

**Federal State Budgetary Educational Institution of Higher Education
RUSSIAN ACADEMY OF NATIONAL ECONOMY
AND PUBLIC SERVICE
UNDER THE PRESIDENT OF THE RUSSIAN FEDERATION**

As a manuscript

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ARKHANGELSK MILITARY PORT AS A SOCIO-ECONOMIC CENTER
OF THE RUSSIAN NORTH IN 1850–1880**

Abstract of the dissertation for the degree
of candidate of historical sciences in the specialty
5.6.1 - "Russian history"

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Moscow 2024

Main results of the dissertation "Arkhangelsk military port as a socio-economic center of the Russian North in the 1850-1880s" by Nikolai V. Manvelov

Relevance of the research topic

For more than two centuries, the Arkhangelsk main military port was the largest economic and military-political center of the Russian North; hundreds of combat and auxiliary vessels of the Russian fleet left its slipways, it was the starting point of numerous polar expeditions. To date, the topic of the role and significance of Arkhangelsk in the socio-economic processes of the Russian North has not been practically developed in historical literature.

The abolition of the main military port in 1862 led to the almost complete cessation of the Russian naval presence in the Russian North, the outflow of craftsmen and artisans from Arkhangelsk and the Arkhangelsk province, as well as the destruction of the largest and, in fact, the only shipbuilding, metalworking and other related industries in the Russian North. Thus, a substantive and comprehensive study of the history of the last years of the existence of the admiralty in Arkhangelsk, attempts at its reform, as well as the course of the abolition of the only military port of the Russian North seems relevant and necessary, including for modern programs for the development of the North.

Chronological framework of the study

The chronological framework of the study generally covers the 1850s – mid-1880s. The upper chronological boundary is defined by the beginning of the curtailment of large-scale military shipbuilding in the Arkhangelsk Admiralty. The lower boundary is defined by the moment of the abolition of the Arkhangelsk military port as part of a large-scale revision of domestic naval policy in the Russian North. The period under consideration includes the preparation and course of the Eastern (Crimean) War of 1853–1856, reforms of the Naval Department, the transfer of the Arkhangelsk port from the main military ports to the 2nd class and its actual final abolition in 1885. In a number of cases, references are made to the events of the 17th–20th centuries, allowing for a more complete characterization of the facts that are directly related to the topic of the dissertation.

Objectives and tasks of the study

The purpose of the study is to comprehensively analyze the significance of the Arkhangelsk main military port as a factor in the development of the economy and the dynamics of socio-political processes in the Russian North in the 1850s–1880s.

To achieve this goal, it is necessary to solve the following problems:

- to deeply analyze the dynamics of the state policy of the Russian Empire regarding the naval forces in the Russian North, the naval component of the general state policy and its results, including the influence of the navy on the economic life of the region;
- to characterize the military and economic infrastructure of the Arkhangelsk main military port at the beginning of the Eastern War, as well as after its end;
- to evaluate the foreign policy factor of the navy of the Russian Empire after the Eastern War;
- to identify and analyze the influence of the naval infrastructure on the economy of the Russian North and the socio-economic development of Arkhangelsk, the largest center of the region;
- to determine the degree of influence of the Eastern War on the plans to abolish the Arkhangelsk main military port;
- determine the reasons and mechanisms for making a decision to liquidate the main military port, the sequence of stages of its liquidation, the sale of infrastructure and property, the disbandment and reorganization of naval units;
- identify the short-term and long-term consequences of the port closure for the city, region, country;
- analyze the impact of the experience of liquidating the Arkhangelsk main military port on the reform of the military port management system of the Naval Ministry of the Russian Empire as a whole.

Scientific novelty of the research

The scientific novelty of the research lies in the study of the socio-economic aspect of the Russian naval presence in the Northern Naval Theater in 1850-1880.

- For the first time, the socio-economic aspect of the Russian naval presence in the Northern Naval Theater in 1850-1880 has been studied.
- For the first time, the prerequisites and attempts to reform the Arkhangelsk port, as well as the consequences of the abolition of the Admiralty, have been comprehensively reflected and summarized.
- A large number of new sources (archival documents, including those of the Naval Ministry, registers of births, visual materials, etc.) have been identified and introduced into scientific circulation, which allows us to create a complete picture of the subject of the study.

