	1	0	-	4	3	3	0	0	3	0	-
204ULE	Uleaborg	1	1	1	0	0	1	0	-	1	1	1	0	0	1	0	-
209JAN	Jacobstad	0	-	-	-	-	-	-	-	1	1	1	1	0	1	0	-
209KAR	Gl. Karlsby	2	2	2	1	0	1	1	-	1	1	1	1	0	1	0	-
209KRL	Kristinestad	0	-	-	-	-	-	-	-	1	1	1	0	0	1	0	-
209VAA	Vasa	1	1	1	0	0	1	0	-	1	1	1	1	0	1	0	-
211GEL	Gefle	5	4	4	0	0	3	0	-	4	4	4	0	0	2	0	-
221STC	Stockholm	27	19	19	0	0	11	0	-	22	19	17	1	0	9	0	-
233NKP	Norrköping	3	3	3	0	0	3	-	-	3	2	-	1	0	2	0	-
234KAM	Kalmar	1	1	1	0	0	0	0	-	1	1	1	0	0	0	0	-
239NYT	Nyköping	2	2	2	0	0	0	0	-	0	-	-	-	-	-	-	-
241KAK	Karlskrona	1	1	1	0	0	0	0	-	1	1	1	0	0	0	0	-
242KAH	Karlshamn	1	1	1	0	0	1	0	-	3	3	2	0	1	2	0	-
243AAH	Ahus	0	-	-	-	-	-	-	-	6	6	5	5	3	3	0	-
247KRI	Kristianstad	4	3	2	1	0	0	1	0	1	1	0	-	-	-	-	-
251HAL	Helsingborg	0	-	-	-	-	-	-	-	4	1	1	1	1	1	0	-
252VAR	Varberg	0	-	-	-	-	-	-	-	3	3	3	0	0	2	1	1
256STR	Strömstad	0	-	-	-	-	-	-	-	2	2	1	1	0	1	0	0
Total for Denmark and Sweden		52	42	41	4	0	25	2	1	56	52	46	14	9	30	1	1
301FRK	Frederikshavn	12	12	11	1	0	0	0	0	11	10	10	0	0	6	4	4
303VIB	Viborg	11	9	3	0	0	0	0	0	5	5	3	0	0	0	1	1
307MAN	Mannalsu	0	-	-	-	-	-	-	-	1	0	0	-	-	-	-	-
308HJO	Hjerjoms	0	-	-	-	-	-	-	-	1	1	0	-	-	-	-	-
310PTB	St. Petersburg	15	14	9	0	0	10	0	0	64	46	45	0	2	9	19	15
313NAR	Narve	5	5	5	0	0	1	0	0	59	34	32	1	1	1	51	43
341REV	Revel	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0
343ARE	Arensburg	11	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-
350RIG	Riga	209	111	97	3	0	10	101	45	170	99	79	1	1	5	43	12
351PRT	Pernau	3	3	3	0	0	0	0	0	1	1	1	0	0	0	0	1
Total for Russia		256	145	126	4	0	21	101	45	251	200	171	2	4	21	120	77
370LIE	Libau	77	77	77	0	0	0	77	0	16	16	14	0	0	0	0	1
371GOL	Goldingen	39	39	39	0	0	0	39	0	16	16	14	0	0	0	0	1
377DOM	Domesnes	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total for Courland		124	77	76	2	0	0	77	17	32	32	28	0	0	0	0	0
401KON	Königsberg	168	150	77	1	0	0	77	17	93	77	9	2	32	17	7	7
411MEM	Memel	115	49	22	1	1	0	22	0	24	22	20	0	2	3	2	2
412PIL	Pillau	152	145	97	74	1	1	16	0	15	14	12	0	0	0	0	0
421DAZ	Danzig	40	38	35	0	0	0	21	0	37	31	22	0	0	12	0	0
431ELI	Elbing	0	-	-	-	-	-	-	-	28	9	8	0	4	0	4	4
444KOB	Kolberg	7	7	5	0	0	0	1	0	0	0	0	1	1	0	1	0
449TRT	Trondheim	0	-	-	-	-	-	-	-	1	1	1	1	0	0	0	0
451STT	Stettin	44	41	38	0	0	0	13	0	38	32	31	1	0	7	0	0
471ROT	Rostock	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
491OEE	Baltic(undefined)	0	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-
Total other Baltic Ports		480	429	277	77	2	41	185	44	287	226	245	4	7	22	22	22
Total for all ships		1059	748	543	87	2	96	445	126	639	513	519	95	20	99	268	115

* Consult Key to Tables V.1 - V.4 for the full titles for [illegible], etc.

TABLE V.4 A comparison of shipping through the Sound destined for Amsterdam according to the Sound Toll Accounts with ship arrivals in Amsterdam according to the Galjootsgeldregisters for 1795.

		SOUND TOLL ACCOUNTS								GALJOOTSGELDREGISTERS						
Code	Port of Departure	A	B	C	D	E	G	H	I	L	M	O	P	R	U	V
019BOA	Bornholm	1	1	1	1	0	0	0	-	1	1	1	0	0	1	1
202AAO	Abo	3	3	3	0	0	3	-	-	3	3	0	0	3	-	-
209JAK	Jakobsstad	0	-	-	-	-	-	-	-	1	1	1	0	1	-	-
209KAE	Gl. Karleby	3	2	2	3	0	2	0	-	0	-	-	-	-	-	-
209KAR	Karleby	0	-	-	-	-	-	-	-	2	2	2	0	0	0	-
209KAS	Kasko	1	1	1	0	0	1	-	-	1	1	0	0	1	-	-
209WAA	Wasa	1	1	1	0	0	1	-	-	1	1	0	0	1	-	-
211GEL	Gefle	5	5	5	0	0	4	0	-	4	4	0	0	3	0	-
221STC	Stockholm	29	21	21	1	0	7	1	0	24	22	0	0	8	0	-
233NOK	Norrköping	6	4	4	0	0	6	-	-	4	4	1	1	4	-	-
239BOM	Borgholm	0	-	-	-	-	-	-	-	1	1	1	0	0	0	-
239VET	Vetervik	1	1	1	0	0	0	0	-	3	3	3	0	0	0	-
241KAK	Karlskrona	1	1	1	0	0	1	0	-	1	1	1	0	0	0	-
242KAH	Karlshamn	1	1	1	0	0	1	-	-	2	2	1	0	1	0	-
243AAH	Ahus	0	-	-	-	-	-	-	-	4	4	4	2	2	1	0
247KRI	Kristianstad	5	4	3	1	0	2	1	2	0	-	-	-	-	-	-
Total for Denmark and Sweden		97	45	44	6	0	26	2	0	52	50	14	3	24	2	1
301FRK	Frederikshamn	15	13	13	1	1	4	9	6	13	13	2	1	4	8	4
308VIB	Viborg	12	8	7	2	0	0	11	6	5	5	1	0	0	5	5
309WIE	Wierjokka	0	-	-	-	-	-	-	-	1	1	1	0	0	1	1
319STP	St. Petersburg	99	15	7	1	1	4	11	8	12	11	0	0	1	8	8
327NAR	Narva	96	69	7[illegible]	[illegible]	[illegible]	[illegible]	83	31	72	66	1	3	0	62	54
341REV	Reval	2	1	1	0	0	1	0	-	1	1	0	0	1	-	-
342ARN	Arensburg	1[illegible]	2	2	0	0	10	8	0	2	2	1	0	0	1	1
352RIG	Riga	290	141	12[illegible]	[illegible]	[illegible]	12	112	57	112	112	7	0	5	64	23
361PER	Pernau	12	12	12	2	0	2	10	7	12	10	0	0	0	10	7
Total for Russia		381	261	[illegible]	12	[illegible]	13	251	144	235	222	12	[illegible]	11	159	108
371LID	Libau	60	11	10	0	0	[illegible]	10	5	14	13	0	1	2	4	1
372WIN	Windau	32	2	1	0	0	[illegible]	1[illegible]	[illegible]	2	2	1	1	0	1	1
379DOM	Domesnes	1	1	1	0	0	0	1	1	1	1	0	0	0	1	1
Total for Courland		92	14	15	0	2	5	44	13	17	16	1	2	2	6	3
401KON	Königsberg	157	132	71	2	0	24	76	9	132	24	22	0	22	27	4
411MEM	Memel	163	56	36	3	0	2	70	15	29	27	1	0	0	9	4
412PIL	Pillau	237	195	143	113	3	2	33	6	15	12	3	0	0	1	0
421DAZ	Dansig	53	57	53	2	0	10	38	10	51	51	4	1	[illegible]	25	7
431ELI	Elbing	0	-	-	-	-	-	-	-	115	113	113	1	[illegible]	44	44
444KOB	Kolberg	4	4	2	0	0	2	1	0	2	2	0	0	2	-	-
451STT	Stettin	33	31	27	1	0	10	9	3	29	27	0	0	6	9	3
459ANK	Anklam	0	-	-	-	-	-	-	-	1	1	1	0	1	-	-
459SWI	Swinemünde	2	1	1	0	0	0	0	-	0	-	-	-	-	-	-
461ROT	Rostock	1	0	0	-	-	0	0	-	1	1	1	0	0	0	-
491OTH	Baltic(unspecified)	0	-	-	-	-	-	-	-	1	1	1	0	0	1	2
Total other Baltic Ports		665	472	333	121	3	51	267	43	348	329	146	2	35	116	62
Total for all ships		1195	769	623	139	11	101	364	199	650	617	174	11	73	283	175

* Consult Key to Tables V.1 - V.4 for the full titles for columns A, B, etc.

TABLE V.5 PASSAGES OF WEST-BOUND SHIPS THROUGH THE SOUND FROM RUSSIAN PORTS TO HOLLAND AND ELSEWHERE ACCORDING TO THE SOUND TOLL ACCOUNTS. 1715 - 1783.

	PORTS OF DEPARTURE																								
	St. PETERSBURG					NARVA					RIGA					LIVONIA AND ESTONIA					TOTAL FOR RUSSIA				
YEAR	A.	B.	C.	D.	E.	A.	B.	C.	D.	E.	A.	B.	C.	D.	E.	A.	B.	C.	D.	E.	A.	B.	C.	D.	E.
1715	7	2	9	10	11	0	0	0	0	2	130	2	132	133	154	32	0	32	32	32	169	5	174	175	201
1716	2	1	3	2	16	0	0	0	0	0	92	2	94	97	115	14	4	18	15	22	108	7	115	114	153
1717	2	1	3	2	18	0	0	0	0	0	35	2	37	36	78	2	0	2	4	4	39	3	42	42	100
1718	11	2	13	11	53	1	0	1	1	3	69	3	72	71	102	4	0	4	4	4	85	5	90	87	162
1719	23	1	24	23	40	11	0	11	11	14	75	10	85	79	118	6	0	6	6	6	115	11	126	119	178
1720	13	0	13	16	36	29	0	25	25	29	85	8	93	91	114	9	0	9	10	10	132	8	140	142	189
1721	13	0	13	14	28	59	0	59	59	62	106	0	106	109	145	3	0	3	3	3	181	0	181	185	230
1722	23	1	24	28	78	50	1	51	50	65	80	4	84	86	145	8	0	8	8	10	161	6	167	172	298
1723	29	0	29	40	106	30	0	30	31	43	98	5	103	103	178	5	0	5	6	6	162	5	167	180	333
1724	34	1	35	38	102	89	2	91	89	109	97	3	100	105	197	4	0	4	4	6	224	6	230	236	414
1725	46	16	56	43	145	126	3	129	127	154	176	8	184	184	281	3	0	3	3	3	345	27	372	357	583
1726	62	8	70	67	175	111	6	117	113	146	157	6	163	163	243	3	0	3	3	4	333	20	353	346	568
1727	30	1	31	34	94	126	2	128	127	149	143	10	153	149	256	2	0	2	2	5	301	13	314	312	504
1728	36	6	42	17	119	125	2	127	125	154	132	5	137	139	227	10	1	11	15	11	303	14	317	296	511
1729	16	5	21	17	76	91	2	93	91	118	132	11	143	139	260	15	2	17	15	22	254	20	274	262	476
1730	22	10	32	26	148	152	4	156	152	192	184	11	195	189	299	32	1	33	32	33	390	26	416	399	672
1731	35	8	43	41	127	187	9	196	187	236	176	12	188	177	284	34	0	34	34	36	432	29	461	439	663
1732	24	6	30	27	135	238	10	246	236	301	89	7	96	98	189	12	2	14	13	17	361	25	386	374	642
1733	21	2	23	25	127	237	5	242	237	292	131	4	135	142	231	4	0	4	4	6	393	11	404	408	656
1734	24	6	30	24	123	226	0	226	226	279	141	6	147	147	227	16	1	17	16	18	407	13	420	413	647
1735	25	4	29	27	132	136	1	137	136	182	165	8	173	168	286	7	0	7	7	8	333	13	346	340	608
1736	39	12	51	41	132	87	0	87	87	119	147	6	153	151	249	12	1	14	14	18	286	19	305	293	519
1737	51	4	55	54	165	137	2	139	138	196	145	8	153	155	286	21	0	21	21	29	354	14	368	368	696
1738	73	7	80	75	174	192	1	193	192	243	173	9	182	181	319	28	7	35	28	41	466	24	490	476	777
1739	31	4	35	35	170	143	0	143	144	172	222	13	235	229	385	58	3	61	58	68	454	20	474	466	795
1740	48	9	57	52	182	102	2	104	104	132	238	48	286	254	404	88	9	97	88	110	476	68	544	498	828
1741	86	7	93	93	222	53	6	59	113	181	228	28	256	261	451	53	6	59	53	67	420	47	467	520	891
1742	61	0	61	69	203	138	4	142	139	179	155	2	157	168	313	23	2	25	23	26	377	8	385	399	721
1743	21	1	22	27	111	202	1	203	203	233	108	1	109	121	229	23	1	24	23	25	354	4	358	374	598
1744	56	2	58	57	191	102	4	106	102	124	150	8	158	150	258	19	2	21	19	22	327	16	343	328	595
1745	33	2	35	37	121	139	1	140	140	165	92	4	96	98	241	31	2	33	31	37	295	9	304	306	564
1746	34	7	41	40	166	85	2	87	86	109	130	15	145	139	314	20	1	21	20	23	269	25	294	285	612
1747	41	11	52	46	223	84	4	88	85	126	128	11	139	135	310	26	2	28	26	33	279	28	307	292	692
1748	24	10	34	29	131	40	0	40	55	85	96	14	110	117	278	40	0	40	40	45	200	24	224	241	539
1749	31	4	35	42	162	119	3	122	124	157	111	18	129	141	315	39	1	40	39	42	300	26	326	346	676

A = NUMBER OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A DUTCH HOMEPORT
B = NUMBER OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A NON-DUTCH HOMEPORT
C = TOTAL NUMBER OF SHIPS TO HOLLAND (A+B)
D = TOTAL NUMBER OF ALL SHIPS WITH CAPTAINS HAVING A DUTCH HOMEPORT
E = TOTAL NUMBER OF ALL SHIPS

CONTINUED:

TABLE V.5 PASSAGES OF WEST-BOUND SHIPS THROUGH THE SOUND FROM RUSSIAN PORTS TO HOLLAND AND ELSEWHERE ACCORDING TO THE SOUND TOLL ACCOUNTS, 1715 - 1783.

	PORTS OF DEPARTURE																								
	St. PETERSBURG					NARVA					RIGA					LIVONIA AND ESTONIA					TOTAL FOR RUSSIA				
YEAR	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
1730	23	5	28	31	180	171	3	174	174	206	98	9	107	121	234	19	1	20	19	24	311	18	329	345	744
1731	25	15	40	42	101	132	4	136	138	184	86	15	101	121	315	29	0	29	31	32	272	34	306	332	712
1732	34	9	43	48	259	125	8	133	133	184	118	16	134	168	369	38	0	38	43	61	315	33	348	412	873
1733	54	6	60	74	254	128	5	133	135	194	120	12	132	166	375	27	2	29	28	40	329	25	354	403	863
1734	32	7	39	73	250	127	6	133	140	205	174	18	184	226	470	20	1	21	20	33	353	24	377	459	958
1735	33	2	35	47	300	100	3	103	112	169	97	3	100	130	361	9	2	11	11	27	239	10	249	288	857
1736	57	2	59	62	205	2	0	2	3	26	135	11	146	170	385	5	0	5	6	15	199	13	212	241	691
1737	51	8	59	64	238	0	0	0	0	20	132	4	136	168	335	1	0	1	1	5	184	12	196	233	598
1738	20	2	22	43	218	27	2	29	30	54	119	1	120	154	323	1	0	1	1	1	177	5	182	228	596
1739	45	1	46	59	275	61	3	64	66	93	172	3	175	200	376	9	1	10	9	12	287	8	295	334	756
1740	31	1	32	48	204	1	0	1	1	19	178	0	178	203	341	9	1	10	9	11	219	2	221	261	575
1741	13	2	15	29	173	4	0	4	5	32	239	3	242	280	491	22	2	24	24	37	278	7	285	338	693
1742	54	5	59	66	249	39	0	39	41	68	213	4	217	254	449	25	0	25	30	48	331	9	340	391	814
1743	29	5	34	47	202	72	2	74	77	132	191	2	193	254	486	14	0	14	17	36	308	9	317	395	850
1744	18	4	22	37	244	81	2	83	87	148	175	5	180	229	456	13	0	13	17	25	287	11	298	370	873
1745	26	5	31	51	315	59	0	59	62	123	185	5	190	215	430	11	2	13	19	44	291	12	303	347	912
1746	19	4	23	51	218	87	3	90	92	156	165	3	168	206	416	13	0	13	17	37	284	10	294	366	824
1747	52	3	55	80	304	56	2	58	62	102	140	8	148	181	361	14	2	16	14	26	262	15	277	337	793
1748	28	5	33	84	345	78	2	80	83	122	161	11	172	190	403	16	1	17	17	22	283	19	302	374	892
1749	40	9	49	92	439	66	3	69	71	123	200	9	209	245	479	21	4	25	22	33	327	25	352	430	1074
1750	25	5	30	68	405	61	2	63	62	115	181	15	196	207	447	23	1	24	25	34	260	23	283	362	1001
1751	23	7	30	68	466	46	1	47	47	112	213	4	217	244	527	40	3	43	40	66	322	15	337	399	1170
1752	44	13	57	95	410	46	0	46	47	99	270	36	315	333	697	41	6	47	46	70	410	55	465	521	1276
1753	39	13	52	97	496	54	0	54	56	82	222	25	247	292	531	36	5	41	36	48	351	43	394	481	1157
1754	32	7	39	160	504	53	0	53	53	89	272	27	299	340	601	48	6	54	50	87	405	40	445	543	1281
1755	21	6	27	48	388	51	0	51	52	91	308	20	328	379	637	78	1	79	83	135	458	27	482	562	1248
1756	26	4	30	83	485	58	0	58	59	89	137	20	157	199	430	44	3	47	50	79	265	27	292	391	1079
1757	50	5	55	123	568	56	0	56	57	101	180	19	199	237	466	43	0	43	50	64	329	24	353	477	1201
1758	74	14	88	151	469	39	0	39	39	73	163	25	188	235	457	25	4	29	22	34	301	43	344	457	1053
1759	81	22	103	113	526	35	0	35	35	55	139	26	165	196	460	27	5	32	30	60	282	53	335	374	1101
1760	43	16	59	49	403	32	0	32	32	56	175	18	193	209	491	19	8	27	25	47	269	42	311	316	997
1761	0	21	21	0	595	1	0	1	1	33	3	100	103	3	439	2	6	8	8	33	6	127	133	4	1100
1762	0	27	27	-1	446	2	7	9	2	46	5	106	111	5	524	0	22	22	0	56	7	162	169	6	1072
1763	18	33	43	13	414	31	16	47	31	78	49	200	249	88	716	9	40	49	11	83	99	289	388	143	1291

A = NUMBER OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A DUTCH HOMEPORT
B = NUMBER OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A NON-DUTCH HOMEPORT
C = TOTAL NUMBER OF SHIPS TO HOLLAND (A+B)
D = TOTAL NUMBER OF ALL SHIPS WITH CAPTAINS HAVING A DUTCH HOMEPORT
E = TOTAL NUMBER OF ALL SHIPS

TABLE V.6 PERCENTAGE DISTRIBUTION OF PASSAGES THROUGH THE SOUND FROM RUSSIAN PORTS TO HOLLAND AND ELSEWHERE ACCORDING TO THE SOUND TOLL ACCOUNTS. 1715 - 1783.

	ST. PETERSBURG				NARVA				RIGA				LIVONIA AND ESTONIA				TOTAL FOR RUSSIA		
YEAR	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C
1715	77.8	90.9	81.8	8.5	0.0	0.0	0.0	1.0	97.7	85.3	85.3	77.6	100.0	100.0	100.0	15.9	97.1	87.1	86.6
1716	66.7	12.5	18.8	18.5	0.0	0.0	0.0	0.0	97.9	84.3	81.7	75.2	77.8	68.2	81.8	14.4	93.9	74.5	75.2
1717	66.7	11.1	16.7	16.0	0.0	0.0	0.0	0.0	94.6	46.2	47.4	78.8	100.0	100.0	50.0	4.0	92.9	42.8	42.8
1718	84.6	20.8	24.5	32.7	100.0	33.3	33.3	1.9	95.8	69.6	70.6	63.8	100.0	100.0	100.0	2.5	94.4	53.7	53.6
1719	95.8	57.5	60.0	22.5	100.0	78.6	78.6	7.9	88.2	66.9	72.0	60.3	100.0	100.0	100.0	3.4	91.3	66.9	70.8
1720	100.0	44.4	36.1	19.8	100.0	86.2	86.2	15.3	91.4	79.8	81.6	60.3	100.0	100.0	90.0	5.3	94.3	79.1	74.1
1721	100.0	50.0	46.4	11.8	100.0	95.2	95.2	26.1	100.0	75.2	73.1	60.9	100.0	100.0	100.0	1.3	100.0	77.7	76.1
1722	95.8	35.9	30.8	26.2	98.0	76.9	78.5	21.8	95.2	59.3	57.9	48.7	100.0	80.0	80.0	3.4	96.4	57.7	56.8
1723	100.0	37.7	27.4	31.8	100.0	72.1	69.8	12.9	95.1	57.9	57.9	53.5	100.0	100.0	83.3	1.8	97.0	54.1	50.2
1724	97.1	37.3	34.3	24.6	97.8	81.7	83.5	26.3	97.0	53.3	50.8	47.6	100.0	66.7	66.7	1.4	97.4	57.0	55.6
1725	71.4	29.7	38.6	24.9	97.7	82.5	83.8	26.4	99.7	65.5	65.5	48.2	100.0	100.0	100.0	0.5	92.7	61.2	63.8
1726	88.6	38.3	40.0	30.8	94.9	77.4	80.1	25.7	96.3	67.1	67.1	42.8	100.0	75.0	75.0	0.7	94.3	60.9	62.1
1727	96.8	26.2	33.0	18.7	98.4	85.2	85.9	29.6	93.5	58.2	59.8	50.8	100.0	40.0	40.0	1.0	95.9	61.9	62.3
1728	85.7	14.3	36.3	23.3	98.4	81.2	82.5	30.1	96.4	61.2	60.4	44.4	90.9	136.4	100.0	2.2	95.6	57.9	62.0
1729	76.2	22.4	27.6	16.0	97.8	77.1	78.8	24.8	92.3	53.5	55.8	54.8	88.2	88.2	77.3	4.6	92.7	55.8	57.6
1730	68.8	17.6	21.6	22.8	97.4	79.2	81.3	28.6	94.4	63.2	68.2	44.5	97.8	97.8	100.8	4.9	93.8	59.4	61.9
1731	81.4	32.3	33.9	19.2	98.4	79.2	83.1	35.6	93.6	67.8	71.2	39.8	100.0	94.4	94.4	8.4	93.7	66.2	69.8
1732	80.0	20.8	22.2	21.8	98.9	78.4	81.7	46.9	92.7	51.9	50.8	29.4	85.7	76.5	82.4	2.6	93.5	58.2	60.1
1733	91.3	19.7	18.1	19.4	97.9	81.2	82.9	44.5	97.0	61.5	58.4	35.2	100.0	66.7	66.7	8.9	97.3	62.2	61.6
1734	80.0	19.5	24.4	19.0	100.0	81.0	81.0	43.1	95.9	64.8	64.8	35.1	94.1	88.9	94.4	2.8	96.9	63.8	64.9
1735	84.2	20.5	22.0	21.7	99.3	75.8	75.3	29.9	95.4	58.7	60.5	47.8	100.0	87.5	87.5	1.3	96.2	55.9	56.9
1736	78.5	30.8	38.3	25.6	100.0	73.1	73.1	22.9	96.1	60.6	61.4	48.0	92.9	77.8	77.8	3.5	93.8	56.5	58.8
1737	92.7	32.7	33.3	23.7	98.8	78.4	78.9	28.2	94.8	58.7	58.0	44.8	100.0	72.4	72.4	4.2	96.2	52.9	52.9
1738	91.3	43.1	46.8	22.4	99.8	79.0	79.4	31.3	98.1	56.7	57.1	41.1	88.8	88.3	88.4	5.3	98.1	61.3	63.1
1739	88.6	20.8	28.6	21.4	100.0	83.7	83.1	21.6	94.5	59.5	61.8	48.4	99.1	85.3	89.7	8.6	98.8	58.6	59.6
1740	84.2	28.6	31.3	22.8	98.1	78.8	78.8	15.9	83.2	62.9	78.8	48.8	90.7	80.8	88.2	13.3	87.5	60.1	65.7
1741	92.5	41.9	41.9	24.9	89.8	74.8	39.1	16.9	89.1	57.9	58.8	80.6	89.8	79.1	88.1	7.5	89.9	58.4	92.4
1742	100.0	34.8	38.8	28.2	97.2	77.7	79.3	24.8	98.7	53.7	50.2	43.4	92.8	88.5	96.2	3.6	97.9	55.3	53.4
1743	95.5	24.3	19.8	18.6	99.5	87.1	87.1	39.8	99.1	52.8	47.6	38.2	95.8	92.8	96.8	4.2	98.9	62.5	59.9
1744	96.6	29.8	36.4	32.1	96.2	82.3	85.5	20.8	94.9	58.1	61.2	43.4	90.5	86.4	95.5	3.7	95.3	55.1	57.6
1745	94.3	30.6	28.9	21.5	99.3	84.8	84.8	29.3	95.8	40.7	39.8	42.7	93.9	83.8	89.2	6.6	97.8	54.3	52.9
1746	82.9	24.1	24.7	27.1	97.7	78.9	79.8	17.8	89.7	44.3	46.2	51.3	98.2	87.8	91.3	3.8	91.5	46.6	48.8
1747	78.8	28.8	23.3	32.2	98.5	67.5	69.8	18.2	92.1	43.5	44.8	44.8	92.9	78.8	84.8	4.8	98.9	42.2	44.4
1748	70.6	22.1	26.8	24.2	100.0	64.7	47.1	15.8	87.3	42.1	39.6	51.8	100.0	88.9	88.9	8.3	89.3	44.7	41.6
1749	88.6	25.9	21.6	24.8	97.5	79.8	77.7	23.2	86.8	44.8	41.8	48.8	87.5	92.9	95.2	8.2	92.8	51.2	48.2

A = PERCENTAGE OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A DUTCH HOMEPORT
B = PERCENTAGE OF ALL SHIPS FROM THIS PORT WITH CAPTAINS HAVING A DUTCH HOMEPORT
C = PERCENTAGE OF ALL SHIPS FROM THIS PORT WHICH WENT TO HOLLAND
D = PERCENTAGE OF ALL SHIPS FROM THIS PORT OF ALL SHIPS FROM RUSSIA

CONTINUED:

TABLE V.6 PERCENTAGE DISTRIBUTION OF PASSAGES THROUGH THE SOUND FROM RUSSIAN PORTS TO HOLLAND AND ELSEWHERE ACCORDING TO THE SOUND TOLL ACCOUNTS, 1715 - 1783.