Theoretical and practical significance of the work

The study allows us to make a cross-section of the socio-economic aspect of the military presence of the Russian fleet in the Russian North, to recreate the history of shipbuilding in the Russian North through the prism of the Arkhangelsk military port – the only one in the theater.

Information on the history of the domestic fleet in the North in a virtually unstudied historical period is systematized and analyzed, which will enrich the domestic naval, military-economic and socio-economic historiography. The findings of the dissertation may be of interest to historians, economists, local historians, museum workers, as well as organizations for military-patriotic education of youth, and can also be used in lecture courses on domestic and regional history, for the preparation and development of special courses.

Object and subject of research

The object of the study is the Arkhangelsk military port as the only admiralty and naval base of the Russian Empire in the Russian North. The subject of the study is the state policy in relation to the naval forces, military industry and related industries of the north of Russia through the study of the impact of the activities and abolition of the Arkhangelsk port on the socio-economic situation in the Russian North in the 1850-1880s.

Methodology and research methods

The methodological basis of the dissertation is formed by the principles of historicism and objectivity, dialectical understanding of the process of historical development, recognition of the cause-and-effect regularity of events and phenomena, as well as the role of the subjective factor in history. The principles of dialectics allowed us to consider socio-economic processes in all their complexity, diversity and contradictions.

The methods used were comparative and problem-chronological, methods of historical reconstruction, analysis and synthesis, generalization, analogy. An institutional approach was used, since the study directly concerns the reform of the Naval Ministry as part of the "Great Reforms" of Emperor Alexander the Second. An integrated approach allowed us to systematically study sources and historical literature. The method of historical synthesis allows us to generalize the findings, contributing to the creation of a holistic picture of the activities of the Naval Ministry in the second half of the 19th century.

The work uses the provisions of the theory of modernization - the influence of technical and technological progress, the redistribution of resources. The study shows the geopolitical disadvantages of the theory of modernization with dubious economic advantages.

Source base of the research

The source base of the research is divided into legislative acts; office materials; materials of fiscal, administrative and economic accounting; statistical materials; journalistic materials; materials published in periodicals; sources of personal origin.

Office materials, materials of fiscal, administrative and financial accounting are presented by archival documents of the divisions of the Naval Ministry from the Russian State Archives of

the Navy (RGAVMF), the Russian State Historical Archive (RGIA) and the State Archives of the Arkhangelsk Region (GAAO).

The RGAVMF contains documents on the branches of activity of the Naval Department, including sources of an economic nature, reports on audits and inspections, information on inter-theater passages of ships. As a result of working with the funds of the commander-in-chief of the port¹, the Chancellery of the Naval Ministry², the Construction Department³, Admiral B.A. von Glasenap⁴ and Vice-Admiral N.V. Kopytov⁵, a collection of materials on the history of the Russian fleet⁶, a collection of logbooks of the Russian fleet⁷, it was possible to introduce into scientific circulation information of interest both for broad research and for local and highly specialized purposes.

The RGIA has a fund of the Economic Department of the Ministry of Internal Affairs (№ 1287), which stores the correspondence of the civil authorities of the Arkhangelsk province with the central authorities.

Among the funds of the GAAO, it is necessary to highlight the funds of the office of the Arkhangelsk governor⁸, the Arkhangelsk military governor⁹, the commander-in-chief of the Arkhangelsk port¹⁰, the Arkhangelsk provincial government¹¹, the office of the board of the Northern District of ship timber¹² and the Arkhangelsk Chamber of State Property¹³. A subgroup of accounting materials is the register books, which allow tracking the movement of the population¹⁴.

The most famous published sources include the General Naval List, the information of which, although it requires serious verification, generally reflects the movement of personnel in the naval combat units. Official lists of ranks are not always accurate either.

Reports on the Naval Department were published in the "Morskoy Sbornik" journal and were also issued in separate editions. The department's memorial books reflected the state of affairs at the end of the year preceding the year of publication of the directory, or in the first quarter of

¹ RGAVMF. F. 330.