	ST. PETERSBURG				NARVA				RIGA				LIVONIA AND ESTONIA				TOTAL FOR RUSSIA		
YEAR	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C
1750	82.1	17.2	19.6	24.1	98.2	84.5	84.5	27.6	91.6	39.8	31.8	45.0	95.0	79.2	83.3	3.2	94.5	47.6	44.1
1751	62.5	23.2	22.1	28.4	97.1	79.8	73.9	25.8	89.1	38.4	32.1	44.2	100.0	96.9	90.6	4.5	88.9	46.4	43.8
1752	79.1	26.3	18.6	29.3	94.8	72.3	72.3	28.8	88.1	43.2	34.4	44.1	100.0	84.3	74.5	5.8	90.5	46.7	39.4
1753	90.0	29.1	23.6	29.4	96.2	69.6	68.6	22.5	90.9	44.3	35.2	43.5	93.1	70.8	72.5	4.6	92.9	46.7	41.8
1754	82.1	29.2	19.6	26.1	95.5	68.3	64.9	21.4	94.6	48.1	39.1	49.1	95.2	60.6	63.6	3.4	93.6	47.9	39.4
1755	94.3	19.7	11.7	35.0	97.1	66.3	60.9	19.7	97.8	38.2	27.7	42.1	81.8	48.7	48.7	3.2	96.8	39.9	29.1
1756	96.6	23.4	22.2	38.4	100.0	11.5	7.7	3.8	92.5	44.2	37.9	55.7	100.0	40.0	33.3	2.2	93.9	38.9	30.7
1757	84.4	35.3	24.8	39.8	0.0	0.0	0.0	3.3	97.1	50.1	40.6	56.8	100.0	20.0	20.0	0.8	93.9	42.3	32.8
1758	93.8	19.7	14.7	36.6	93.1	95.6	93.7	9.1	99.2	47.7	37.2	54.2	100.0	100.0	100.0	0.2	97.3	38.3	30.5
1759	97.8	21.8	16.7	36.4	95.3	71.0	68.8	12.3	98.3	53.2	46.8	49.7	90.0	75.0	83.3	1.6	97.3	44.2	39.8
1760	96.9	23.8	18.7	35.5	100.0	9.3	9.3	3.3	100.0	59.5	52.2	59.3	90.0	81.8	90.9	1.9	99.1	45.4	38.4
1761	86.7	16.8	8.7	25.8	100.0	15.6	12.5	4.8	98.8	62.1	53.7	65.1	91.7	64.9	64.9	5.3	97.5	48.8	41.1
1762	91.5	26.5	23.7	30.6	100.0	60.3	57.4	8.4	98.2	56.8	48.3	55.2	100.0	62.5	52.1	5.9	97.4	48.8	41.8
1763	88.3	23.3	16.8	23.5	97.3	58.3	56.1	15.4	99.8	52.3	39.7	56.6	100.0	44.7	42.1	4.4	97.2	46.8	36.9
1764	81.8	19.2	9.0	27.9	97.6	58.8	56.1	17.8	97.2	50.2	39.5	52.2	100.0	68.8	52.8	2.9	96.3	42.4	34.1
1765	83.9	16.2	9.8	34.5	100.0	50.4	48.8	13.5	96.9	50.8	37.2	47.1	84.6	43.2	29.5	4.8	95.4	38.8	28.8
1766	82.6	23.7	18.7	26.1	96.7	59.8	57.7	18.9	98.2	49.8	46.4	56.8	100.0	45.9	35.1	4.8	96.6	44.4	36.7
1767	94.8	28.3	18.1	38.3	96.6	60.8	56.9	12.9	94.6	50.1	41.8	48.8	87.5	93.8	81.8	3.3	94.6	42.5	34.9
1768	84.8	24.3	9.6	38.7	97.5	68.8	68.6	13.7	93.6	47.1	42.7	49.2	94.1	77.3	77.3	2.5	93.7	41.9	33.9
1769	81.8	21.8	11.2	40.9	98.7	57.7	56.1	11.8	98.7	51.1	43.6	44.6	84.8	66.7	75.8	3.1	92.9	40.8	32.8
1770	83.3	16.8	7.4	40.5	96.8	53.9	54.8	11.5	91.8	46.3	37.1	44.7	98.8	73.5	78.6	3.4	91.9	36.2	28.3
1771	78.7	14.6	6.5	39.7	97.9	42.8	42.8	9.6	98.2	46.3	41.2	45.8	93.8	68.6	65.2	5.6	95.5	34.1	28.8
1772	77.2	23.2	13.9	32.1	100.8	47.5	46.5	7.8	88.6	47.8	45.2	54.6	87.2	69.7	67.1	5.5	88.2	40.8	36.4
1773	75.8	19.6	10.8	42.9	100.0	68.3	65.9	7.1	89.9	55.8	46.5	48.9	87.8	75.8	85.4	4.1	89.1	41.6	34.1
1774	82.1	19.8	7.7	39.3	100.0	59.6	59.6	6.9	91.8	56.6	49.8	46.9	88.9	57.5	82.1	6.8	91.8	42.4	34.7
1775	77.8	12.5	7.8	30.8	100.0	97.1	96.8	7.3	93.8	59.5	51.8	51.8	98.7	81.5	98.5	10.8	94.4	45.8	36.6
1776	86.7	17.1	6.2	44.9	100.0	66.2	65.2	8.2	87.3	46.3	36.5	39.9	93.6	66.7	62.7	7.8	98.8	36.2	27.1
1777	98.9	23.4	9.7	47.3	100.0	96.4	95.4	8.4	90.5	50.9	42.7	38.8	100.0	75.8	69.2	5.9	93.2	39.7	29.4
1778	84.1	32.2	18.8	44.5	100.0	52.4	52.4	6.9	86.7	51.4	41.1	43.4	84.2	59.3	53.7	5.1	87.9	43.4	32.7
1779	78.6	21.5	19.6	47.8	100.0	63.6	63.6	5.8	84.2	42.6	35.9	41.8	84.4	58.8	53.3	5.4	84.2	34.8	30.4
1780	72.9	12.2	14.6	48.4	100.0	57.1	57.1	5.6	90.7	42.6	39.3	49.2	78.4	53.2	57.4	4.7	86.5	31.6	31.2
1781	0.0	0.0	3.5	54.1	100.0	3.0	3.0	3.0	2.9	0.7	23.5	39.9	25.0	0.0	24.2	3.8	4.5	0.4	12.1
1782	0.0	0.2	6.1	41.6	22.2	4.3	19.6	4.3	4.5	1.8	21.2	48.9	0.0	0.0	39.3	5.2	4.1	0.7	15.8
1783	23.3	3.1	10.4	32.1	60.8	39.7	60.3	6.8	19.7	12.3	34.8	55.5	18.4	13.3	99.8	6.4	29.5	11.1	30.1

A = PERCENTAGE OF SHIPS TO HOLLAND WITH CAPTAINS HAVING A DUTCH HOMEPORT
B = PERCENTAGE OF ALL SHIPS FROM THIS PORT WITH CAPTAINS HAVING A DUTCH HOMEPORT
C = PERCENTAGE OF ALL SHIPS FROM THIS PORT WHICH WENT TO HOLLAND
D = PERCENTAGE OF ALL SHIPS FROM THIS PORT OF ALL SHIPS FROM RUSSIA

TABLE VI.1 SHIPPING BETWEEN RUSSIAN PORTS AND ROTTERDAM, 1765 - 1822.

YEAR	ARCHANGEL A	ARCHANGEL B	ARCHANGEL C	ARCHANGEL D	FREDERIKSHAMN A	FREDERIKSHAMN B	FREDERIKSHAMN C	FREDERIKSHAMN D	VIBORG A	VIBORG B	VIBORG C	VIBORG D	ST.PETERSBURG A	ST.PETERSBURG B	ST.PETERSBURG C	ST.PETERSBURG D	NARVA A	NARVA B	NARVA C	NARVA D	REVAL A	REVAL B	REVAL C	REVAL D	ARENSBURG A	ARENSBURG B	ARENSBURG C	ARENSBURG D	HAPSAL A	HAPSAL B	HAPSAL C	HAPSAL D	PERNAU A	PERNAU B	PERNAU C	PERNAU D	RIGA A	RIGA B	RIGA C	RIGA D	WINDAU A	WINDAU B	WINDAU C	WINDAU D	LIBAU A	LIBAU B	LIBAU C	LIBAU D
1765	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1766	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1767	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1768	-	-	-	-	-	-	1	-	-	-	-	3	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1769	-	-	-	1	-	-	1	1	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	1	-	-	1	-	-	-	-	-	-	-
1770	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1771	-	-	-	3	-	-	-	-	-	-	-	2	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	4	-	-	-	-	-	-	-	-	-	-
1772	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	-	-	-	-	-	-	-	-	-	-
1773	-	-	-	1	-	-	1	1	-	-	-	1	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	45	23	-	-	1	-	-	-	-	-	-	-
1774	-	-	1	-	-	-	1	1	-	-	-	-	-	-	1	9	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	17	4	-	-	1	-	-	-	-	-	-	-
1775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	-	-	4	-	-	-	-	-	-	-
1776	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	19	6	-	-	4	-	-	-	-	-	-	-
1777	-	-	1	1	-	-	1	1	-	-	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	3	-	-	3	1	-	-	-	-	-	-
1778	2	4	-	1	2	-	1	1	2	-	-	1	5	-	-	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	10	4	-	-	6	-	-	-	-	-	-
1779	1	4	-	1	4	-	-	-	2	-	-	-	4	1	3	6	6	2	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-	-	-	18	-	22	7	-	-	9	1	-	-	-	-	-	-
1780	4	6	-	-	3	2	-	1	-	-	-	-	1	3	1	-	4	9	-	-	-	-	-	-	1	-	2	-	-	-	-	-	-	-	-	-	18	11	16	4	2	1	15	1	-	-	-	-	-	-
1781	-	-	-	-	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	19	10	4	1	4	1	9	2	-	-	-	-
1782	2	4	-	-	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	4	-	4	-	1	1	-	-	-	-	-	-
1783	1	4	-	-	2	1	-	1	-	-	-	-	3	-	-	1	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	28	6	6	6	2	-	2	-	-	-	-	-
1784	5	-	-	-	1	3	-	-	-	-	-	1	5	1	1	2	4	5	-	-	-	-	-	-	8	5	-	-	-	-	10	-	-	-	-	-	34	17	2	3	8	1	8	1	-	-	-	-
1785	-	3	-	-	2	5	-	-	2	3	-	1	1	4	2	2	2	10	1	-	1	-	-	-	8	1	5	1	-	-	-	-	-	-	-	-	37	9	13	3	10	1	4	5	-	-	-	-
1786	3	1	-	-	3	2	-	-	3	-	-	1	1	5	1	4	7	9	-	-	-	-	-	-	5	1	-	-	-	-	-	-	-	-	-	-	29	6	15	2	13	2	7	-	-	-	-	-
1787	2	1	-	-	3	2	-	-	3	-	-	1	1	5	1	4	4	6	-	-	-	-	-	-	5	1	-	-	-	-	-	-	-	-	-	-	4	-	1	2	1	-	1	-	-	-	-	-
1788	1	2	-	-	4	2	-	-	2	-	1	-	1	9	1	9	4	6	-	-	-	-	-	-	5	1	-	-	-	-	-	-	-	-	1	-	6	-	5	2	-	-	2	1	-	-	-	2
1789	4	4	-	2	5	1	-	-	3	-	1	-	2	2	2	-	3	5	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	3	-	2	-	1	-	1	-	-	-	-	-
1790	1	-	-	1	-	-	-	-	2	-	-	-	3	9	2	4	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	9	-	1	-	6	-	-	-	-	1
1791	3	1	-	-	3	2	1	1	1	-	-	1	1	5	2	-	17	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	-	29	-	7	-	13	-	2	-	-	-
1792	2	-	-	-	2	-	-	1	1	-	-	1	1	1	-	-	8	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	-	21	-	9	-	18	-	1	-	-	-
1793	4	3	-	-	1	-	-	1	1	-	-	-	1	1	1	2	7	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	-	45	2	13	-	14	-	2	-	-	-
1794	4	3	-	-	2	-	1	-	2	-	-	-	2	3	4	2	7	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	-	74	-	15	-	11	-	-	-	-	-
1795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	-	25	-	15	-	3	1	2	-	-	-
1796	1	-	-	1	2	1	1	-	3	1	-	-	1	5	2	-	2	1	-	-	2	6	4	1	-	-	-	2	-	-	-	-	-	-	-	-	7	-	2	-	-	-	-	-	-	-	-	-
1797	-	2	-	-	2	1	1	-	5	-	-	-	3	2	-	-	17	6	-	-	2	1	5	3	-	-	-	1	-	-	-	-	-	-	-	-	27	-	22	-	2	-	16	-	42	1	26	-
1798	-	-	-	-	1	1	-	-	5	-	-	-	3	1	-	-	4	3	-	-	2	1	5	3	-	-	-	1	-	-	-	-	-	-	-	-	32	-	32	-	3	-	8	-	42	2	40	1
1799	-	1	-	-	1	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	1	-	5	3	-	-	-	1	-	-	-	-	-	-	-	-	13	-	13	3	7	-	17	-	28	-	36	1
1800	1	-	-	-	7	3	1	-	2	1	1	-	-	-	-	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
1801	-	-	-	-	4	1	-	-	1	1	1	-	-	-	-	-	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	-	3	-	-	-	2	-	11	2	14	4
1802	3	3	-	-	6	1	-	-	3	2	1	1	3	3	1	-	5	3	-	-	-	-	-	-	1	-	3	1	-	-	-	-	-	-	-	-	126	11	44	9	15	-	5	5	18	2	43	-
1803	2	2	-	1	4	-	-	-	2	2	1	1	2	2	1	1	8	3	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	81	1	27	5	14	2	4	1	17	-	29	2
1804	3	-	2	-	1	-	1	-	4	-	-	-	2	2	1	-	5	1	-	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	98	2	34	8	4	-	8	-	23	-	15	-
1805	5	2	1	1	4	-	-	-	1	-	-	-	2	5	-	4	4	3	-	-	2	3	-	1	2	-	-	-	1	-	-	-	-	-	-	-	58	1	46	6	10	-	4	1	21	-	36	1
1806	1	-	-	-	2	-	-	-	1	-	-	-	1	2	-	-	1	2	-	-	2	1	-	-	1	-	-	-	1	-	-	-	-	-	-	-	8	-	3	1	-	-	-	-	3	-	3	1
1807	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-
1808	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1809	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1810	4	3	2	36	-	-	-	-	-	-	-	-	1	-	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-
1811	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1813	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1814	-	2	1	5	-	-	-	-	-	-	-	-	3	1	1	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	3	2	6	2	1	-	1	-	10	1	14	1
1815	10	1	1	1	-	-	-	-	-	1	-	-	50	14	23	20	-	1	-	-	-	-	2	-	-	-	1	-	-	-	-	-	-	-	2	-	49	-	43	15	-	-	-	-	30	1	48	11
1816	8	2	1	3	1	-	-	1	-	-	-	-	8	3	5	10	2	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	2	74	1	45	22	2	-	2	-	29	1	36	6
1817	15	7	1	14	1	-	-	-	-	-	1	-	73	12	18	37	-	-	-	-	2	1	1	-	3	-	1	-	1	-	-	-	1	-	1	1	800	17	68	37	2	-	2	1	32	1	53	8
1818	12	6	-	2	2	1	-	-	-	-	-	-	11	2	2	8	-	-	-	-	2	1	1	-	4	-	1	-	1	-	-	-	1	-	2	-	27	-	15	1	7	-	1	1	13	2	28	9
1819	5	-	1	3	3	1	1	-	-	-	-	-	3	1	4	8	1	-	-	-	2	1	3	3	-	-	-	-	-	-	-	-	1	-	2	-	74	-	14	2	10	-	1	1	33	1	39	8
1820	5	1	2	6	1	4	-	-	-	-	-	-	14	4	7	5	1	-	-	1	3	-	-	4	17	-	-	10	2	-	-	2	-	-	1	102	-	12	11	6	-	3	4	21	3	48	10
1821	2	3	-	3	1	1	-	-	-	-	-	-	3	2	3	6	1	-	-	-	2	1	-	-	10	-	-	-	2	2	-	1	-	2	1	-	30	1	8	3	3	-	2	1	28	1	25	4
1822	3	1	-	3	1	1	-	-	-	-	-	-	8	3	3	8	-	-	-	-	3	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	7	-	5	2	4	-	1	-	22	1	12	4

A = SHIPPING FROM RUSSIAN PORTS TO ROTTERDAM VIA HELLEVOETSLUIS, 1778 - 1822
B = SHIPPING TO RUSSIAN PORTS FROM ROTTERDAM VIA HELLEVOETSLUIS, 1778 - 1822
C = SHIPPING FROM RUSSIAN PORTS TO ROTTERDAM VIA MAASSLUIS, 1765 - 1822
D = SHIPPING TO RUSSIAN PORTS FROM ROTTERDAM VIA MAASSLUIS, 1765 - 1822

* = ONE SHIP TO RUSSIA SHIPWRECKED

TABLE VI.2 RATES OF ASSURANCE ON SHIPPING BETWEEN DUTCH AND BALTIC (PRIMARILY RUSSIAN) PORTS FROM 1724 - 1825.*

YEAR	PREMIUMS IN PERCENTAGES FOR EACH MONTH											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1724	-	-	-	-	-	-	2	2	3½	4-7	-	-
1725	-	-	-	2	1½	-	-	-	-	7-10	-	-
1726	-	-	2½	1½	2	2	1½	2-3	3½	4½-8	9	-
1727	-	-	2	-	2	2	-	-	-	4-7½	-	-
1728	-	-	2½	2	-	1½-2	2½-3	-	-	4	-	-
1729	-	-	2½	2	1½	-	-	1½	4	5	7-8½	-
1730	-	-	-	1½-2	1½	1½	1½-2	2-4	4½-5	5½	-	-
1731	-	-	-	1½	1½	1½-1½	1½-1½	1½-4	4-7	8-9	-	-
1732	-	-	1½	1½	1-2	1½	1½-2	1½-3	3-4	3½-8	4½	-
1733	-	-	1½	1½	1½-1½	1½-2	-	3	2½-4	2½	8	-
1734	-	-	1½	1½	-	1½	1½	1½-4	1½-4	5-8	5-8	-
1735	4	-	2-3	1½-2	1½-2	1½	1½-1½	1½-1½	1½-4½	2½-8	3½-7	-
1736	3	3	2	1½	1½	1½	1½-1½	1½	1½-4	4	-	-
1737	-	1½	-	1½	1½	1½	1½	1½	3-4	3-9	4	-
1738	-	-	-	1½	1½	1½-2½	-	1½	2½-4	-	-	-
1739	-	-	1½-2	1½	1½	1½	1½	1½	2-5	4-5	-	-
1740	-	-	-	1½	1½	1½	1½	1½-5	2-5	6	-	-
1741	-	-	1½	-	-	-	-	-	-	-	-	-
1742	-	-	-	-	-	-	2	-	-	-	-	-
1743	-	-	-	2	1½	-	-	-	-	-	-	-
1744	-	-	-	1½	2½	2½	-	-	-	-	-	-
1745	-	-	-	-	-	-	-	2-2½	-	-	-	-
1746	-	-	-	-	-	2	-	1½	3-5	4½	-	-
1747	-	-	-	-	-	3	2½	-	-	-	-	-
1748	-	-	-	3	-	-	2	2½	-	-	-	-
1749	-	-	-	-	-	-	1½	3	4-6	-	-	-
1750	-	-	-	-	-	1½	-	-	-	-	-	-
1751	-	-	-	1½	-	-	1½	2-4	-	-	-	-
1752	-	-	1½	-	-	1½	-	2	-	-	-	-
1753	-	-	1½	-	-	-	-	-	-	-	-	-
1756	-	-	-	-	-	-	-	-	-	-	-	-
1757	-	-	-	-	-	1½	-	-	-	-	-	-
1758	-	-	-	-	-	-	-	-	-	-	-	-
1759	-	-	-	-	-	-	-	-	-	-	-	-
1760	-	-	-	-	1½	-	-	-	-	-	-	-
1761	-	-	-	-	1½	-	-	-	-	-	-	-
1762	-	-	-	-	-	-	-	-	-	-	-	-
1763	-	-	-	-	-	-	-	-	-	-	-	-
1764	-	-	-	3	-	-	1½	-	-	-	-	-
1765	-	-	-	-	-	-	3	-	2½	-	-	-
1766	-	-	-	-	-	-	-	3	9	-	-	-
1767	-	-	-	-	1½	-	1½	-	-	-	-	-
1768	-	-	1½	-	1½	-	1½	-	-	-	-	-

*Notes at end of table.

CONTINUED

TABLE VI.2 RATES OF ASSURANCE ON SHIPPING BETWEEN DUTCH AND BALTIC (PRIMARILY RUSSIAN) PORTS FROM 1724 - 1825.

PREMIUMS IN PERCENTAGES FOR EACH MONTH

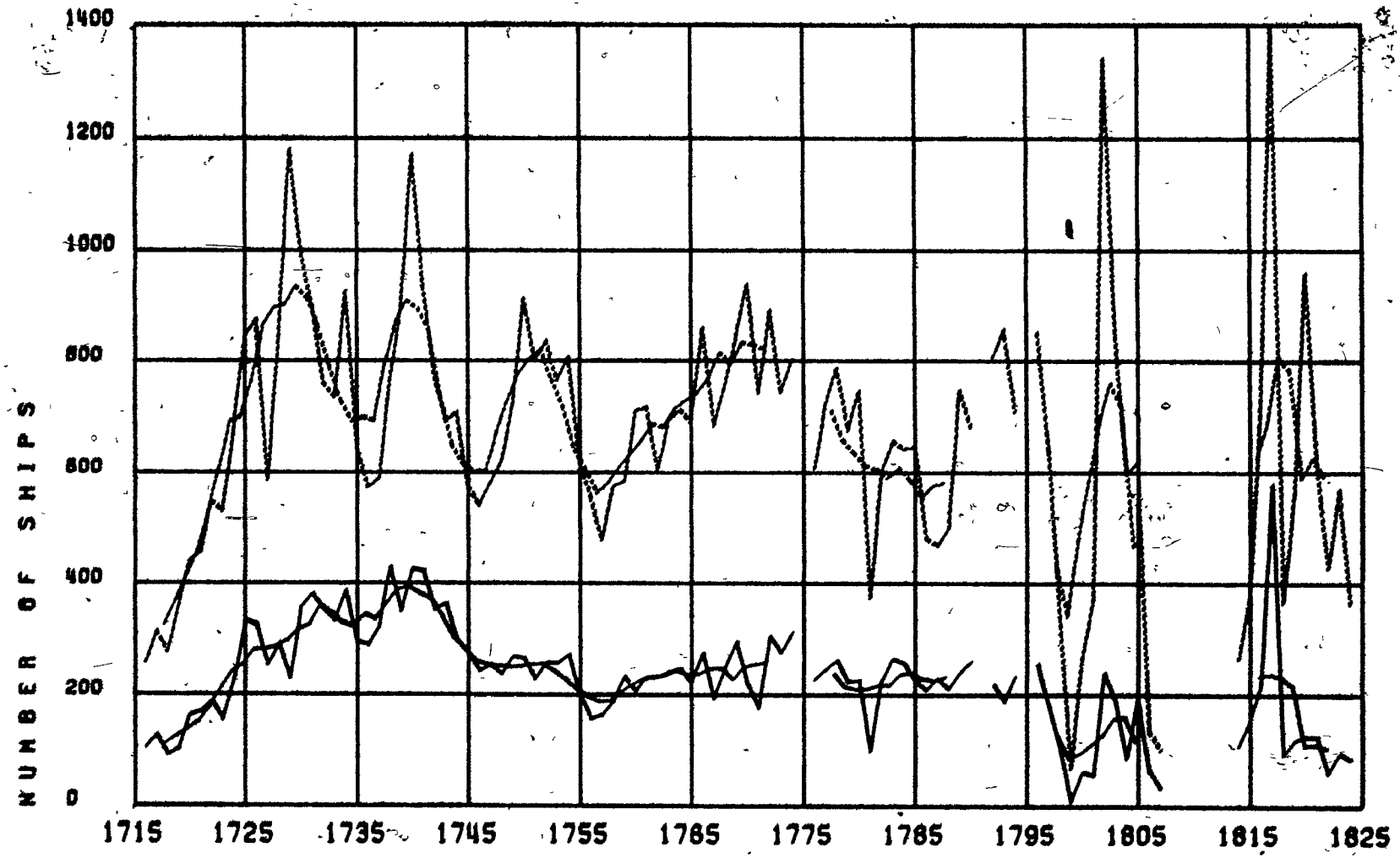
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1814	-	-	-	-	-	-	4-5	2-7	7-10	8½	15	-
1815	-	-	-	-	1½-3½	2-3	2	3½-5½	3-6½	8-11	13-15	-
1816	-	-	-	2	2	1½	1½-2½	3½-4	6½-7	8-11	11-16	15
1817	-	-	-	2-3	2½	1½	1½-2½	3½-4½	5½-6½	7-11	-	-
1818	-	-	2	1½-3	1½-2½	1½	2½	1½-3½	4½-6	9-10	11-14	-
1819	-	-	-	1½	1½-2½	1½	1½-2½	3	4-6	7-9	10-13	-
1820	-	-	1½	1½	1½	1-1½	1½	2-3	2½-5½	4-7	-	-
1821	-	-	-	1	1½	1½	1½	2-4	4-5	7½	-	-
1822	-	-	-	1½	1½	1½	1½	1½-3	3½-5	9-10	-	14
1823	-	-	-	-	3	1½-2	1½	1½-3	5	-	-	-
1824	-	-	-	1½	1½	1½	1½-3	3½-5	3½-5	5½-8	11	-
1825	-	-	1½	1½	1½-3½	1½	1½-2	2½-5	4½	8½-12	10	-

* The rates of assurance presented here were taken from the Register van Assurantie rieijsen ter zee 1724-1784 which form part of the extant archives of the Maatschappij van Assurantie, Bisencourage en Bijsonder of Rotterdam (G.A.R., Nrs.243-260, 18 vols.). The rates are those which were quoted at Rotterdam but not necessarily only for shipping to and from Rotterdam. The figures presented in Table VI.2 represent the most common rate or range of rates quoted in each month. Rates for values of less than f.1,000 were not included since the administrative costs involved for insuring such small sums raised the premiums above the normal rates. For many months especially those in the years 1740 to about 1770 no rates were given at all and the number of rates quoted per month varies considerably. It is possible to do a much more detailed presentation than that given here but that would be a study by itself.

Some of the extraordinary high rates which might be considered of interest for ships sailing to non-Dutch ports were: June 1778 from Riga to Bourdeaux at 10%, September 1780 from Danzig to Cadix at 16%, July 1794 from St.Petersburg to Lisbon at 20%, September 1794 from Kronstadt to Cadix at 28%, September 1799 from Riga to Nantes at 13% and August 1805 from St.Petersburg to San Sebastian at 15%.

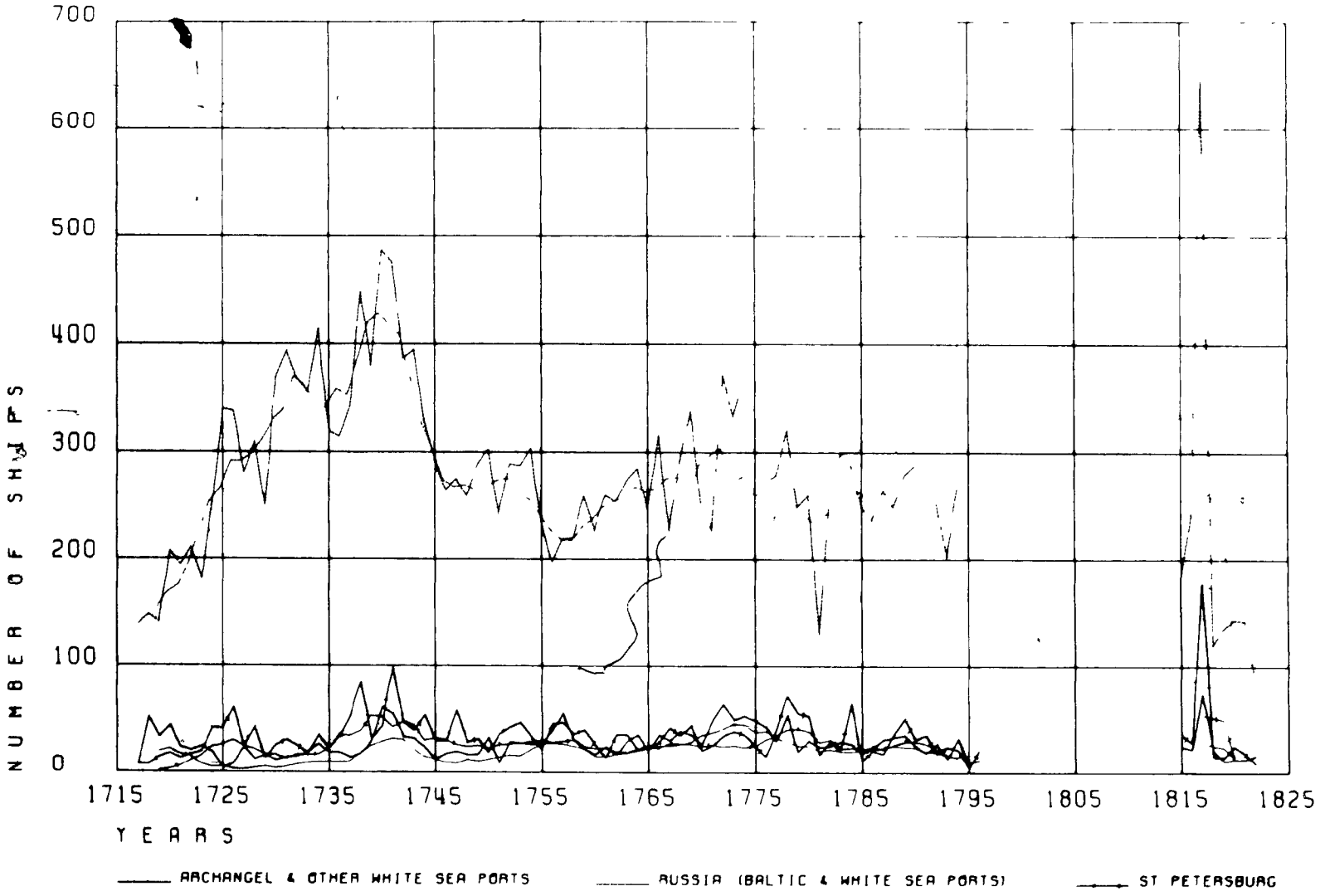
GRAPH II.1

SHIPPING FROM THE BALTIC AND RUSSIA (BALTIC PORTS ONLY) TO AMSTERDAM (1716 - 1824).



GRAPH II.1 A

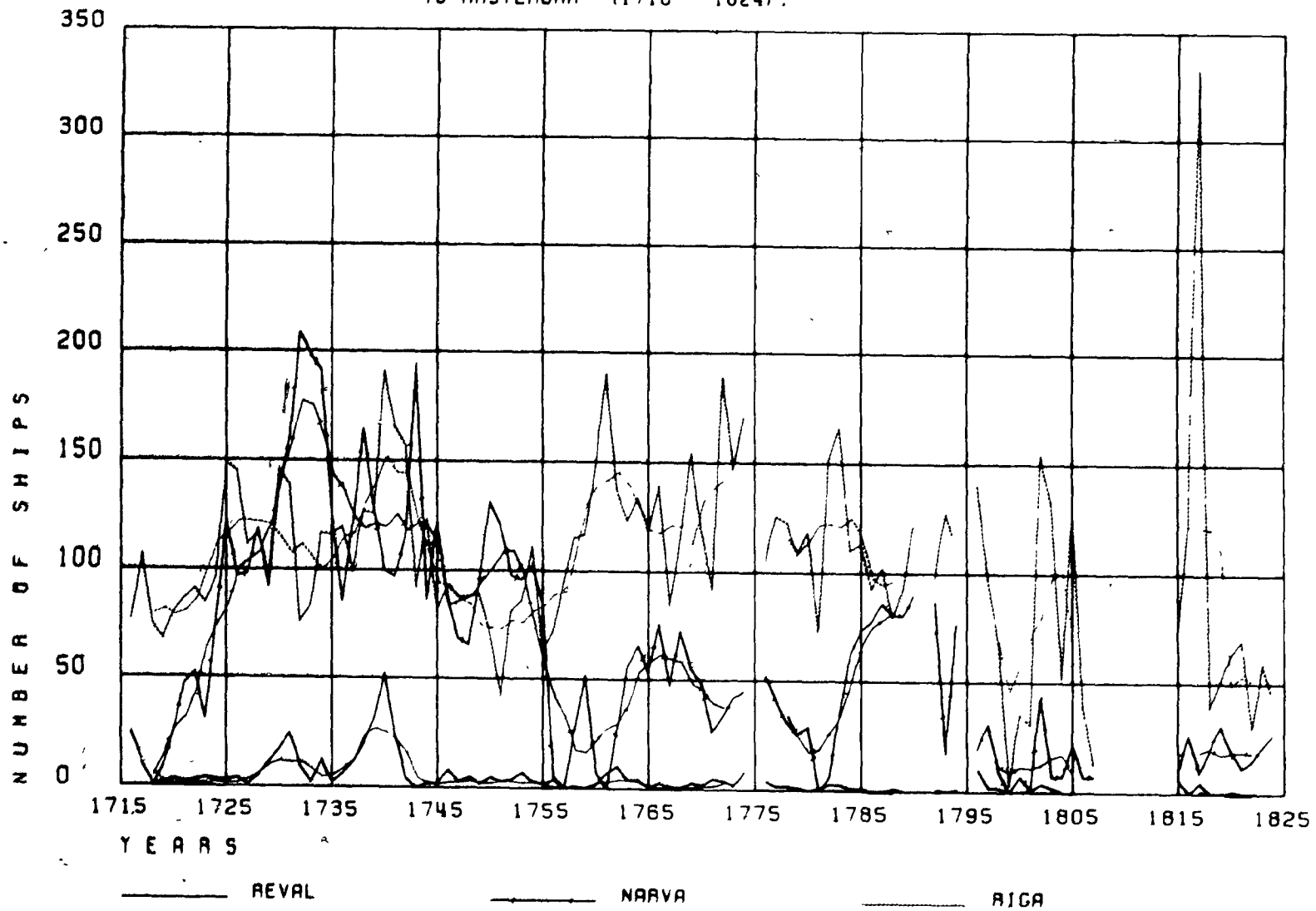
SHIPPING FROM RUSSIA (BALTIC & WHITE SEA PORTS), ARCHANGEL & ST PETERSBURG TO AMSTERDAM, 1717 1822



CORRESPONDING SYMBOLS IN RED INDICATE 5 YEAR MOVING AVERAGES

GRAPH II.1.8

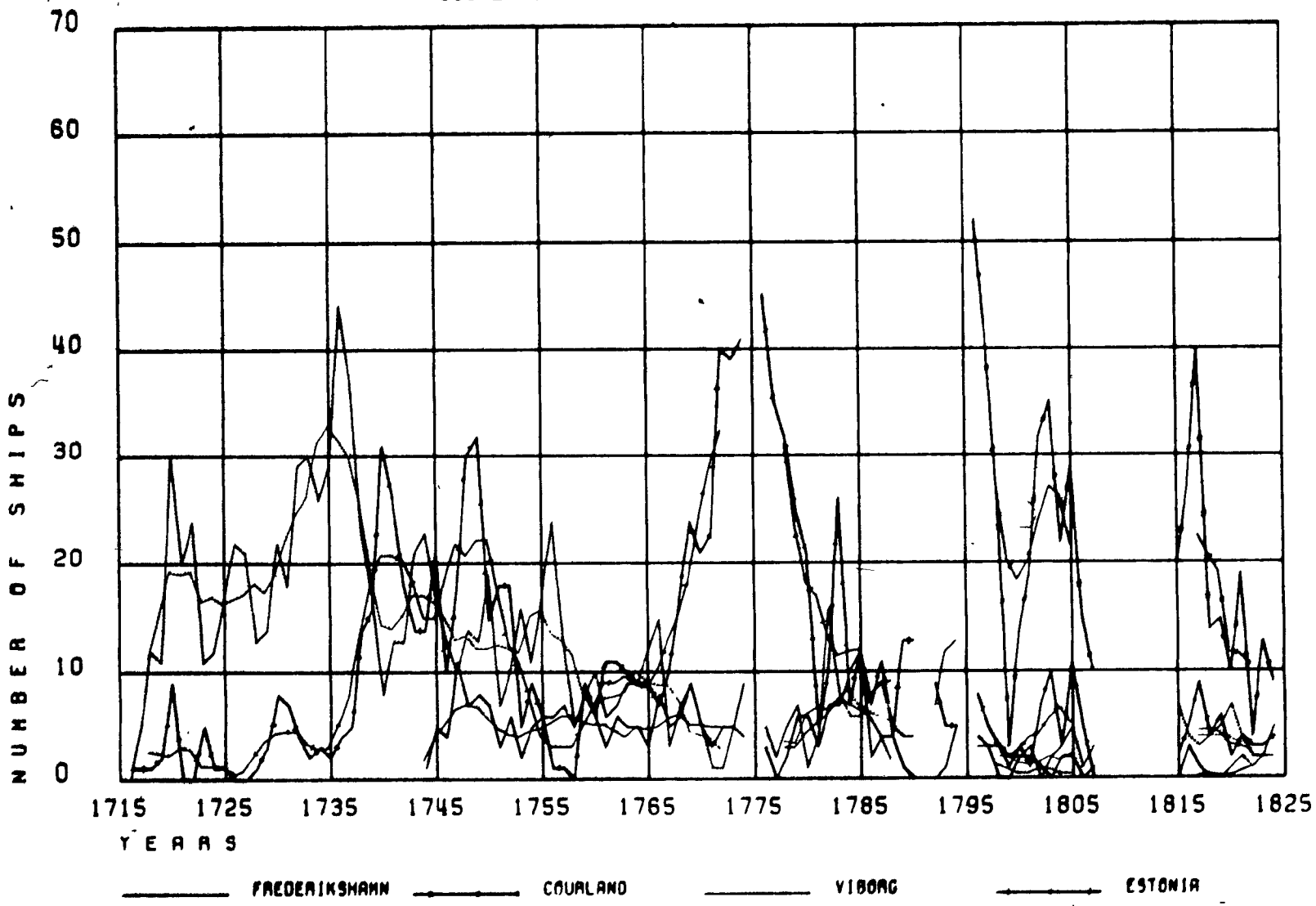
SHIPPING FROM NARVA, REVAL & RIGA
TO AMSTERDAM (1716 - 1824).



CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

GRAPH II.1.C

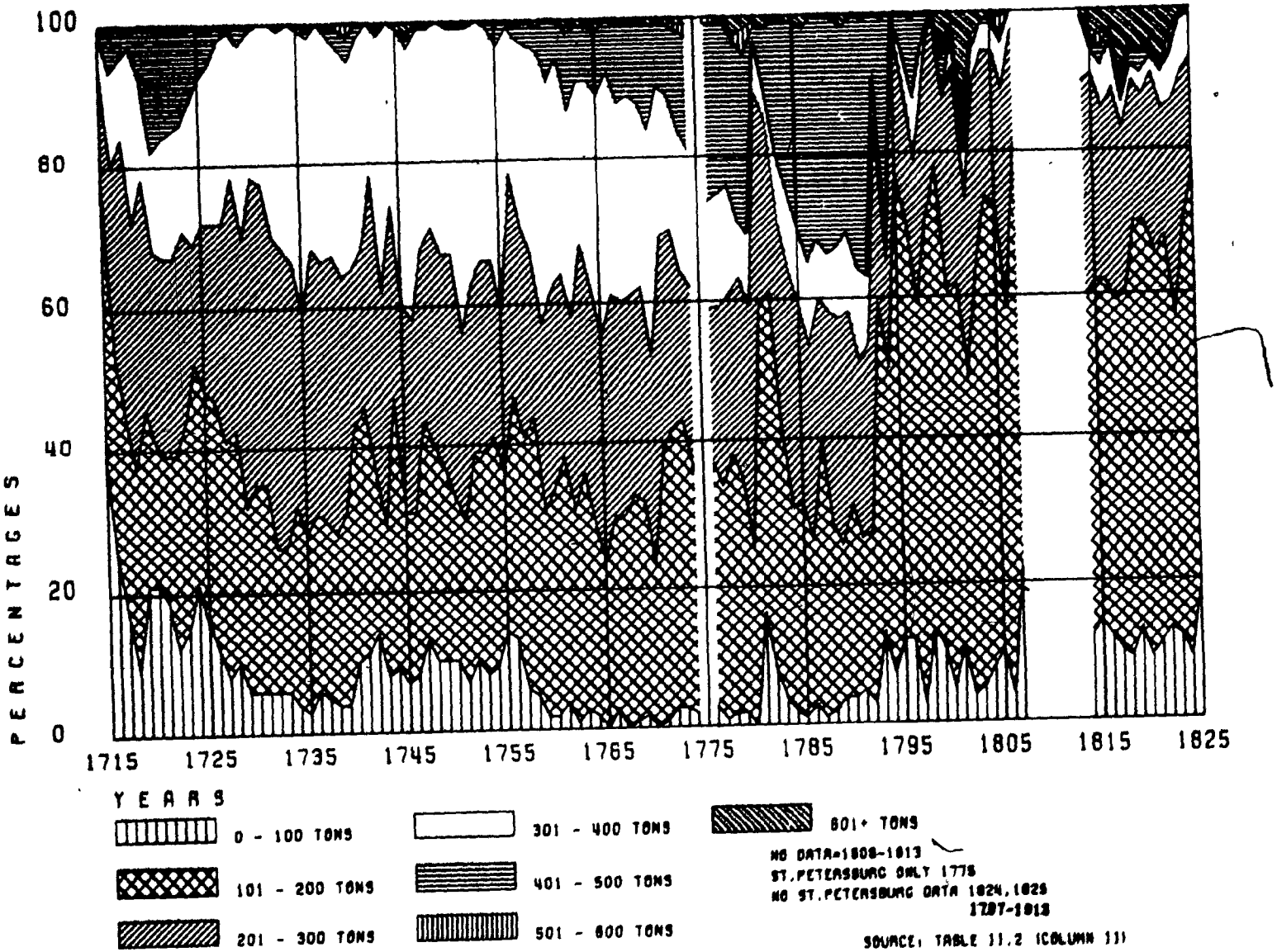
SHIPPING FROM ESTONIA, VIBORG, FREDERIKSHAMN & COURLAND TO AMSTERDAM (1716 - 1824).



CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

GRAPH 11.2(1)

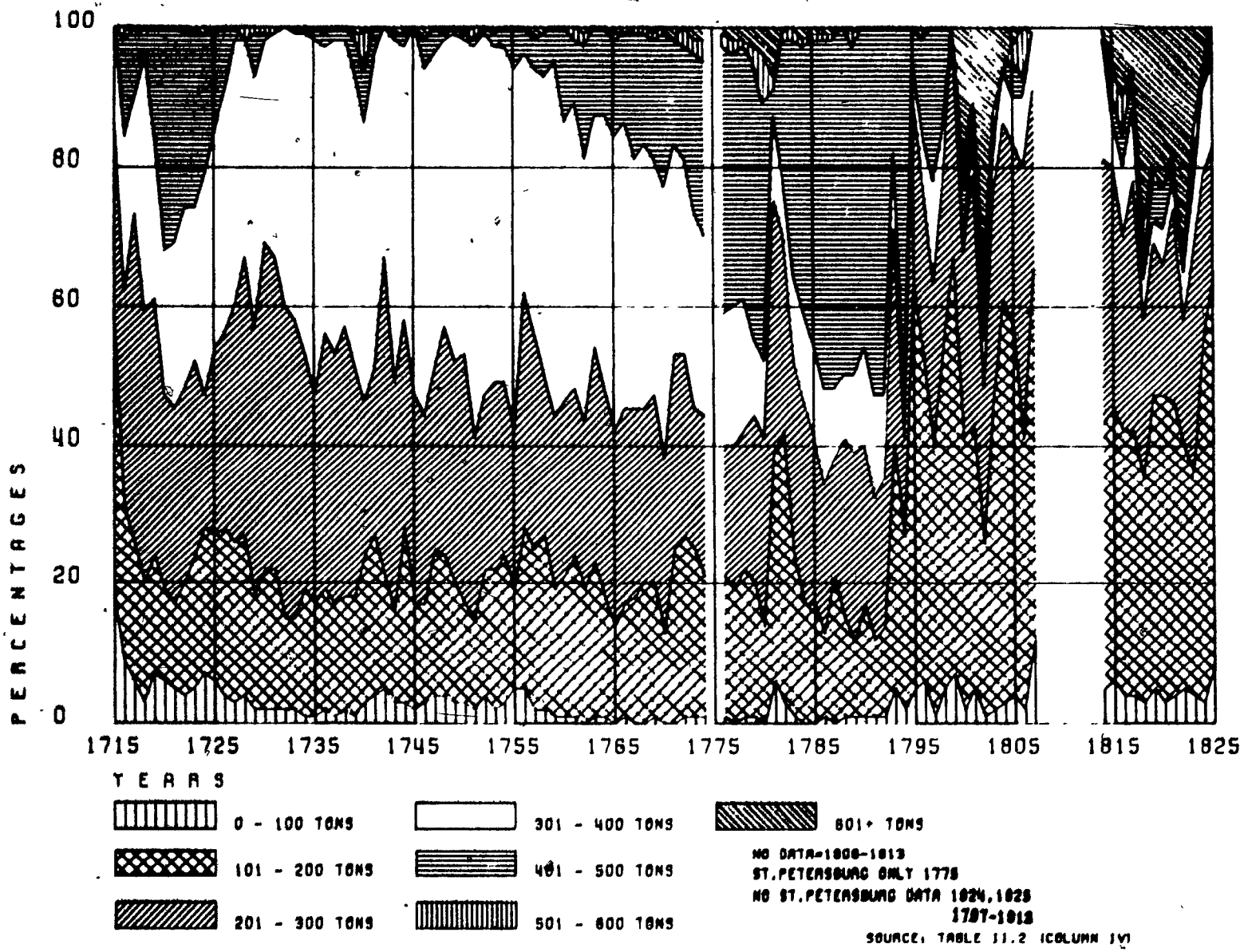
PROPORTIONS OF BALTIC SHIPPING FROM RUSSIA
TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1715-1825)



SOURCE: TABLE 11.2 (COLUMN 11)