² RGAVMF. F. 410.

³ RGAVMF. V. 84.

⁴ RGAVMF. F. 2.

⁵ RGAVMF. F. 12.

⁶ RGAVMF. F. 315.

⁷ RGAVMF. F. 870.

⁸ GAAO. F. 1.

⁹ GAAO. F. 2.

¹⁰ GAAO. F. 23.

¹¹ GAAO. F. 4.

¹² GAAO. F. 59.

¹³ GAAO. F. 115.

¹⁴ GAAO. F. 29.

the year of publication. Provincial address calendars, reference and memorial books (booklets), statistical collections often contained information about persons in service.

Publicistic materials are represented, in particular, by travel notes of people who visited the Arkhangelsk port after its abolition. Among them, it is necessary to note the essays of K.K. Sluchevsky¹, V.I. Nemirovich-Danchenko² and E. Lvov³. Periodicals that allow us to analyze the events that took place are the "Morskoy Sbornik" journal and the "Arkhangelsk Gubernskie Vedomosti" newspaper. "Morskoy Sbornik" published information on promotions and appointments to positions, regulations and staffing levels of institutions, draft resolutions, tables of pay and allowances for ranks, reports on the construction of warships, and materials from the regions. The official section of "Arkhangelsk Gubernskie Vedomosti" is interesting for its information on property auctions sold by the Naval Ministry.

Sources of personal origin include memoirs, diaries, and notes of people who lived or served in Arkhangelsk. The most interesting materials are those of General Admiral Grand Duke Konstantin Nikolaevich⁴, Minister of Internal Affairs P.A. Valuev⁵ and Arkhangelsk Governor N.A. Kachalov⁶.

Visual sources are separate – photographs, drawings, maps, plans.

Historiography

Historiography is divided into three groups: pre-revolutionary, literature of the Soviet period, and modern literature.

Russian and foreign historiography before 1917 on the issues under study is practically absent. The work of S. F. Ogorodnikov "History of the Arkhangelsk Port"⁷ contains many inaccuracies. The essays of P. A. Mordovin "Russian Military Shipbuilding over the Last 25 Years"⁸ speak of the stagnation of shipbuilding in the Admiralty. The work "Factory and Plant Industry and Trade of Russia"⁹ contains information on the construction of warships in the last years of the Admiralty.

¹ Sluchevskii K. Po Severu Rossii. Puteshestvie Ikh Imperatorskikh Vysochestv Velikogo Knyazya Vladimira Aleksandrovicha i Velikoi Knyagini i Marii Pavlovny v 1884 i 1885 godakh. – SPb. T. I. 1886.

² Nemirovich-Danchenko V.I. Belomor'e i Solovki. Vospominaniya i rasskazy. – Kiev. 1892.

³ Lvov E. Po studenomu moryu. Poezdka na Sever. Yaroslavl', Vologda, Arkhangel'sk, Murman, Nord-Kap, Trondgeim, Stokgol'm, Peterburg. – M. 1895.

⁴ 1857–1861. Perepiska Imperatora Aleksandra II s Velikim Knyazem Konstantinom Nikolaevichem. Dnevnik Velikogo Knyazya Konstantina Nikolaevicha. – M. 1994; Konstantin Nikolaevich, velikii knyaz'. Dnevnik velikogo knyazya Konstantina Nikolaevicha, 1858–1864. – M. 2019.

⁵ Valuev P.A. Dnevnik grafa P.A. Valueva 1861–1865 gg. – M. 2014.

⁶ Kachalov N.A. Zapiski tainogo sovetnika. – M. 2012.

⁷ Ogorodnikov S.F. Istoriya Arkhangel'skogo porta. – SPb. 1875.

⁸ Mordovin P. Russkoe voennoe sudostroenie v techenie poslednikh 25-ti let. 1855–1880. – SPb. 1881.

⁹ Fabrichno-zavodskaya promyshlennost' i torgovlya Rossii. S prilozheniem obshchei karty fabrichno-zavodskoi promyshlennosti Rossiiskoi imperii. – SPb. 1896.