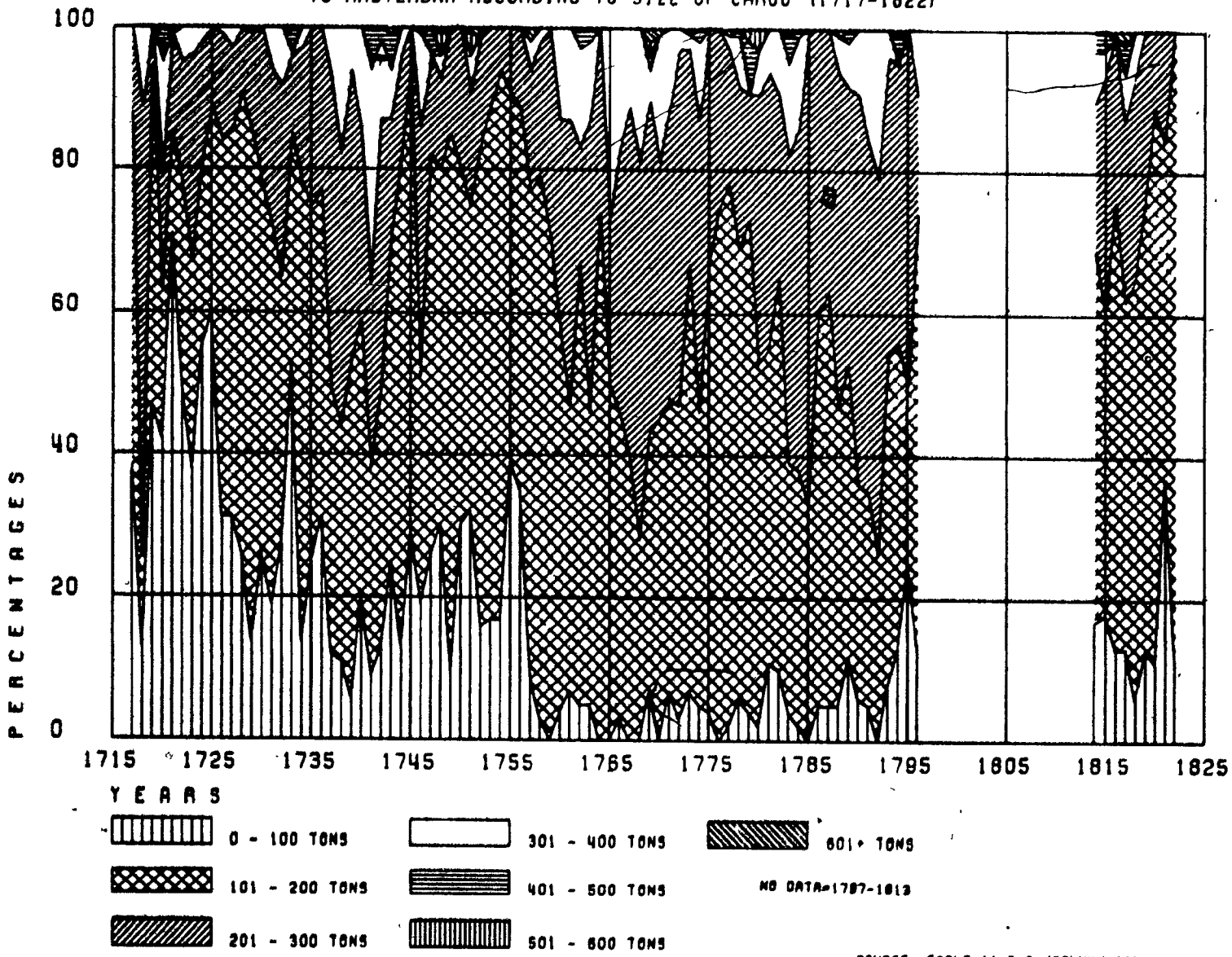
GRAPH II.2(2)

PROPORTIONS OF CARGO TONNAGE CARRIED FROM BALTIC RUSSIA TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1715-1825)



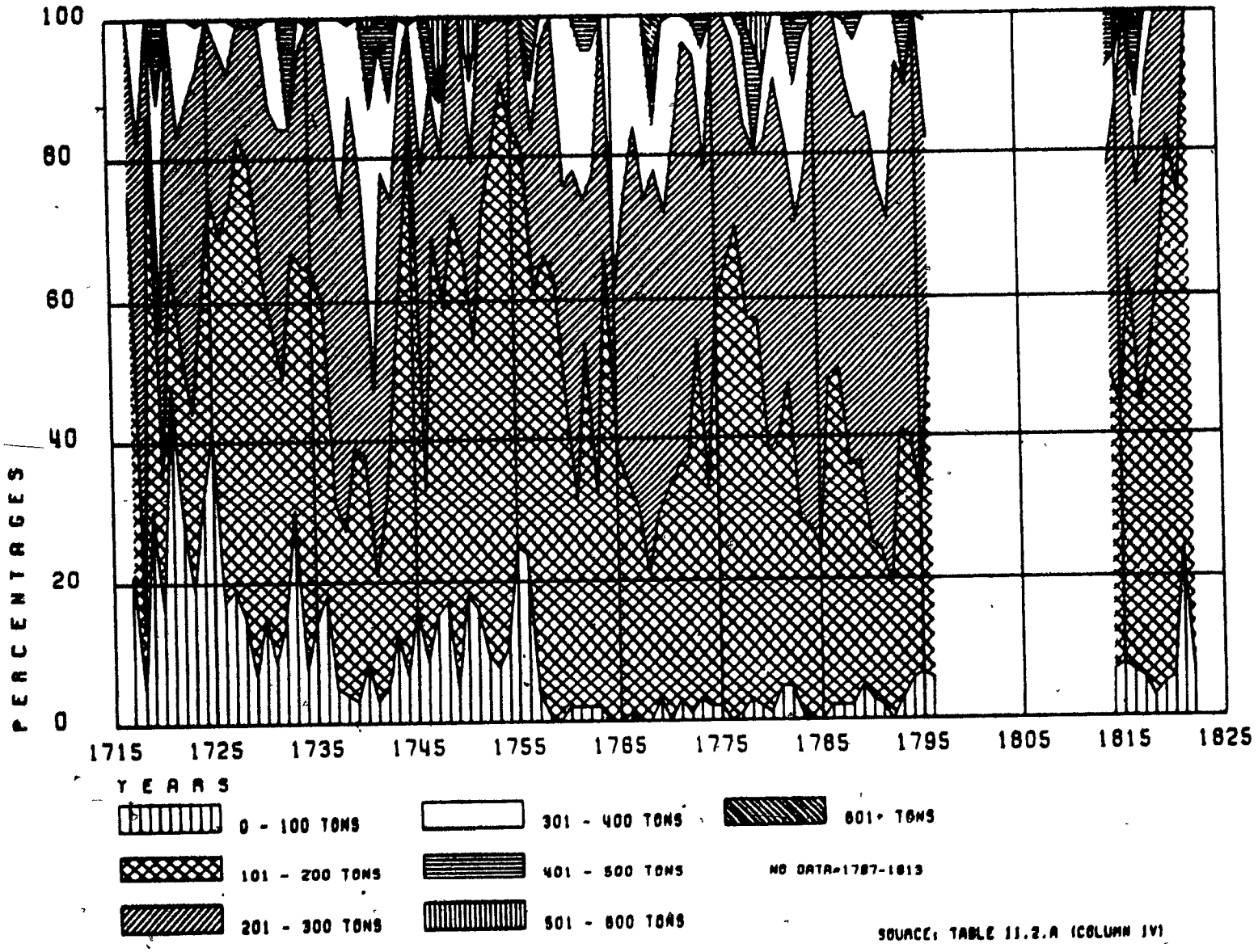
GRAPH II.2.A(1)

PROPORTIONS OF SHIPPING FROM ST. PETERSBURG TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1717-1822)



SOURCE: TABLE II.2.A (COLUMN 11)

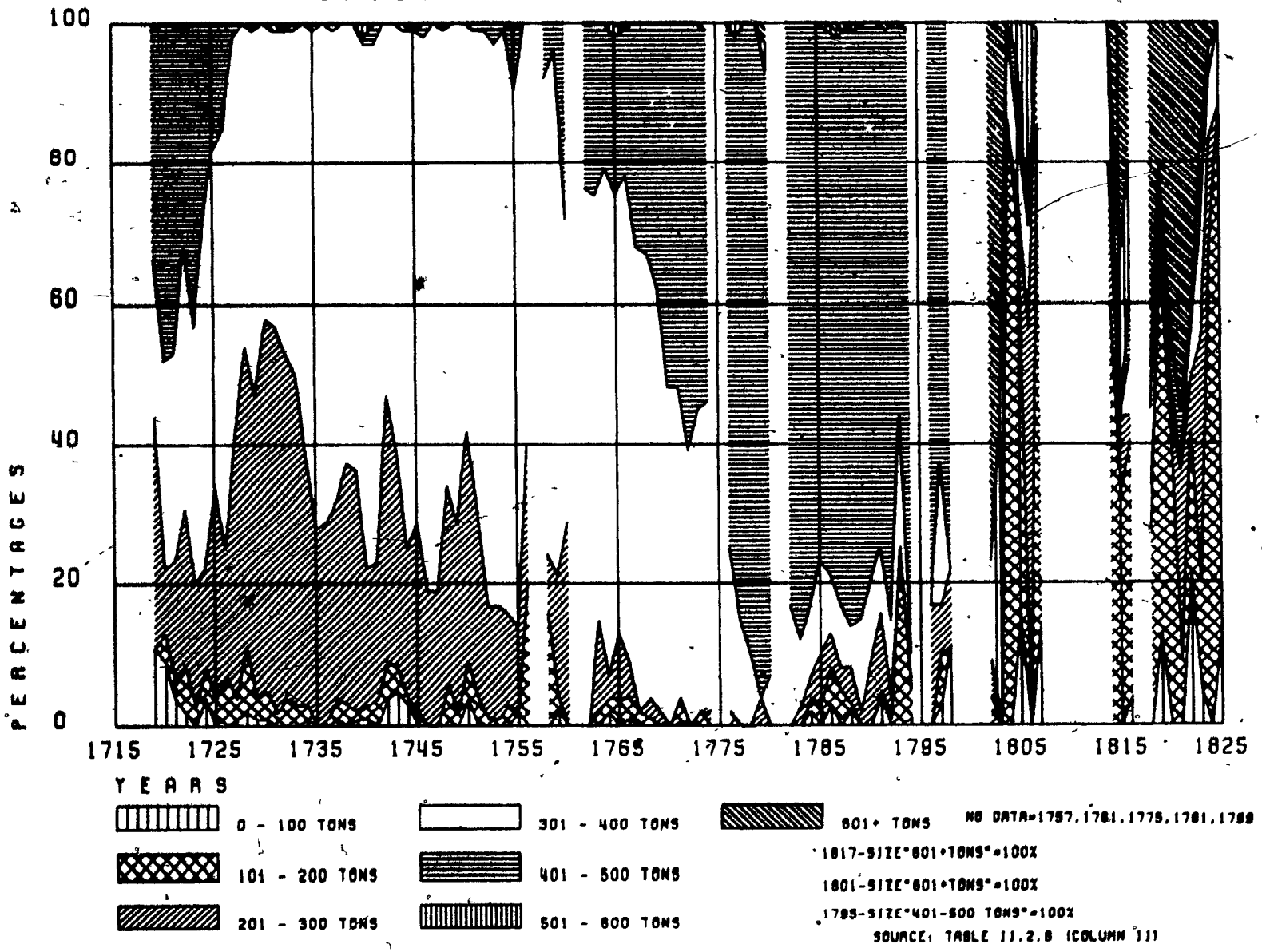
GRAPH II.2.A(2) PROPORTIONS OF CARGO TONNAGE CARRIED FROM ST.PETERSBURG TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1717-1822)



SOURCE: TABLE II.2.A (COLUMN IV)

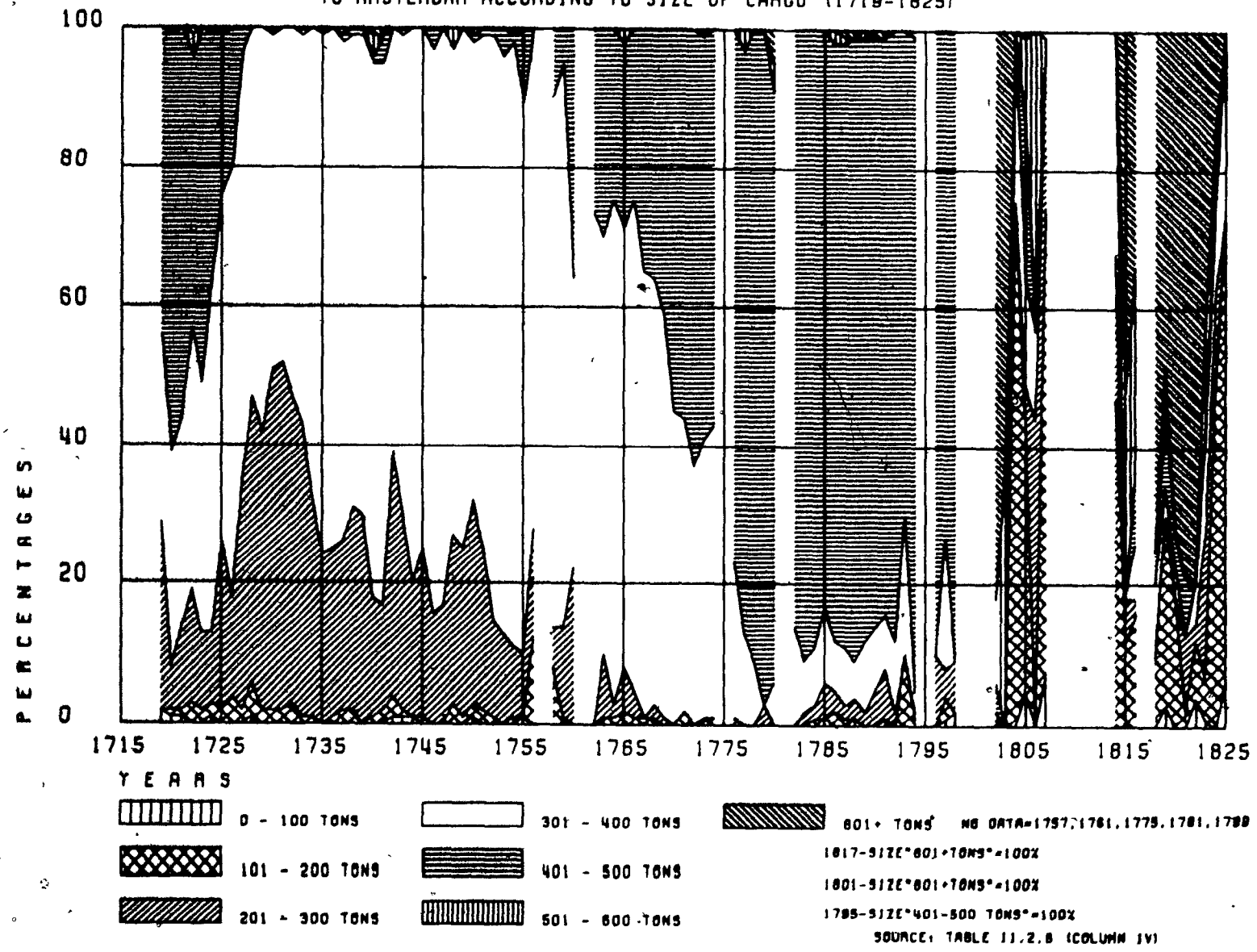
GRAPH II.2.8(1)

PROPORTIONS OF SHIPPING FROM NARVA
TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1718-1825)



GRAPH 11.2.8(2)

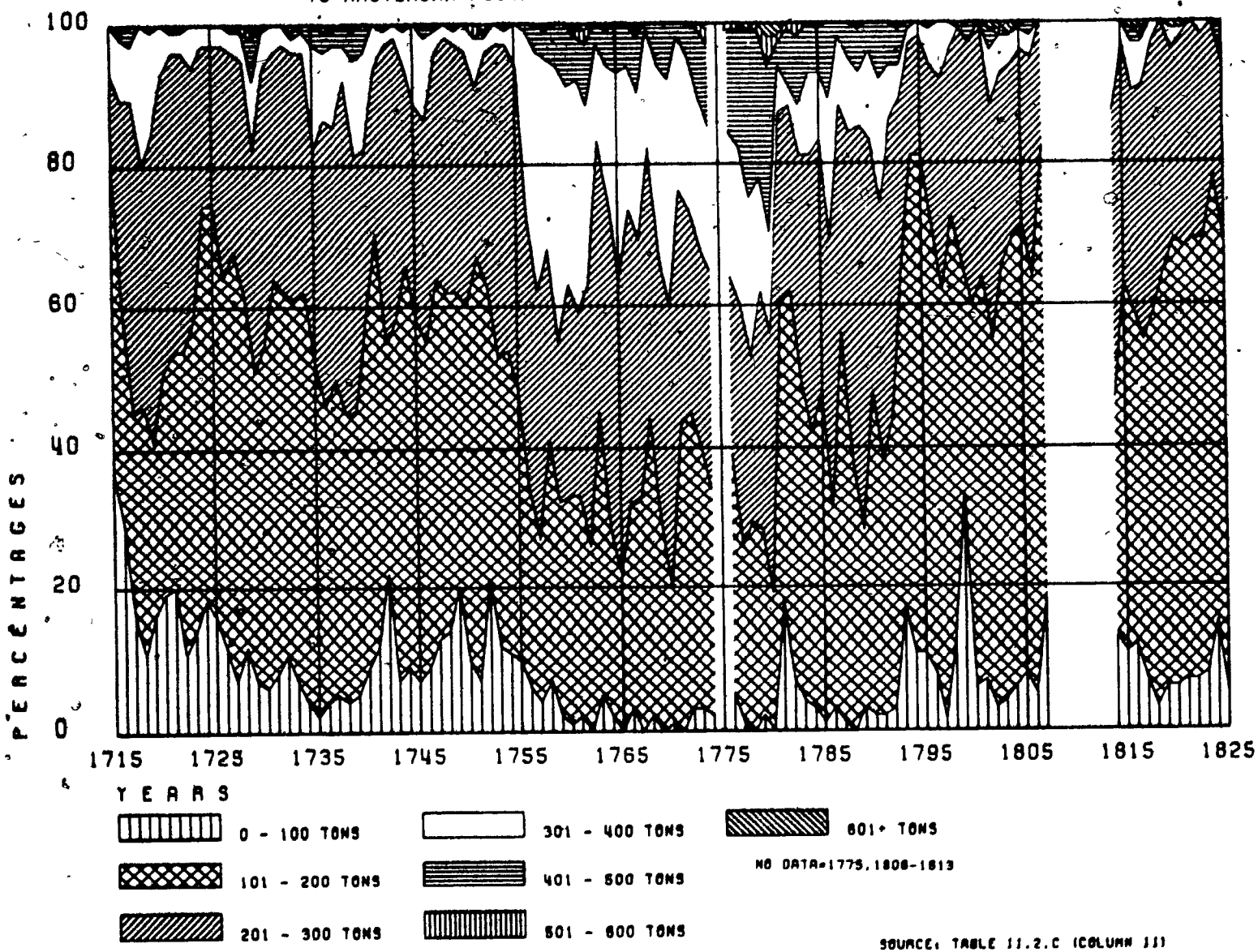
PROPORTIONS OF CARGO TONNAGE CARRIED FROM NARVA
TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1719-1825)



SOURCE: TABLE 11.2.8 (COLUMN IV)

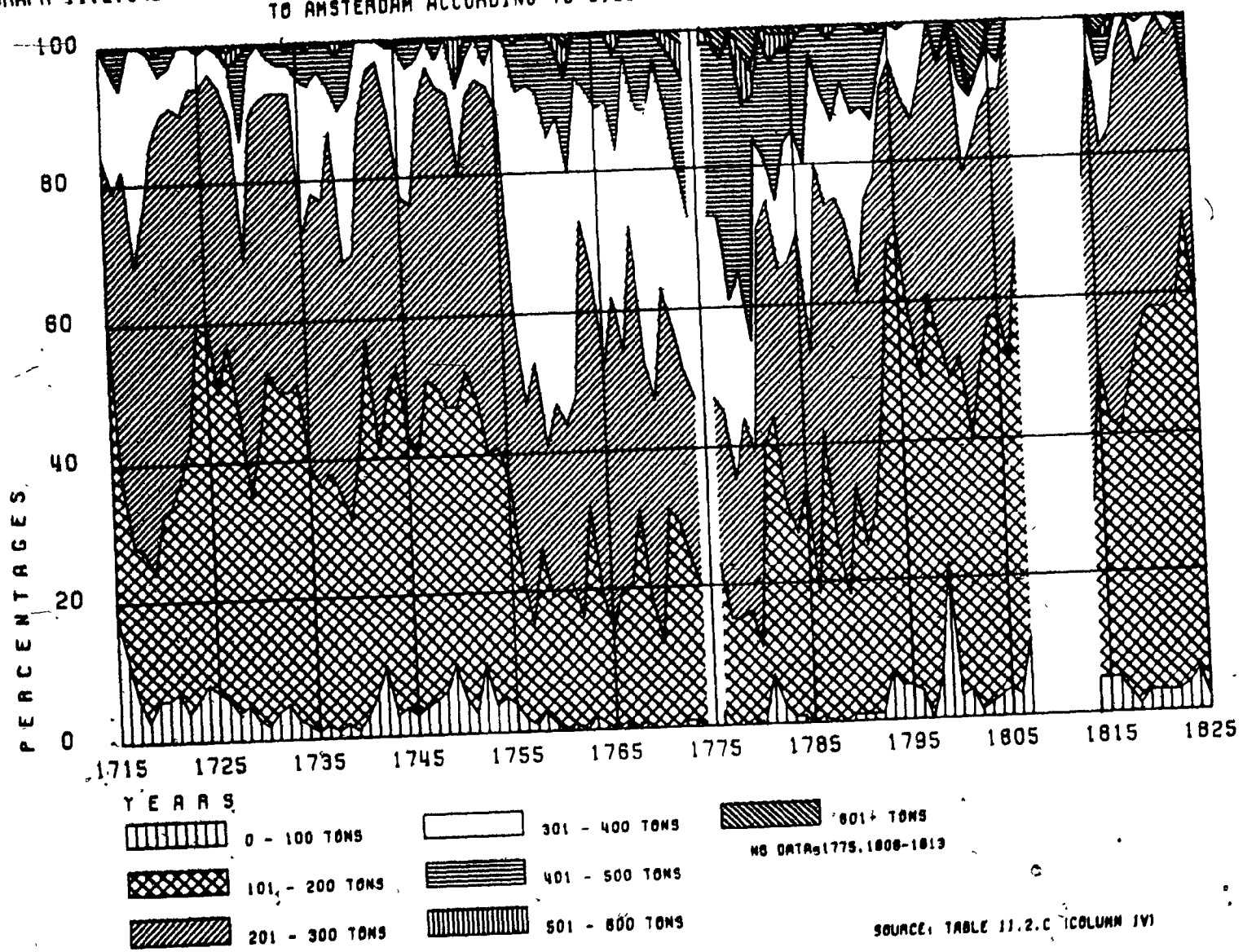
GRAPH II.2.C(1)

PROPORTIONS OF SHIPPING FROM RIGA
TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1715-1825)



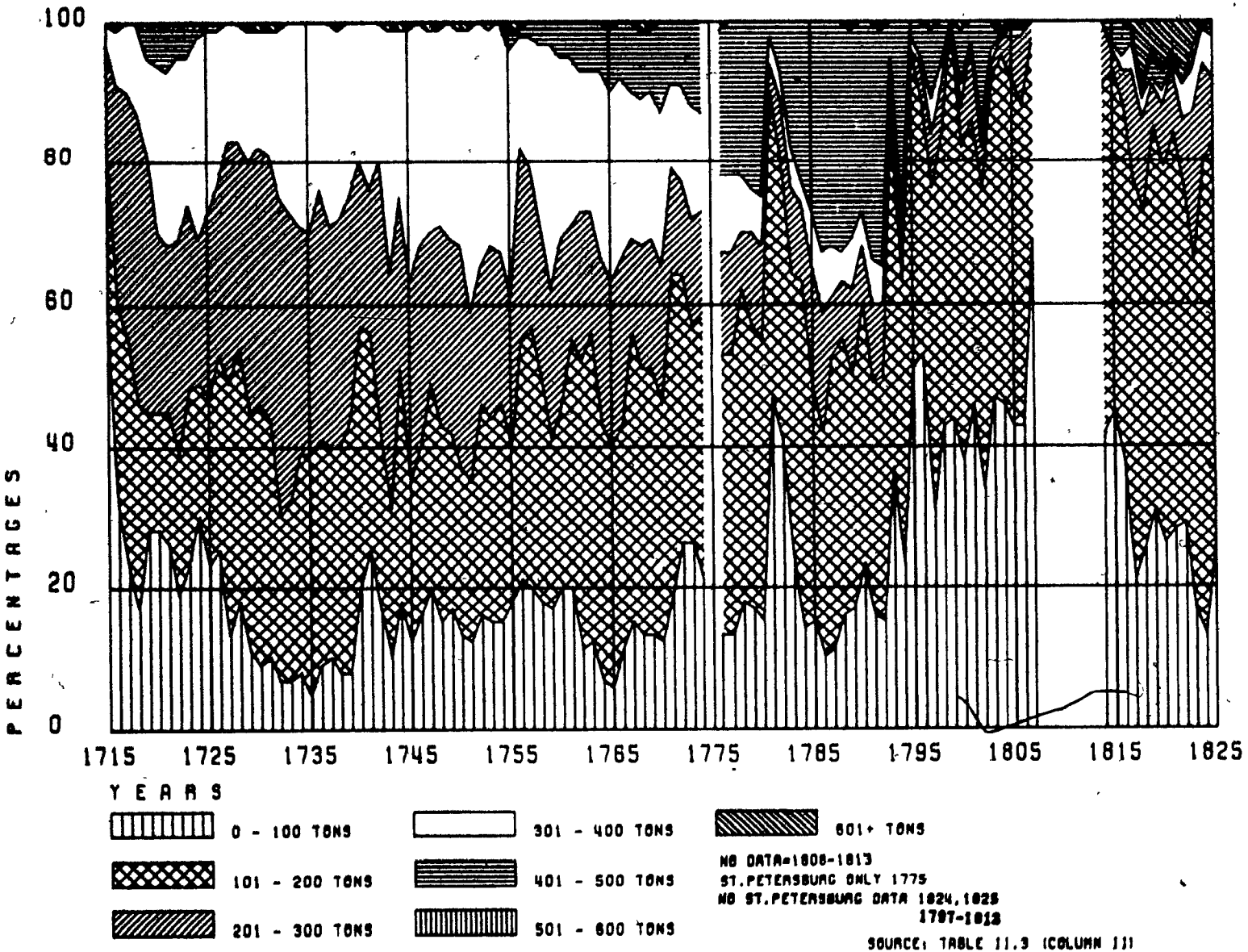
SOURCE: TABLE II.2.C (COLUMN J)

GRAPH 11.2.C(2) PROPORTIONS OF CARGO TONNAGE CARRIED FROM RIGA TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1715-1825)



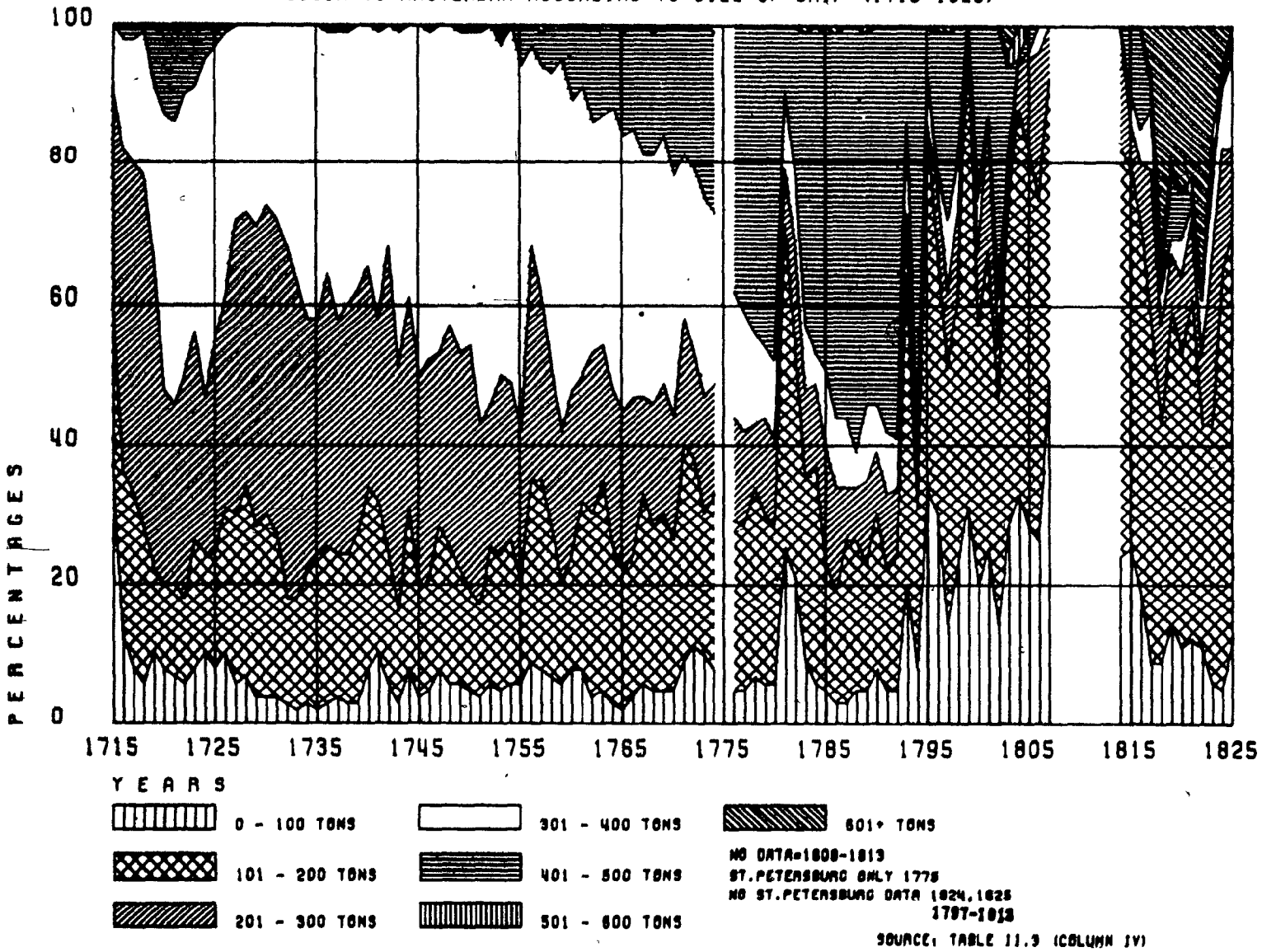
SOURCE: TABLE 11.2.C (COLUMN IV)

GRAPH 11.3(1) PROPORTIONS OF BALTIC SHIPPING FROM RUSSIA TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1715-1825)



GRAPH II.3(2)

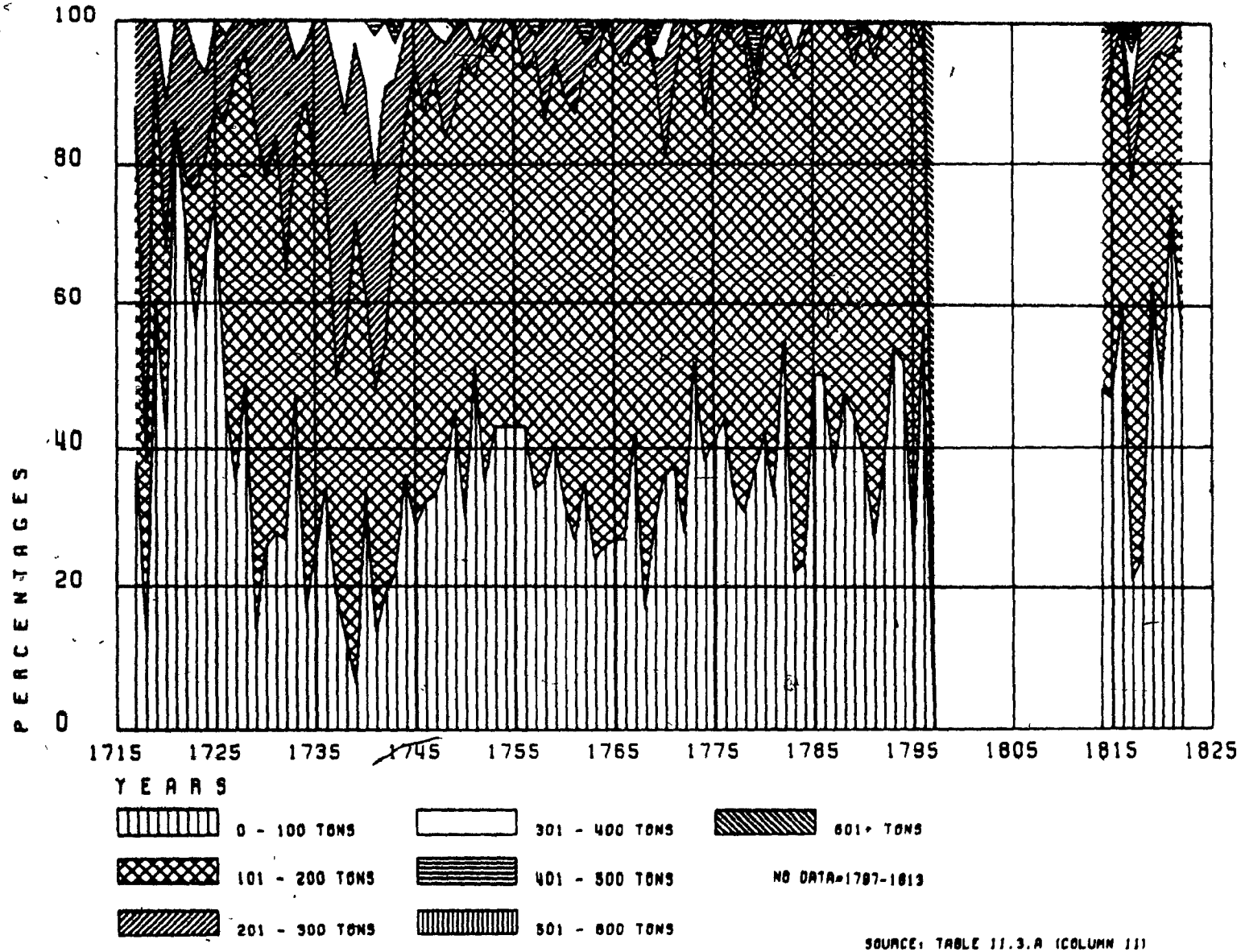
PROPORTIONS OF SHIPPING TONNAGE FROM BALTIC RUSSIA TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1715-1825)



SOURCE: TABLE II.9 (COLUMN IV)

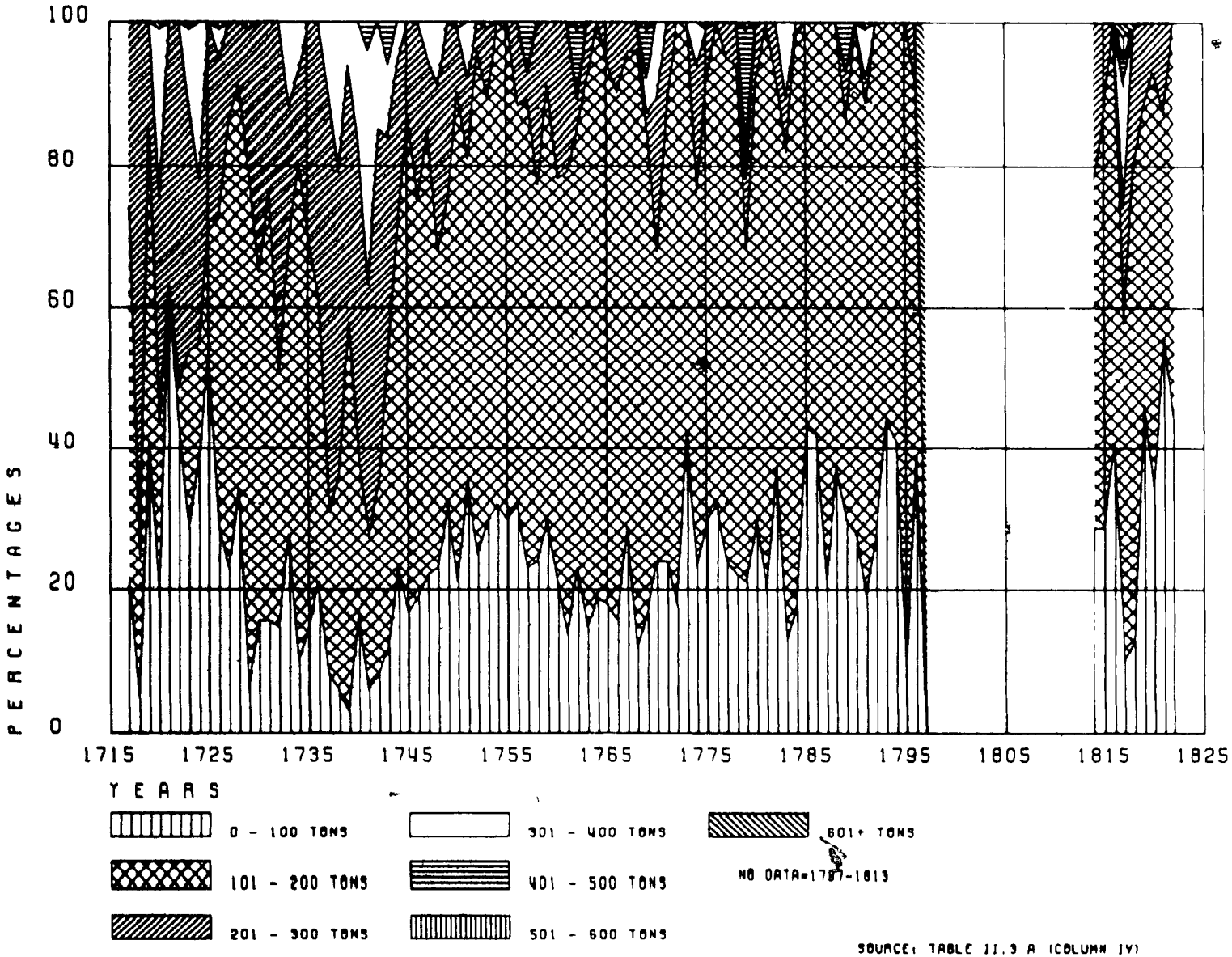
GRAPH II.3.A(1)

PROPORTIONS OF SHIPPING FROM ST.PETERSBURG
TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1717-1822)



SOURCE: TABLE II.3.A (COLUMN 1)

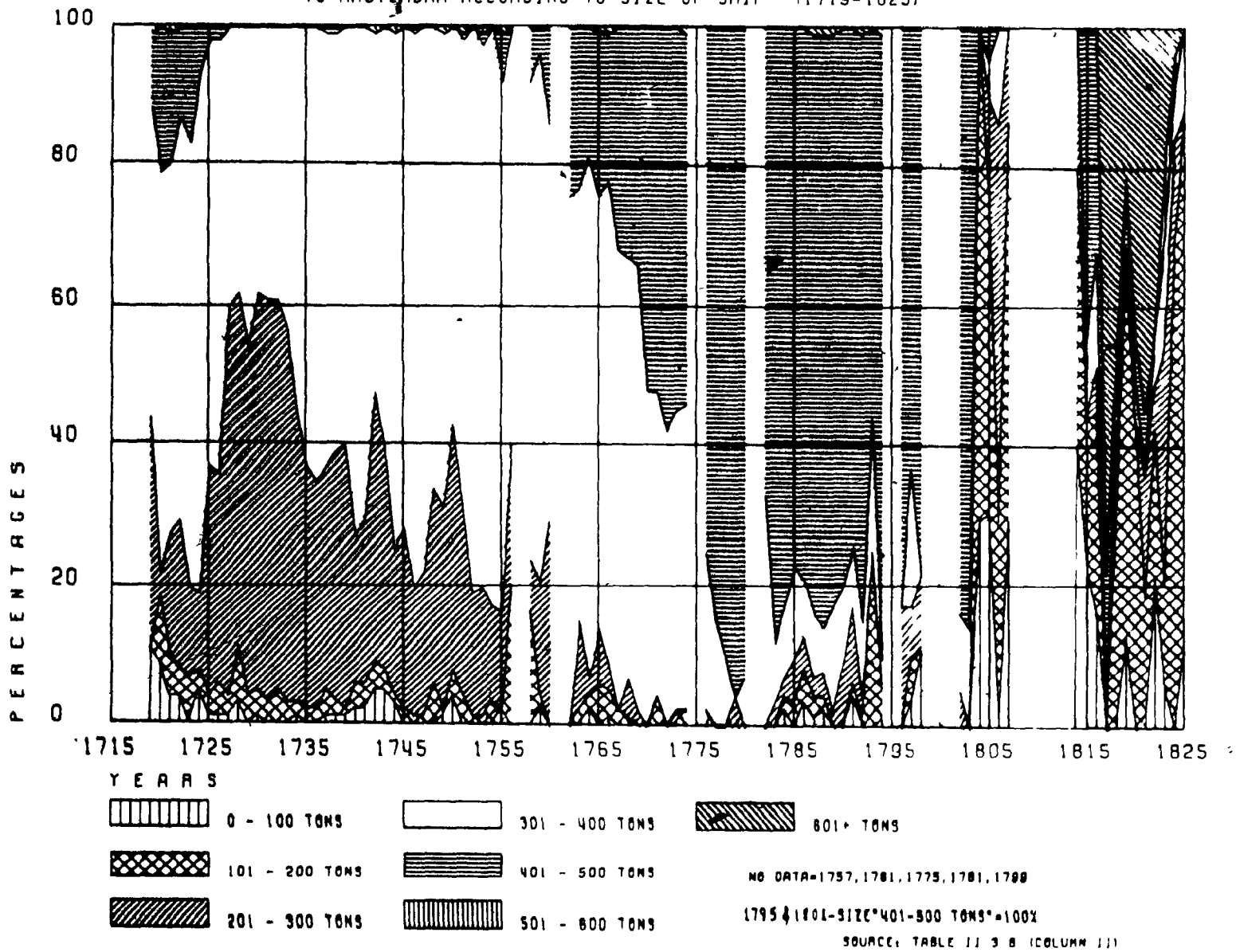
GRAPH II.3.A(2) PROPORTIONS OF SHIPPING TONNAGE CARRIED FROM ST.PETERSBURG TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1717-1822)



SOURCE: TABLE II.3.A (COLUMN IV)

GRAPH II.3.B(1)

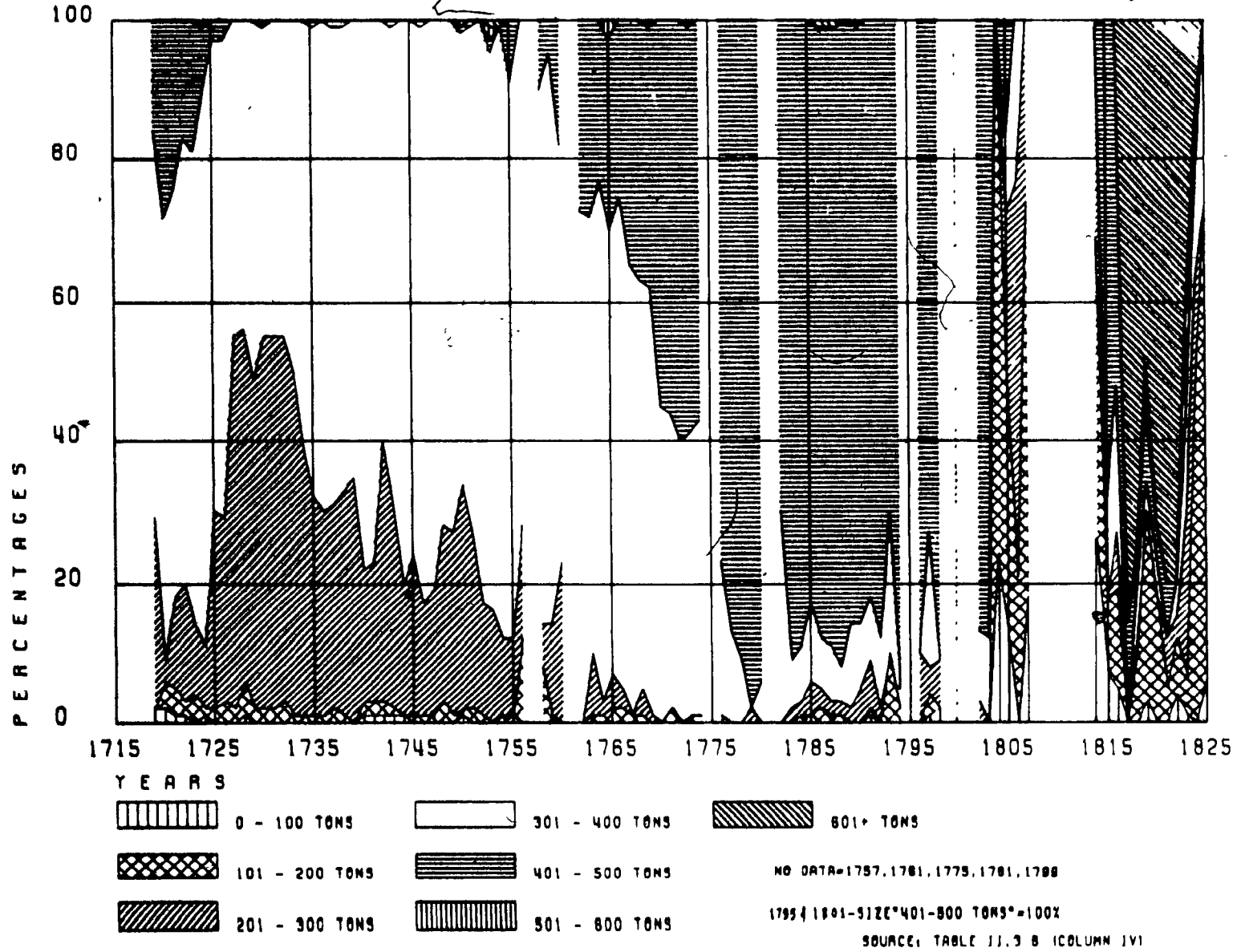
PROPORTIONS OF SHIPPING FROM NARVA
TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1719-1825)



SOURCE: TABLE II 3 B (COLUMN 11)

GRAPH II.3.8(2)

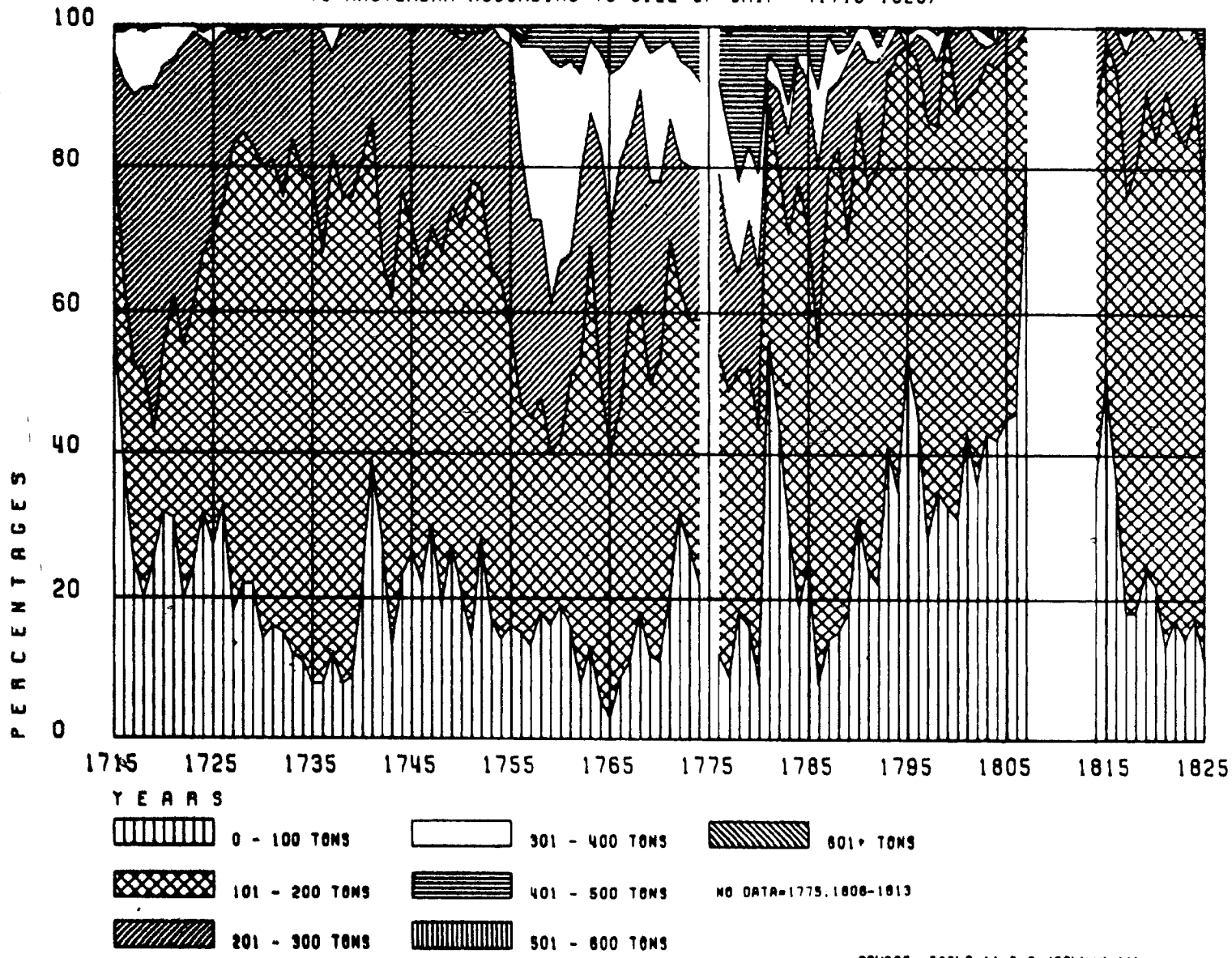
PROPORTIONS OF SHIPPING TONNAGE CARRIED FROM NARVA TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1719-1825)



SOURCE: TABLE II.3.8 (COLUMN IV)

GRAPH II.3.C(1)