Foreign literature is reduced mainly to works devoted to the actions of the British fleet during the Eastern War. The book by T. Milner "The Baltic, its gates, shores; with the notice of the White Sea"¹ provides information on the course of hostilities, statistics, and reference data. P. Barry's work "Dockyard Economy and Naval Power"² contains an assessment of the British shipbuilding industry in comparison with the American, French and Russian.

The literature of the Soviet period practically did not touch upon the Arkhangelsk port as a socio-economic center of the Russian North. The work of A.P. Shevyrev "The Russian Fleet after the Crimean War: Liberal Bureaucracy and Naval Reforms"³ shows the general picture of the naval reforms of Grand Duke Konstantin Nikolaevich.

From the historiography after 1991, it is worth mentioning the dissertation of V.A. Pal'min "The History of Naval Shipbuilding in the Russian North in 1693-1862"⁴; the issue of the abolition of the port is given little attention in it. The monograph of I.M. Gostev and R.A. Davydov "The Russian North in the Wars of the 16th-19th Centuries"⁵ is devoted, in particular, to the details of the construction of the last large series of warships for the Russian fleet. Abroad, authors of works on the history of the emergence and development of classes of combat vessels rarely paid and pay attention to Russian issues, but trace the general trends in the development of shipbuilding⁶. The social history of the Russian fleet is not considered by foreign researchers.

Contents of the work

Chapter 1 examines the Arkhangelsk military port in the structure of the Russian fleet and its role in the development of the Russian North in the late 17th – first half of the 19th century. Particular attention is paid to the infrastructure of the Russian fleet at the beginning of the Eastern War. The state of the Russian Empire's navy after the Eastern War as a foreign policy factor is also considered.

By the early 1850s, the Arkhangelsk port was one of the most important admiralties, building a significant share of wooden warships for the Baltic Fleet. As the only military port in the Russian North, Arkhangelsk was the starting point for polar exploration. Meanwhile, the admiralty lacked a system for training personnel and permanent basing of warships; shipbuilding depended on imported materials. Hydrography was hampered by a shortage of personnel and specially built vessels.

¹ Milner T. The Baltic, its gates, shores; with the notice of the White Sea. – London. 1854.

² Barry P. Dockyard Economy and Naval Power. – London. 1863.

³ Shevyrev A.P. Russkii flot posle Krymskoi voyny: liberal'naya byurokratiya i morskoe reformy. – M. 1990.

⁴ Pal'min V.A. Istoriya voenno-morskogo korablestroeniya na Russkom Severe v 1693–1862 gg.: avtoref. diss. kand. ist. nauk.: 07.00.02. – Arkhangel'sk. 2000.

⁵ Gostev I.M., Davydov R.A. Russkii Sever v voynakh XVI–XIX vekov. – Arkhangel'sk. 2014.

⁶ Steam, Steel & Shellfire. The Steam Warship 1815–1905. – London. 1992; Hill R. War at Sea in the Age of Ironclads. – London. 2000.

The structure and management system of the Naval Ministry required changes. Reforms could be carried out by reducing funding and abolishing structural divisions, or by intensifying and optimizing them. Following the Eastern War, a transition to sail-steam and iron shipbuilding was outlined. Machine-building capacities were located in St. Petersburg, the role of other admiralties was reduced. The Black Sea shipyards curtailed work due to destruction by the enemy or due to the conditions of the Paris Treaty of 1856; The Northern theater was the least in demand and developed. The Arkhangelsk Admiralty had to cease work due to the weakness of the material base; the port, which did not have machine-building production, was at an extremely disadvantageous position. Arkhangelsk was a weak link both in terms of the lack of basing of warships on it, and as an infrastructural center.

Chapter 2 examines the state of the Arkhangelsk main military port after the Eastern War. It also examines Russian and foreign ports similar to Arkhangelsk; their common features and differences. A deep analysis of the economic and social significance of the Arkhangelsk main military port for the Russian North is provided, as well as the emergence of prerequisites for its abolition.