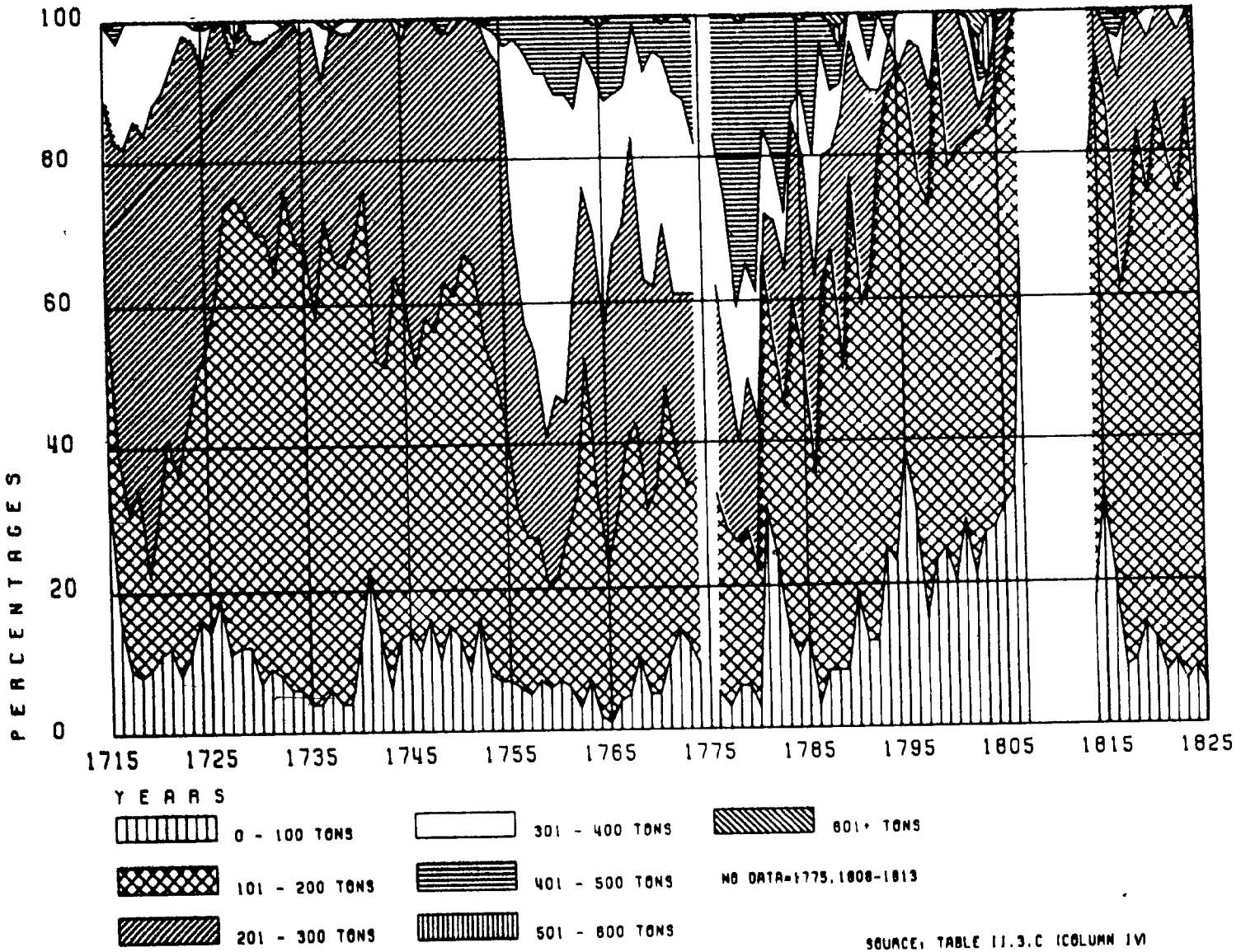
PROPORTIONS OF SHIPPING FROM RIGA
TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1715-1825)



SOURCE: TABLE II.3.C (COLUMN 1)

GRAPH II.3.C(2)

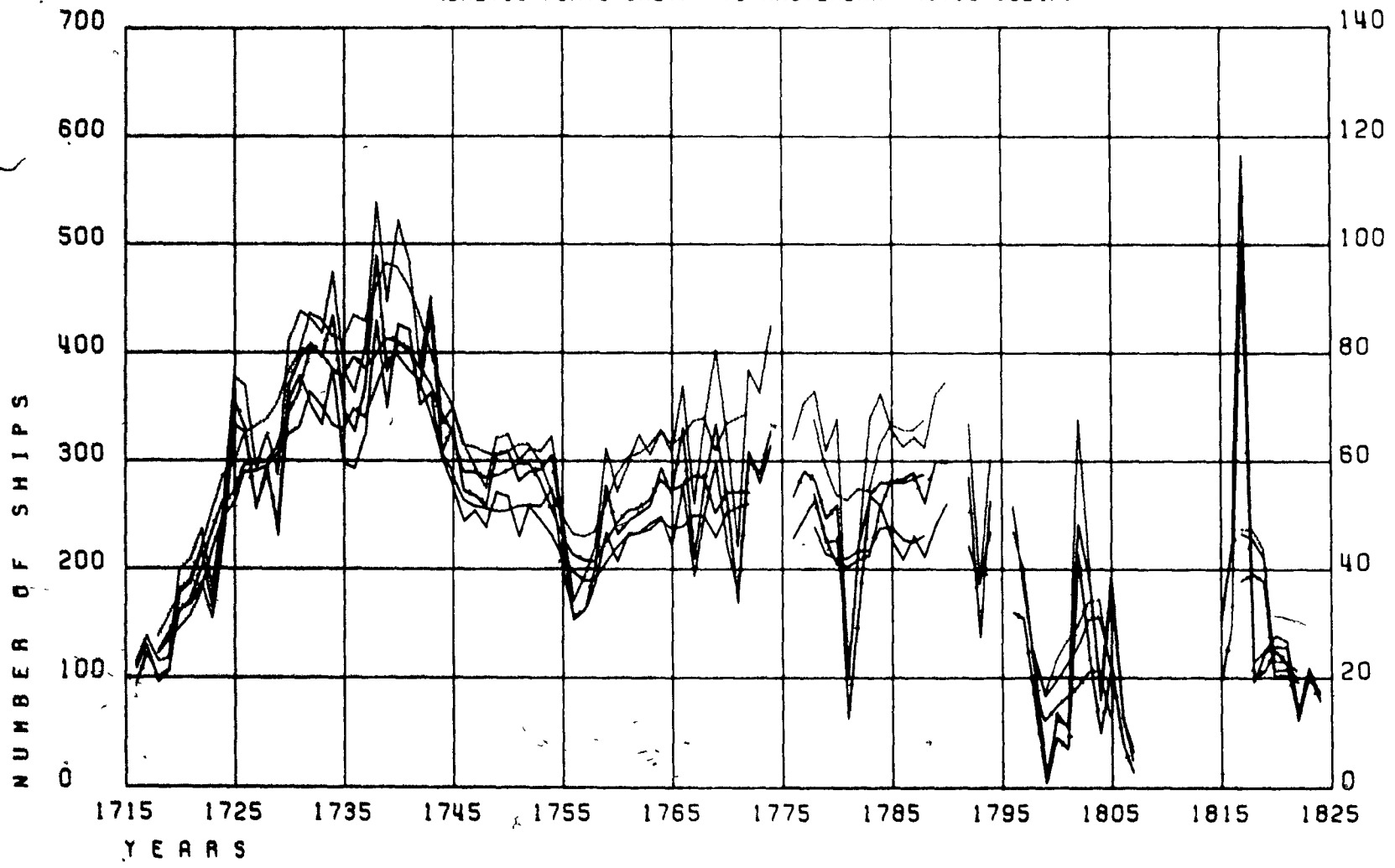
PROPORTIONS OF SHIPPING TONNAGE CARRIED FROM RIGA TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1715-1825)



SOURCE: TABLE II.3.C (COLUMN IV)

GRAPH II.4

SHIP & TONNAGE MOVEMENTS FROM RUSSIA
(BALTIC PORTS ONLY) TO AMSTERDAM (1716-1824).



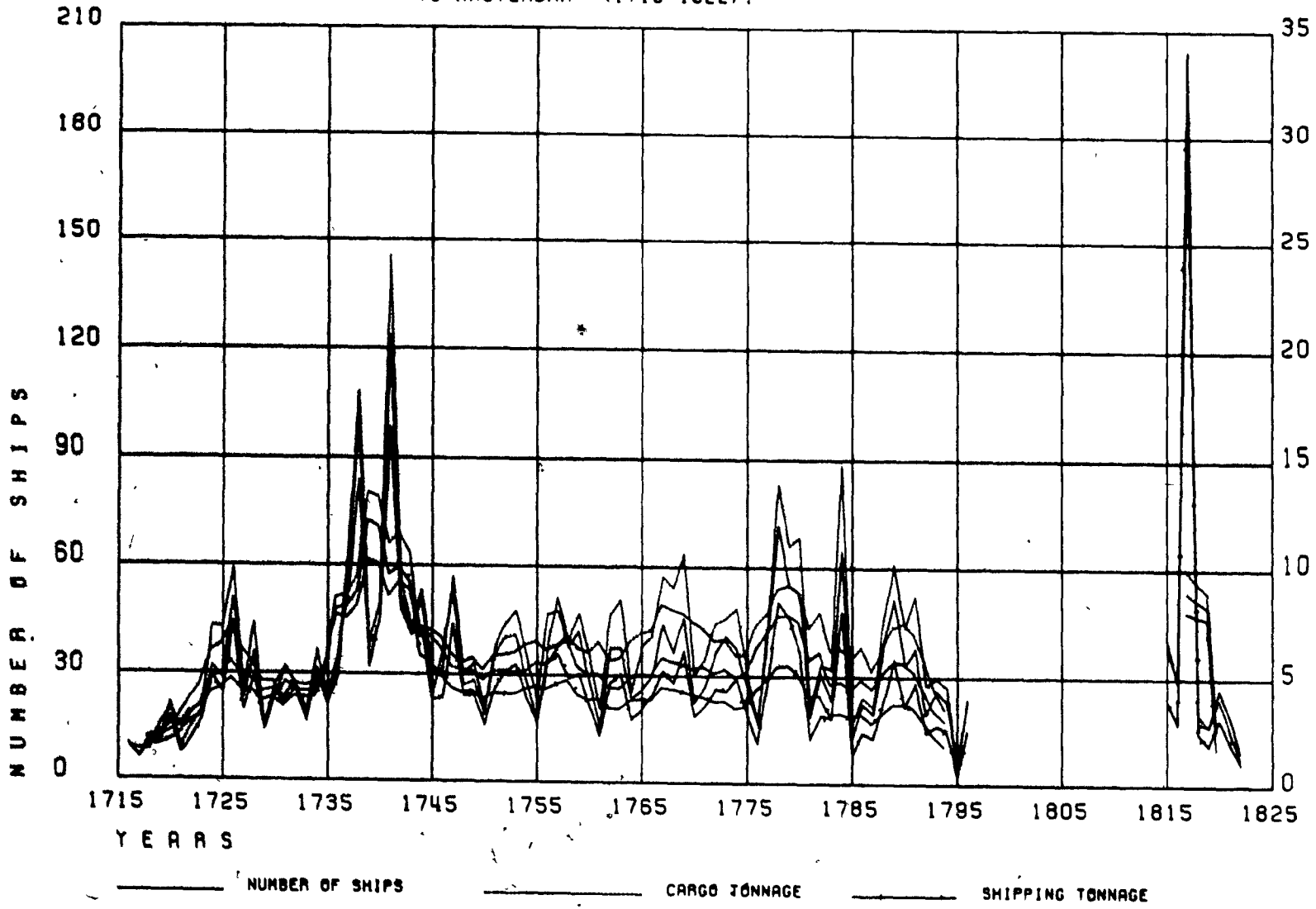
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4

GRAPH II.4.A

SHIP & TONNAGE MOVEMENTS FROM ST.PETERSBURG TO AMSTERDAM (1716-1822).

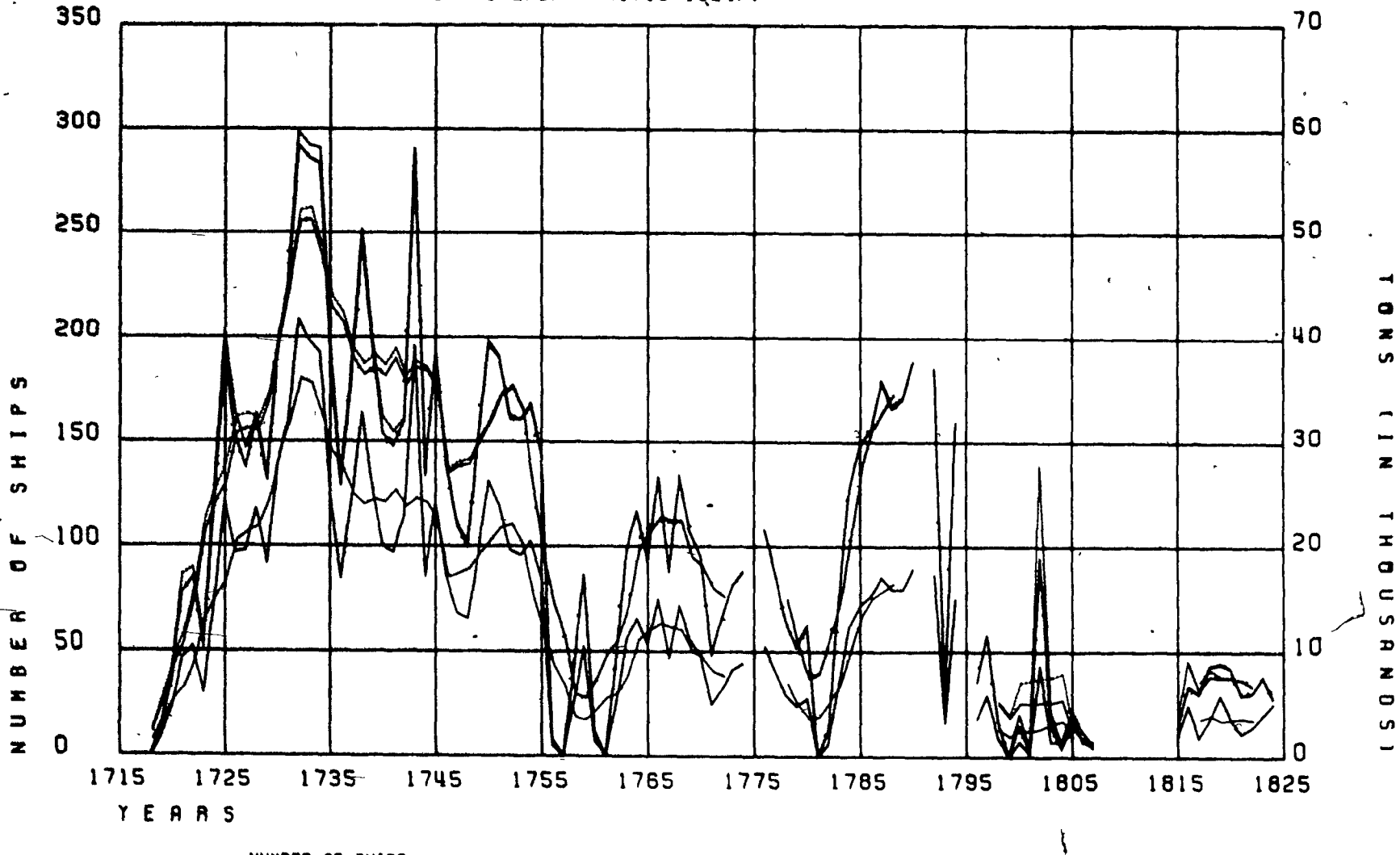


CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.A

GRAPH II.4.B

SHIP & TONNAGE MOVEMENTS FROM NARVA TO AMSTERDAM (1718-1824).

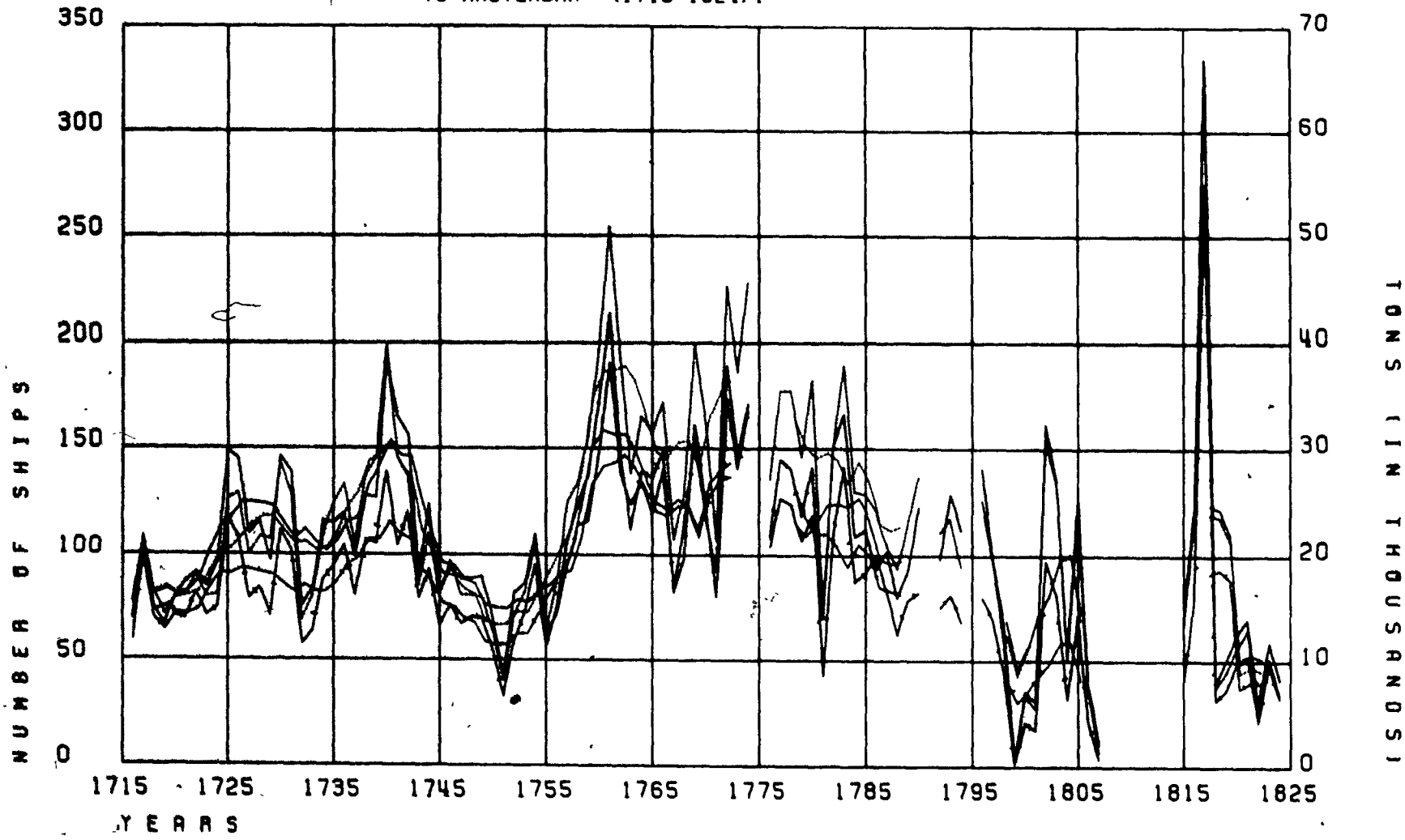


CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.B

GRAPH II.4.C

SHIP & TONNAGE MOVEMENTS FROM RIGA TO AMSTERDAM (1716-1824).



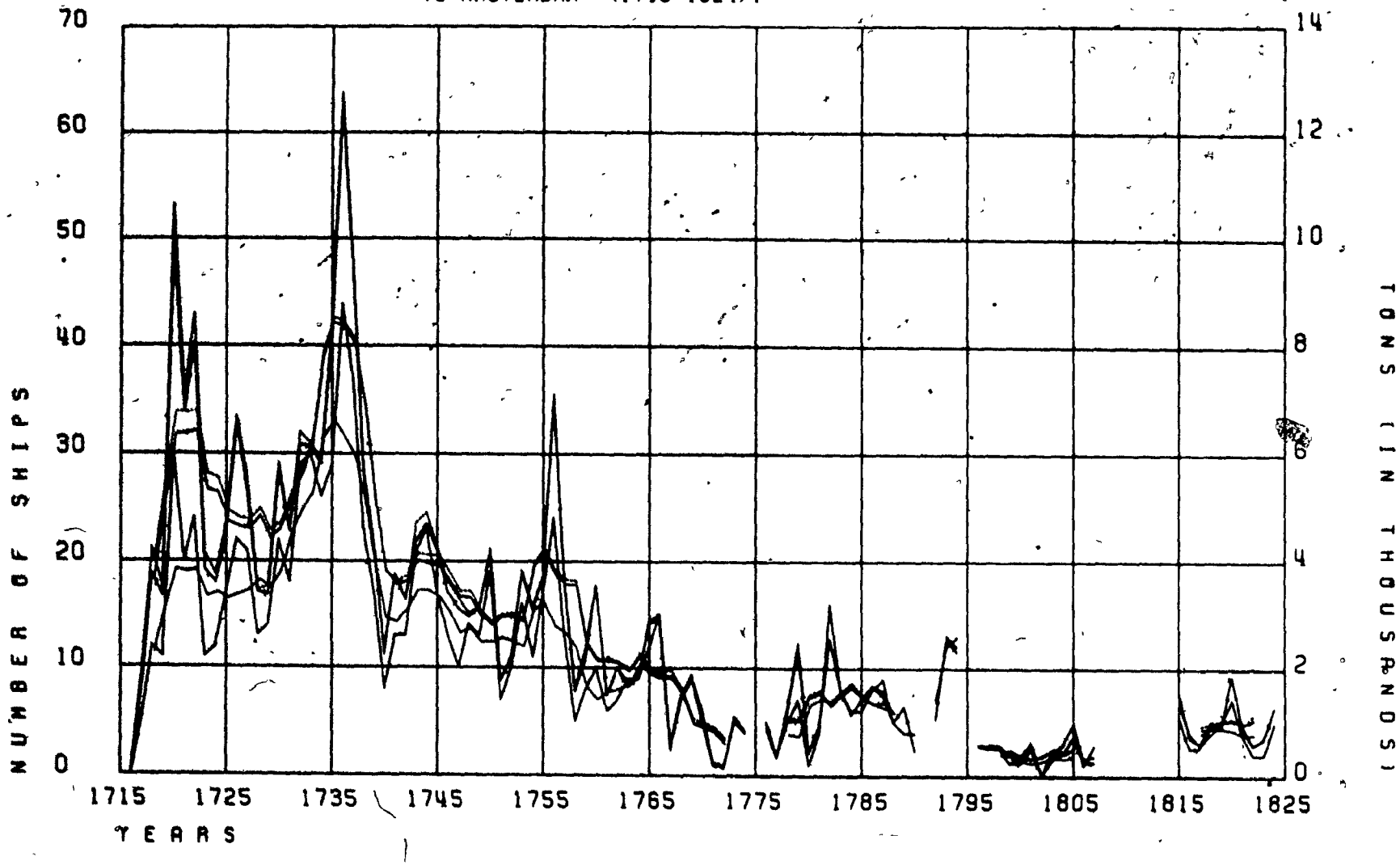
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.C

GRAPH II.4.0

SHIP & TONNAGE MOVEMENTS FROM VIBORG TO AMSTERDAM (1716-1824).



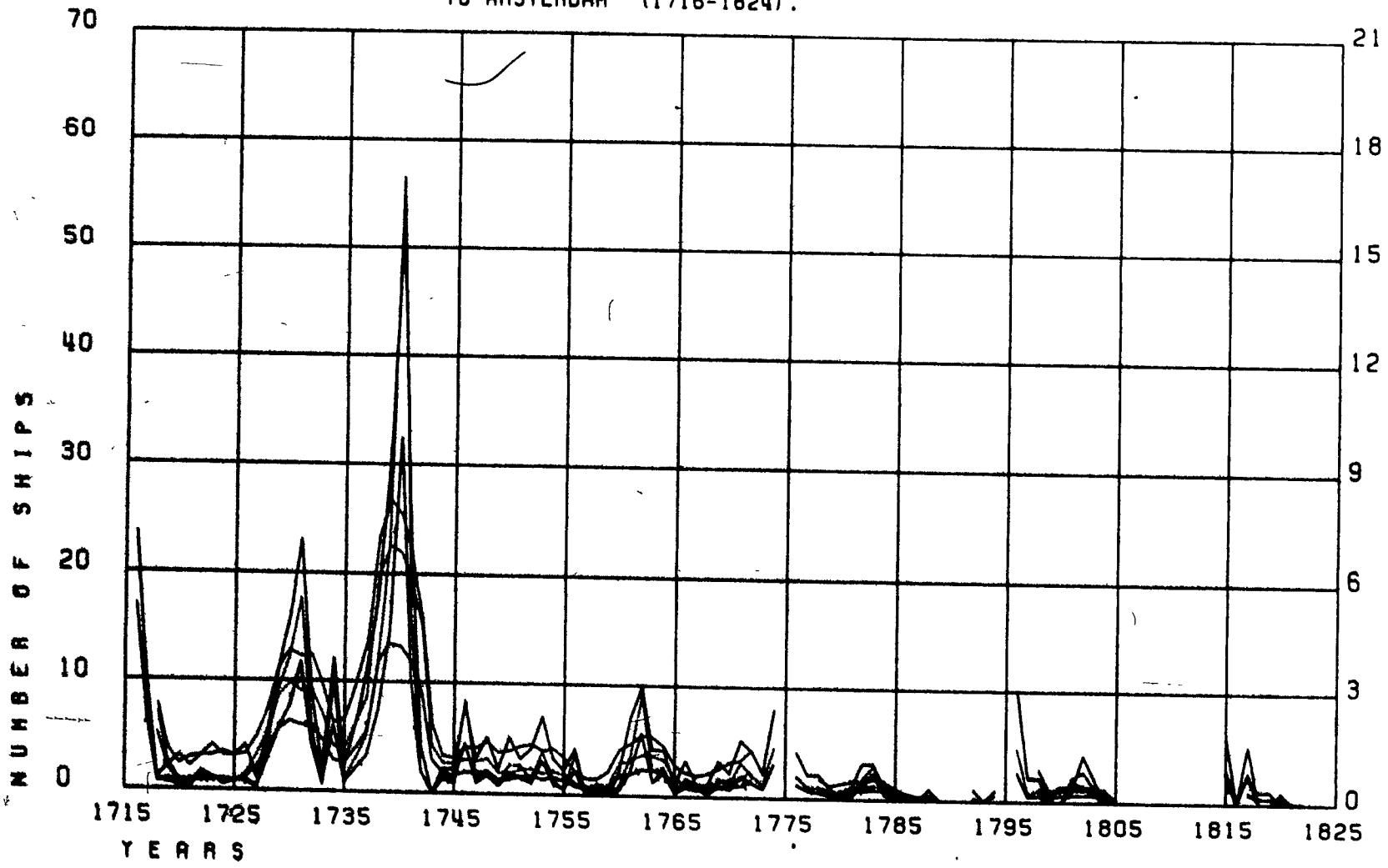
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.0

GRAPH-II.4.E

SHIP & TONNAGE MOVEMENTS FROM REVAL TO AMSTERDAM (1716-1824).



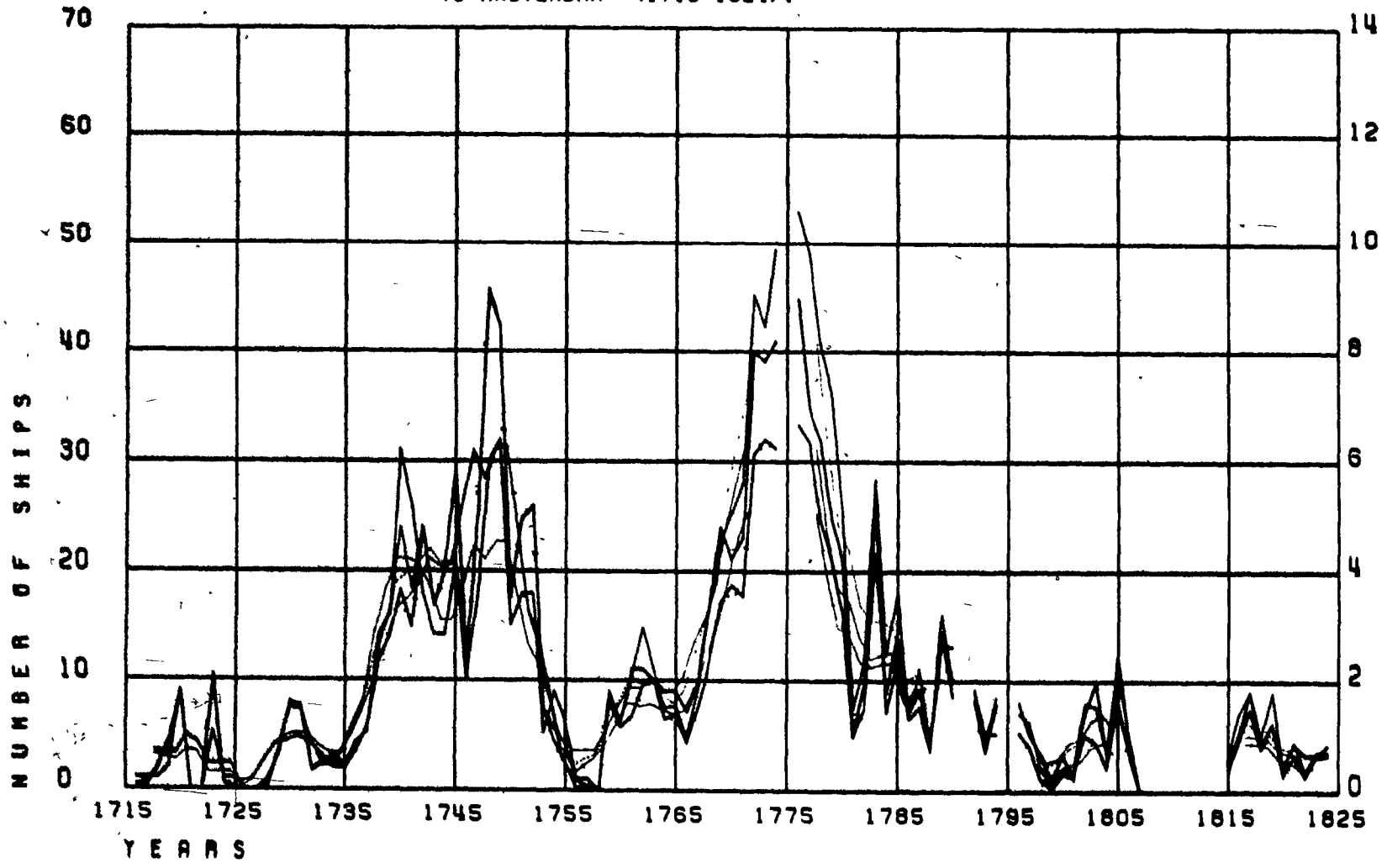
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.E

GRAPH II.4.F

SHIP & TONNAGE MOVEMENTS FROM ESTONIA TO AMSTERDAM (1716-1824).

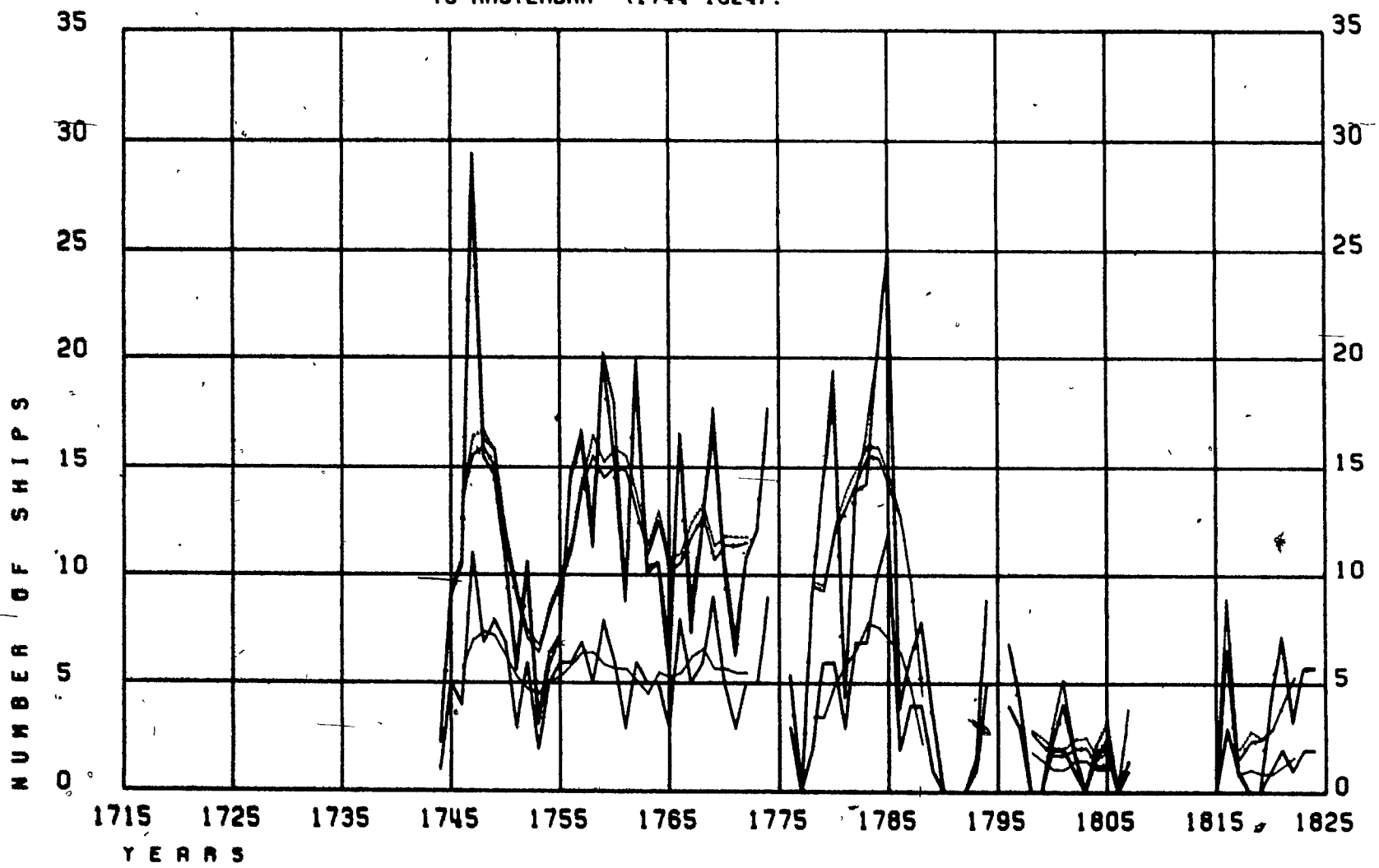


CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.F

GRAPH II.4.G

SHIP & TONNAGE MOVEMENTS FROM FREDERIKSHAMN TO AMSTERDAM (1744-1824).



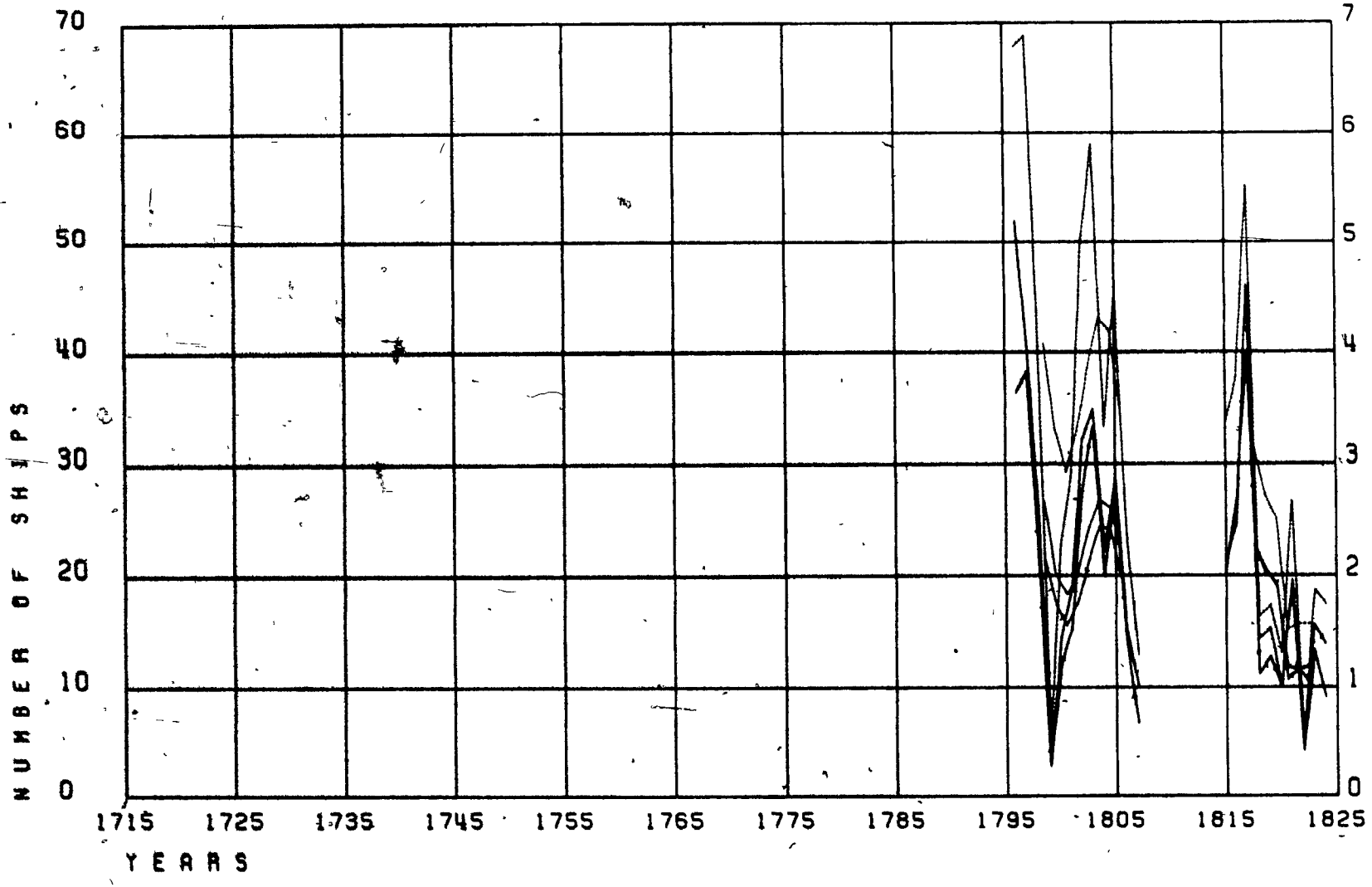
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.C

GRAPH II.4.H

SHIP & TONNAGE MOVEMENTS FROM COURLAND TO AMSTERDAM (1796-1824).



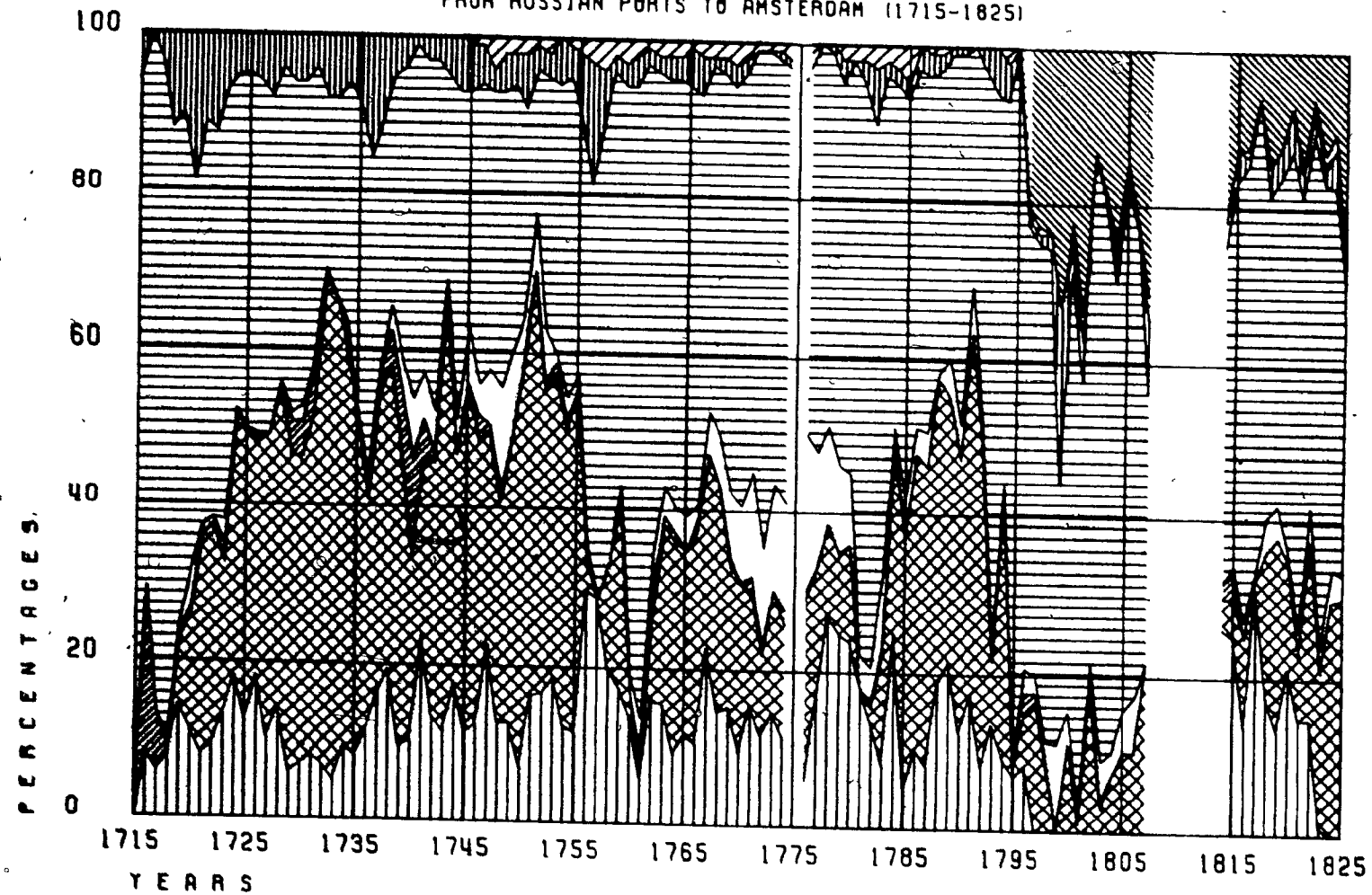
NUMBER OF SHIPS — CARGO TONNAGE — SHIPPING TONNAGE

CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE II.4.H

GRAPH II.5

PROPORTIONS OF BALTIC SHIPPING
FROM RUSSIAN PORTS TO AMSTERDAM (1715-1825)

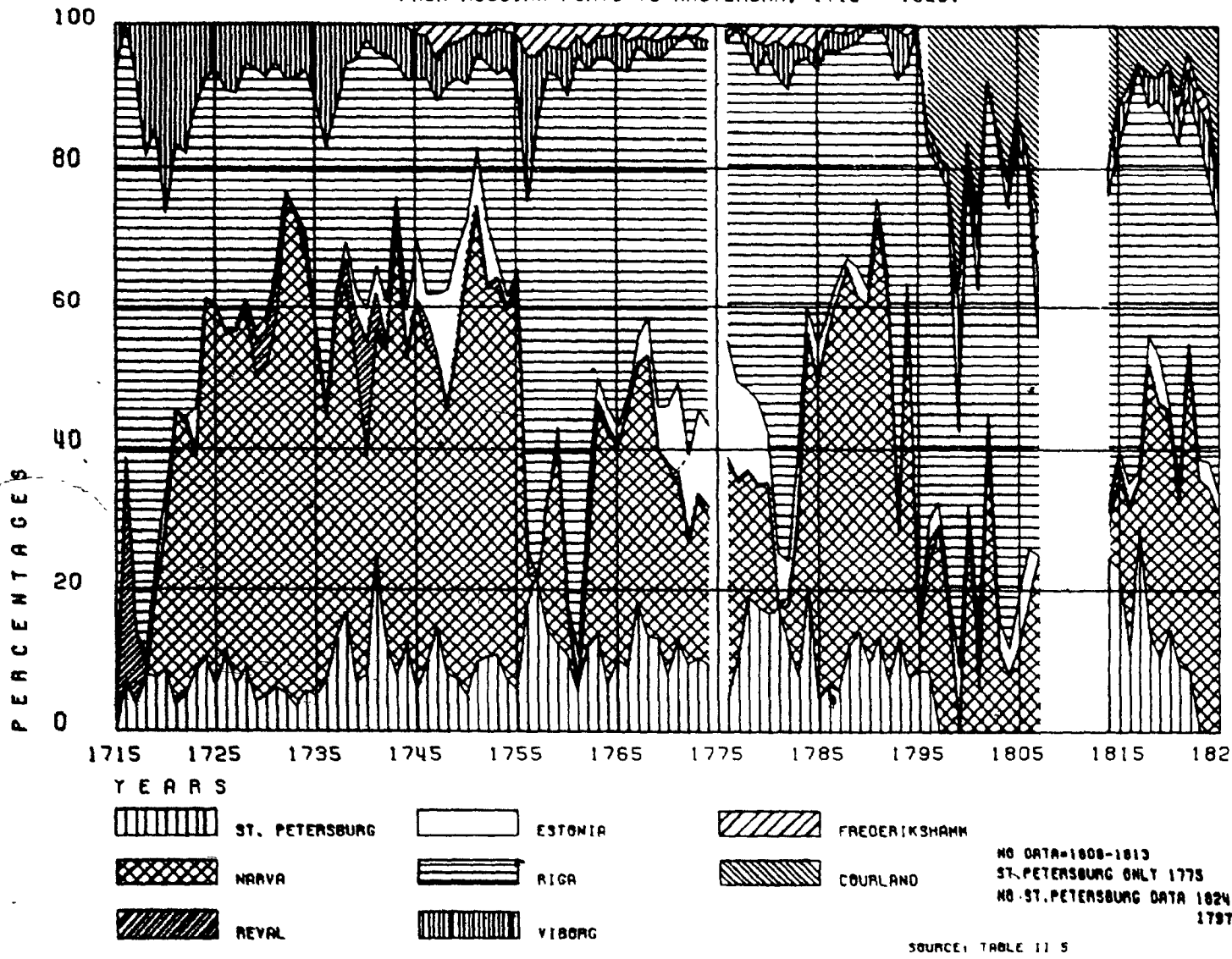


NO DATA=1808-1813
ST.PETERSBURG ONLY 1775
NO ST PETERSBURG DATA 1797-1813
1824,1825

SOURCE: TABLE II 1 A

GRAPH II.6

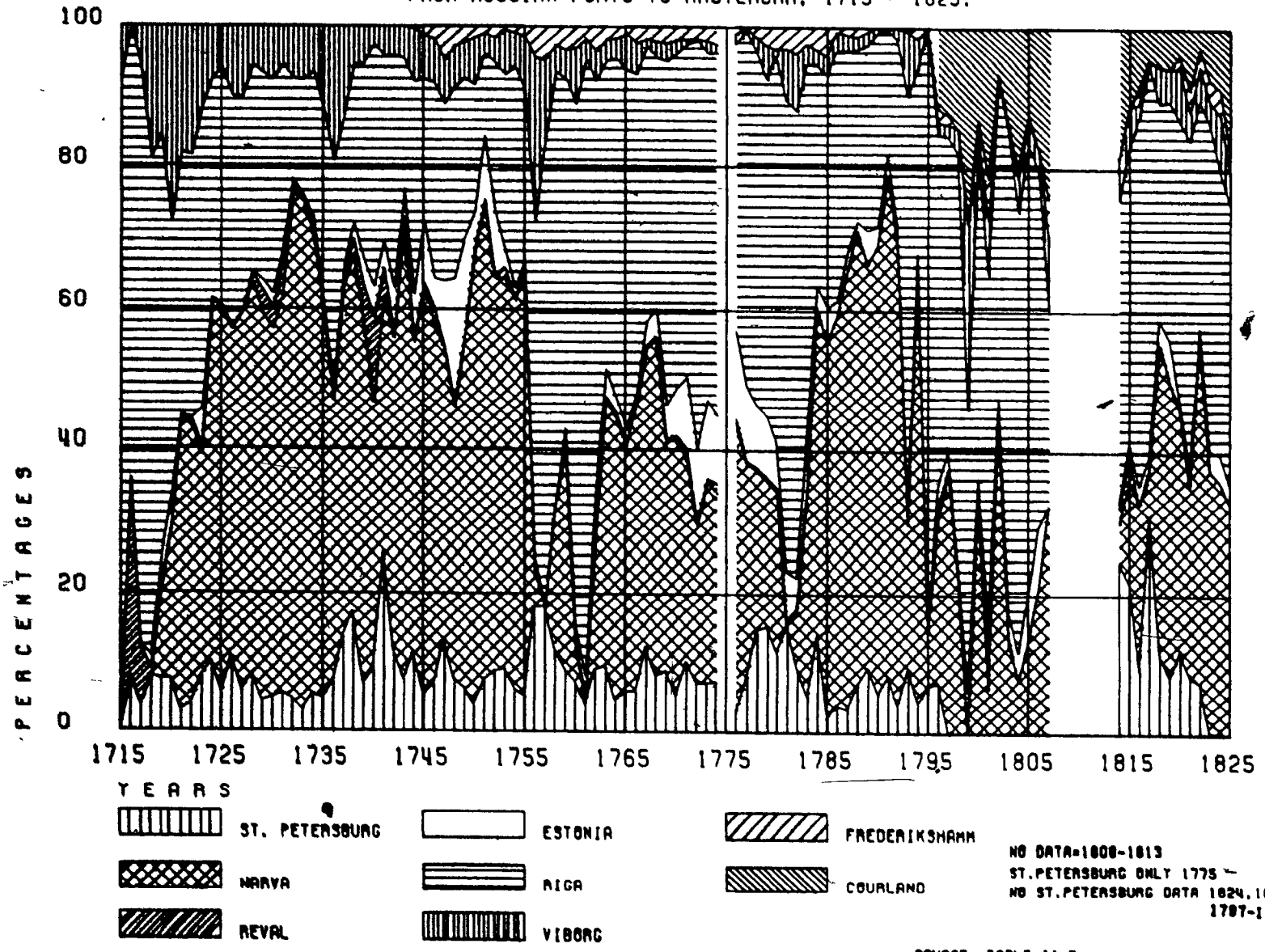
PROPORTIONS OF CARGO TONNAGE OF BALTIC SHIPPING
FROM RUSSIAN PORTS TO AMSTERDAM, 1715 - 1825.