The production capacity of the Arkhangelsk Admiralty was limited by natural conditions that did not allow the construction of large-tonnage ships, and a small number of steam engines. Internal logistics were weak; transportation of parts was possible only during the navigation period on the Northern Dvina River. Shipbuilding volumes were declining; the Admiralty lost its position as the largest Russian shipyard.

The dominant position in military shipbuilding and ship repair was occupied by the St. Petersburg-Kronstadt State Shipbuilding Region – its capacity only required modernization; experienced craftsmen could quickly transfer between enterprises. A similar situation existed in the British Admiralties. In the mid-1850s, the Arkhangelsk main military port was the only division of the Naval Ministry in the Russian North. It provided workload for various industries, including agriculture and forestry, mining, and transport; the Solombala admiralty settlement was an important craft center. The abolition of the port plunged the regional economy and economic systems associated with the Russian North into crisis in a number of areas. The reform required fine-tuning, threatening serious losses for the all-Russian and regional budgets. The Arkhangelsk port was an autonomous part of the Naval Ministry. The reason for the abolition of the admiralty was a combination of conditions: natural (the Northern Dvina bar, narrow fairway, shallow water); economic (lack of metallurgical and machine-building enterprises, docks); development of naval technologies (transition to steam and metal shipbuilding); logistical (short navigation, poor navigation support, including inland waterways); management (lack of personnel). The department's management chose not to invest in the port, abolishing it.

Chapter 3 examines the projects for reforming the port, as well as the history of the decision to liquidate it. The administrative, economic and social consequences of the liquidation are analyzed; the existence of Arkhangelsk in the conditions of changed socio-economic realities.

The reforms proposed before 1862 assumed high efficiency of the admiralty, provided that it was preserved as a "timber" one (the use of timber in shipbuilding continued actively until the mid-1870s), or with the transition to iron and steel shipbuilding. Preserving the admiralty as an industrial center made it possible to avoid the liquidation of the port. The Solombala admiralty settlement was distinguished by a steady population growth and a level of well-being, including that of the poor, comparable to other military ports of the empire.

The liquidation of the port took place without a detailed plan. A significant part of the property was not used by other departments; the leadership of the Naval Ministry took a course on the fastest possible sale of assets. Most of the floating craft, valuable production facilities, buildings and supplies were lost; the port was turned into an anchorage. Regional authorities had neither administrative nor financial resources to invest in enterprises. The country lost a multifunctional socio-economic and military-political center. The abolition of the port and the admiralty resulted in economic and social consequences: population outflow, a decrease in the number of artisans, and the transformation of Solombala into a port district. The experience of abolishing the port was used only in the abolition of the Astrakhan port; the result was the creation of a successful private admiralty on the basis of a state-owned one.

Research results

1. For the first time in Russian historiography, an analysis of the influence of naval forces on the socio-economic situation in the Russian North has been conducted.
2. For the first time, the focus of analysis has been shifted from research into exclusively naval issues to the socio-economic development of the region, which was both a donor and a beneficiary of the port.
3. For the first time, the system-forming role of the Arkhangelsk military port as the largest military, industrial and socio-cultural center of the Russian North has been defined and shown. This made it possible to identify the role of the port in the socio-economic structure of the region and show the consequences of its abolition.
4. For the first time, the qualitative side of the measures to reform the military ports of the Russian Empire has been shown; a holistic reform plan can only be discussed using the example of the Astrakhan port.
5. The impact of inconsistency in the actions of the central and regional authorities in relation to strategic facilities has been shown using the example of the structural divisions of the Arkhangelsk port.

6. A large number of historical sources have been introduced into scientific circulation. This allows us to create a holistic picture of the Arkhangelsk port as a socio-economic center of the Russian North.

A separate study is required to further develop the thesis that the Arkhangelsk province did not have the material resources to preserve the production facilities of the former admiralty. Local entrepreneurs were not ready to invest in planned loss-making enterprises without government support.

A significant portion of the infrastructure facilities of the Arkhangelsk admiralty turned out to be unnecessary for both local authorities and entrepreneurs – primarily large-tonnage wooden shipbuilding, industrial metalworking, rope production, and sawmilling. Sawmills were owned by private entrepreneurs; other areas of the admiralty's activity were of no interest to Arkhangelsk merchants. Local shipowners had virtually no large vessels; the bulk of goods were historically exported by foreigners.

A separate study is required to examine the history of the liquidation of the Russian naval presence in the Northern Seas; the Russian fleet, apart from rare short-term visits by combat ships, was practically not represented in the Russian North before the start of the First World War of 1914-1918. The result was, among other things, the virtually uncontrolled activities of foreign industrialists and poachers.

The topic covered in the study has good prospects for further work. In addition to the above, the development and decline of wooden shipbuilding in the Arkhangelsk Admiralty in 1803-1850 requires additional research. Another area of research could be the role of the Arkhangelsk port in the development of the northern regions of Russia in the 1880-1900s and the gradual transfer of activity from Arkhangelsk to the north of the Kola Peninsula.

It is necessary to note the importance of the topic of the history of the socio-economic and military history of the Russian North of the third quarter of the 19th century for creating a general picture of the Russian presence in the seas of the Arctic Ocean, including the development of the Northern Sea Route (SMP). The history of the emergence of the SMP idea, various periods of its development as a strategic transport corridor, ports as strongholds for basing and supply, the importance of the Russian naval forces as a supporting factor also require further detailed study.

Выводы

1. Due to the haste and lack of coordination between the central and regional authorities, the abolition of the Arkhangelsk main military port in 1862 was not worked out in detail, which had a negative impact on the socio-economic situation and the defense capability of the Russian Empire in the Russian North.

2. The destruction of the production structure of the Arkhangelsk Admiralty led to the disappearance of the largest defense enterprises not only in the Arkhangelsk province, but also in the entire Russian North.
3. When the port was abolished, due to the haste of the actions, there was a lack of coordination between the central and regional authorities; the facilities belonging to the Naval Ministry were not in demand by local authorities and businesses, which led to the decline of a number of traditional industries and an outflow of population.
4. 4. The experience of Arkhangelsk was largely ignored by the Naval Ministry, which reduced Russia's defense capability in maritime theaters, excluding the Baltic.
5. 5. The actual liquidation of the Russian naval presence in the North led to the uncontrolled activity of foreign industrialists and poachers. The Russian Empire lost its equipped base in the polar seas.

Testing the research results

The results of the study were discussed at meetings of the Department of Social and Economic History of Russia of the Russian Presidential Academy of National Economy and Public Administration (RANEPA). Individual issues on the research problems were presented at the XXIII public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2007), the XXXIII public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2014), the scientific and practical conference "Local History Museum in the XXI Century. Traditions and Innovations in Museum Business" (Arkhangelsk, 2017), XXXVI public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2017), XXXVII public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2018), V interregional scientific and practical conference "Belomorskie Readings" (Arkhangelsk, 2021), XXXIX public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2021), XXXIIL public scientific readings on military-historical topics "Defenders of the Fatherland" (Arkhangelsk, 2022), Small Northern Petrovsky Congress (Arkhangelsk). Arkhangelsk, 2022), the VI interregional scientific and practical conference "Belomor Readings" (Arkhangelsk, 2023), the interregional scientific online seminar "History of the Russian Naval Presence in the Arctic (17th-20th Centuries)" (Moscow, 2023-2024), as well as a number of others, reflected in the author's publications.

The main results of the research presented in the dissertation of N.V. Manvelov are reflected in 17 scientific publications, with a total volume of 42.44 pp., including 3 of them in journals recommended by the Higher Attestation Commission under the Ministry of Science and Higher Education of the Russian Federation, as well as included in the List of publications

approved by decisions of the Academic Council of the Russian Presidential Academy of National Economy and Public Administration of April 17, 2018, October 19, 2021 and August 28, 2022.

The structure of the dissertation is determined by the goals and objectives of the study. The work is completed in a volume that meets the requirements of the Higher Attestation Commission and consists of an introduction, three chapters, eleven paragraphs, a conclusion, a list of abbreviations and symbols, a list of terms, a list of references and literature, and appendices.

A handwritten signature in blue ink, consisting of a large, stylized capital 'M' followed by a series of loops and a long horizontal stroke extending to the right.

Nikolai V. Manvelov