SOURCE: TABLE II 5

GRAPH II.7

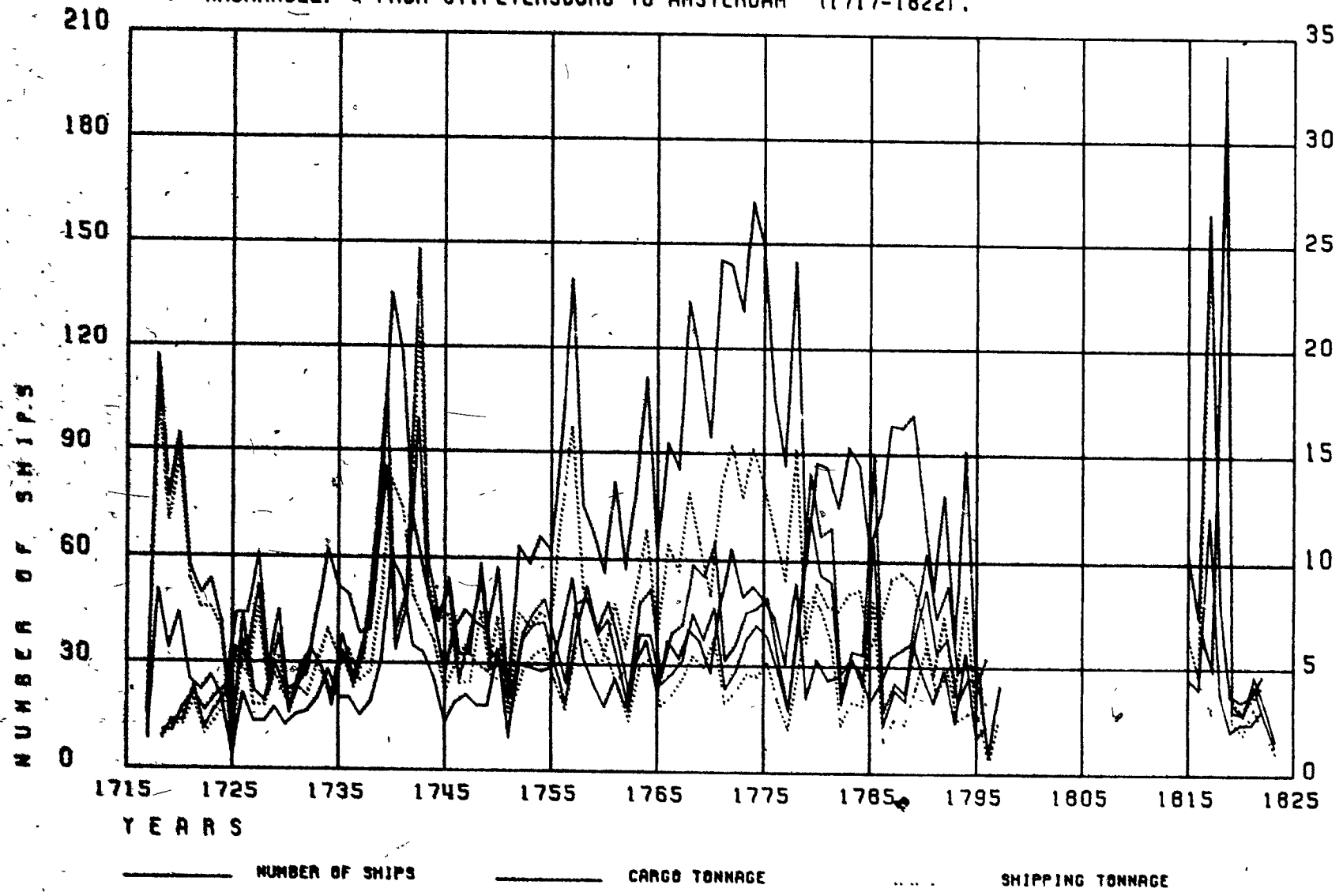
PROPORTIONS OF SHIP TONNAGE OF BALTIC SHIPPING
FROM RUSSIAN PORTS TO AMSTERDAM, 1715 - 1825.



NO DATA=1808-1813
ST.PETERSBURG ONLY 1775 -
NO ST.PETERSBURG DATA 1824,1825
1787-1813

SOURCE: TABLE II.7

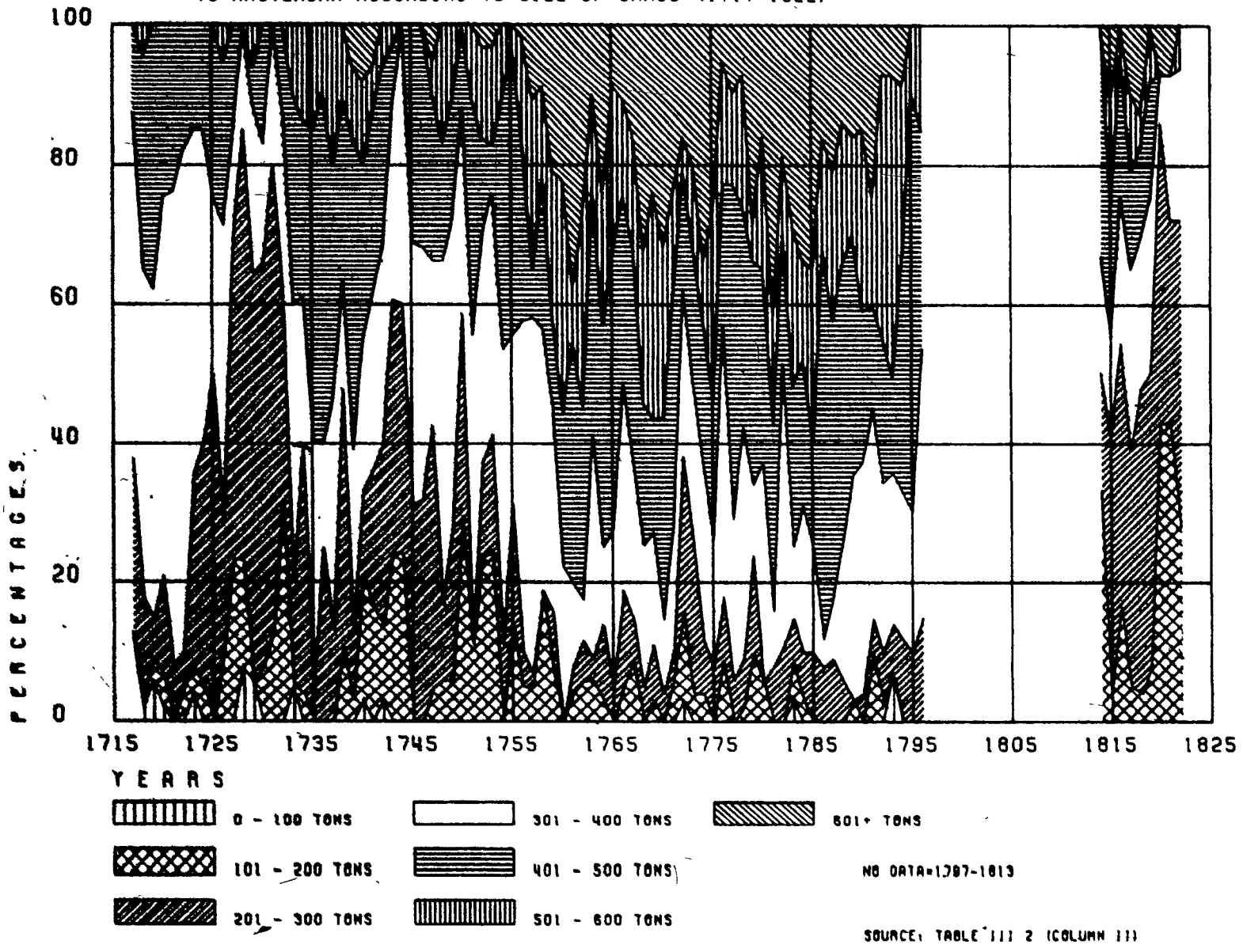
GRAPH III.1 — SHIP & TONNAGE MOVEMENTS FROM RUSSIAN WHITE SEA PORTS (PRIMARILY ARCHANGEL) & FROM ST.PETERSBURG TO AMSTERDAM (1717-1822).



CORRESPONDING SYMBOLS IN RED INDICATE ST.PETERSBURG DATA

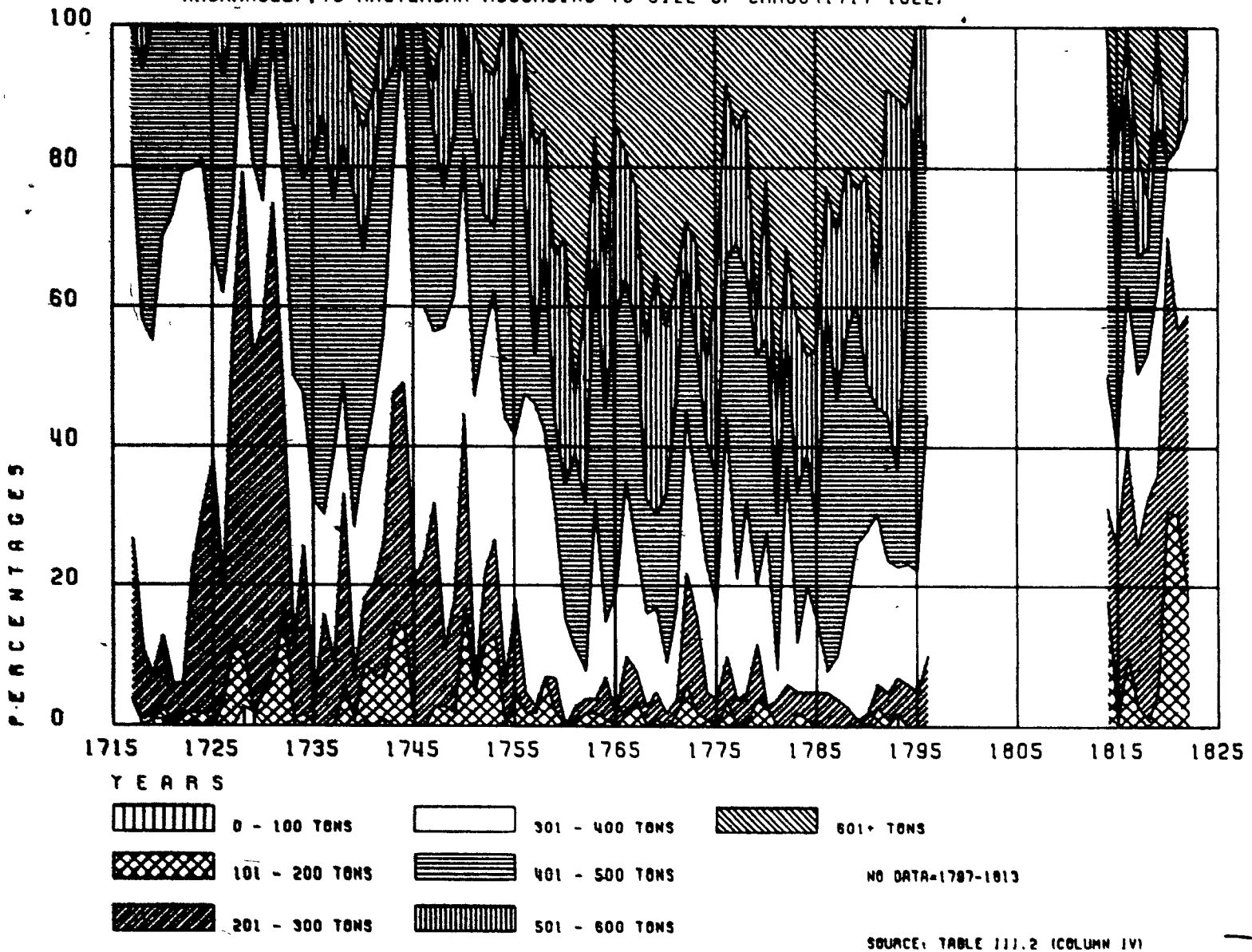
SOURCE: TABLES II.4.A & III.4

GRAPH III.2(1) PROPORTIONS OF SHIPPING FROM THE WHITE SEA (PRIMARILY ARCHANGEL) TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1717-1822)



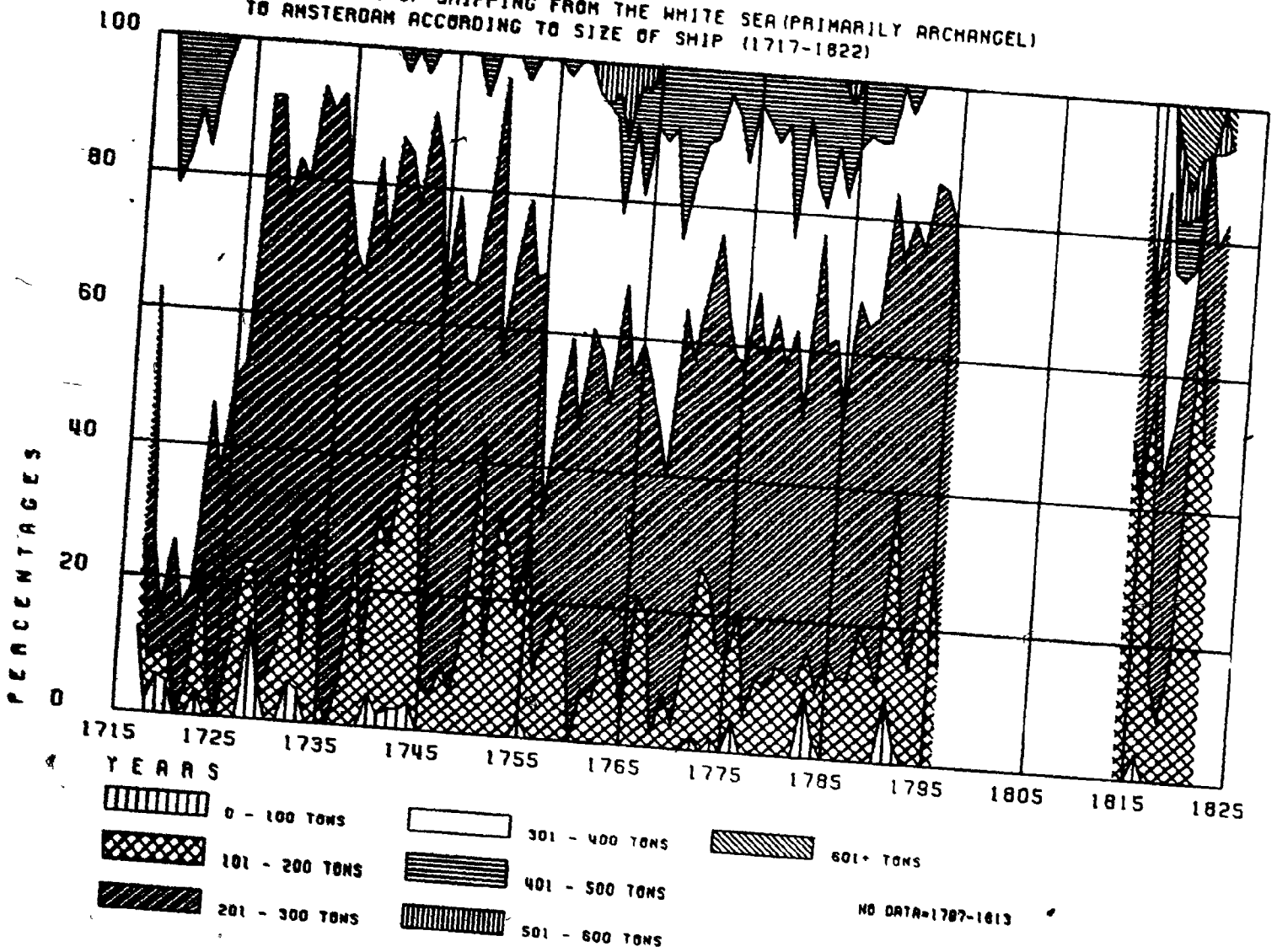
SOURCE: TABLE III 2 (COLUMN III)

GRAPH III.2(2) PROPORTIONS OF CARGO TONNAGE CARRIED FROM THE WHITE SEA (PRIMARILY ARCHANGEL), TO AMSTERDAM ACCORDING TO SIZE OF CARGO (1717-1822)



SOURCE: TABLE III.2 (COLUMN IV)

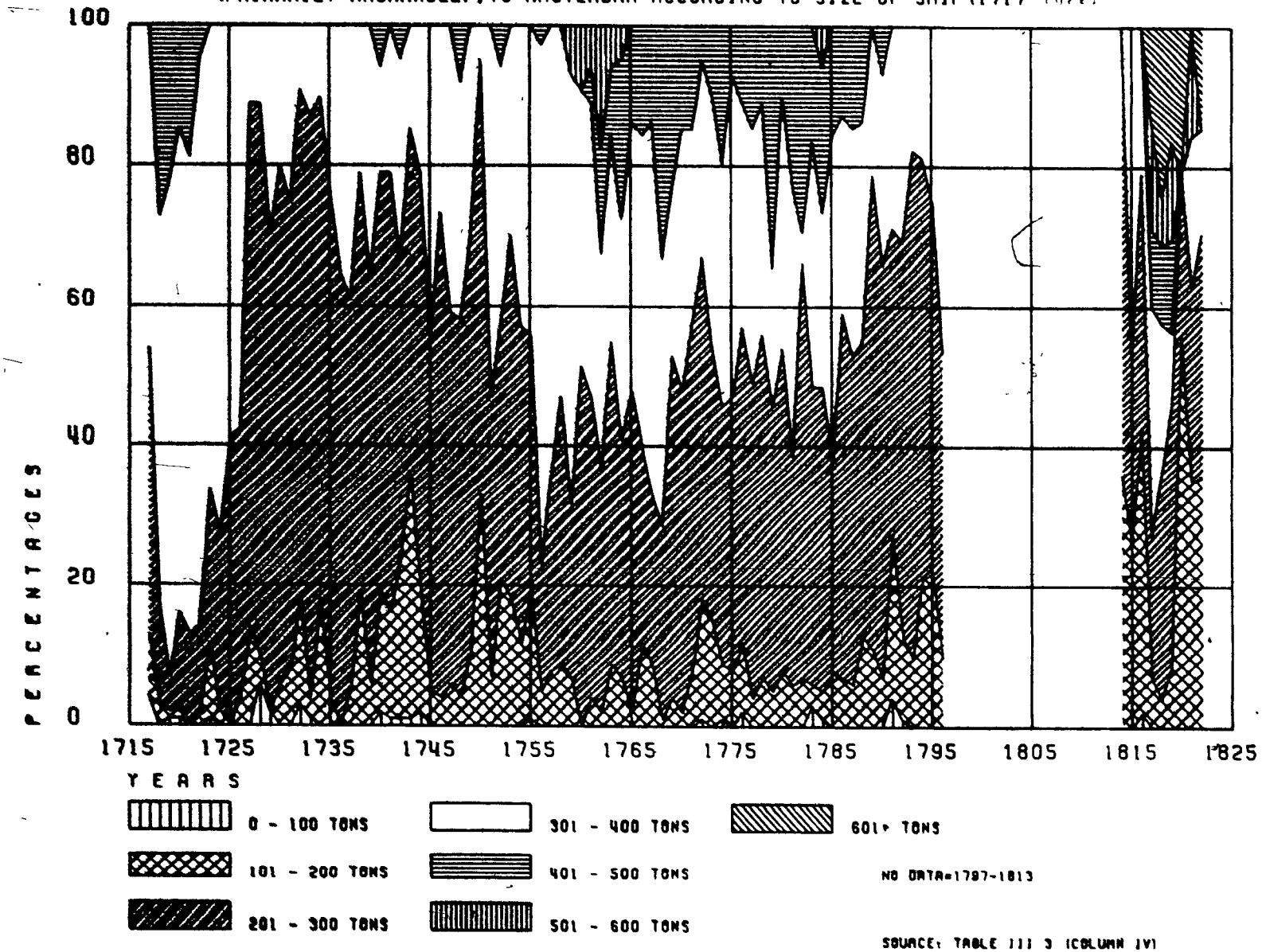
GRAPH III.3(1) PROPORTIONS OF SHIPPING FROM THE WHITE SEA (PRIMARILY ARCHANGEL) TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1717-1822)



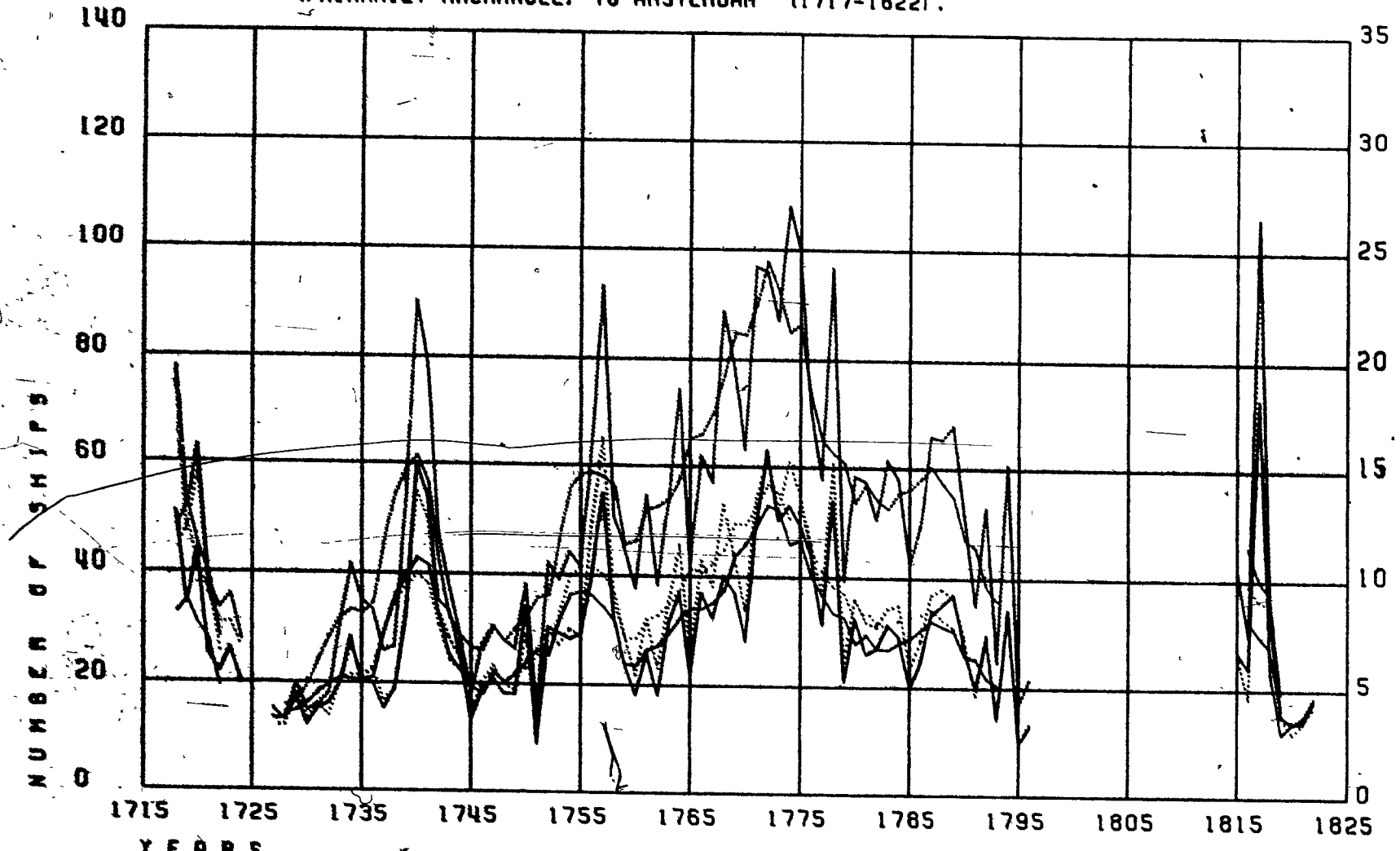
NO DATA=1787-1813

SOURCE: TABLE III.3 (COLUMN 1)

GRAPH III.3(2) PROPORTIONS OF SHIPPING TONNAGE CARRIED FROM THE WHITE SEA (PRIMARILY ARCHANGEL), TO AMSTERDAM ACCORDING TO SIZE OF SHIP (1717-1825)



GRAPH III.4 SHIP & TONNAGE MOVEMENTS FROM RUSSIAN WHITE SEA PORTS (PRIMARILY ARCHANGEL) TO AMSTERDAM (1717-1822).



CORRESPONDING SYMBOLS IN RED INDICATE 5-YEAR MOVING AVERAGES

SOURCE: TABLE III.4