



Summary :

The Lykiardopoulos family, thanks to its constant presence –approximately 2.5 centuries- in seamanship, is a typical example of evolution and adaptation to every phase of the developments of Greek-owned shipping, from its beginnings until today. The family was active in the Ionian Sea and in the western Mediterranean as well as in the Black Sea and the Danube. Furthermore the family was present in every phase of Greek-owned shipping history, from the age of sails until the age of steam and tankers.

Date and Place of Birth

The presence of the family in seamanship is dated from the middle of the 18th century

Main Role

Merchants, ship-owners, industrialists

1. Place of origin: an important seamanship place

The family's origin from Korianna of Leivathou, in Argostoli of Kefalonia (Cephalonia), is not accidental. From the area of Leivathou come most of the mariners of Kefalonia,¹ whereas the island is the most important nucleus for the development of the Ionian Sea and of the Greek-owned shipping in general.² From the Leivathou area in south Kefalonia originated the most and the most important ship-owners, such as the families of Fokas, Valsamakis, Kalligas, [Inglesis](#), [Kouppas](#), Svoronos, Vergotis, [Vallianos](#), from which many, like the Lykiardopoulos family, remain active until today.³

2. The Lykiardopoulos family in the 18th century: the beginnings of the Greek-owned shipping

Based on the data of the “Amphitrite” program we come to the conclusion that the Lykiardopoulos family was amongst the families with the most entries concerning the origins of the captain of the ship, after the Valsamakis, Kountouris, Kouppas and Kalligas families. The earliest mention of a Lykiardopoulos is to be found in the registers of the Board of Health of Malta and is dated to the year 1752, when the ship “Panagia of Skopos” or “Saint Nikolaos” of Giannis Lykiardopoulos with 14 mariners arrives at Valetta from Patras after a 15-day journey.⁴

For the remaining time period of the 18th and the beginning of the 19th century the appearance of the name of the family remains frequent (see the table in the auxiliary catalogues).

From the data presented in the table no exact information for the reconstruction of the family tree of the Lykiardopoulos family can be drawn; it is, however, useful to note the dynamic of each member separately from the frequency of the references and from the time period which is covered by his activity, without of course excluding the occasional synonymy.

The important activity of the Lykiardopoulos family as well as of the captains from Kefalonia in general should be placed within the framework of the general rise of the seamanship of the Ionian Sea and of western Greece in the 18th century, with its main centres being Kefalonia but also Mesolongi (Missolonghi). The reasons and the conditions which led to the development of the seamanship in the abovementioned regions, which also mark the beginning of the great development of the Greek-owned shipping in general, have been studied in various occasions, mainly in the last years, by many historians based on the data of the recently compiled “Amphitrite, 1700-1821” program. The area of activity of the family, as well as of the other captains from Kefalonia, was basically the Adriatic Sea, mainly the route Kefalonia-Corfu-Venice, or other important centres of the Mediterranean, such as Malta. From the beginning of the 19th century, with the acquisition of larger ships, it will expand further towards the Levant, the western Mediterranean and the coasts of north Africa.

3. The 19th century: the turn towards the Danube and the Black Sea. The Ionian Network



During the Greek War of Independence and the first years of the Greek nation-state, we see the Lykiardopoulos family very active in [Syros](#), the great shipping centre of Greece and of the eastern Mediterranean. There they build,⁵ sell and buy ships or shares of ships,⁶ but also present themselves as “captains of the flag”, i.e. they sell the rights to carry the Ionian flag to ships of non-Ionian owners, a very profitable, apparently, practice for the mariners in the turbulent years of 1827-1832.⁷

In general, during the 19th century, through the available published sources, G. Lykiardopoulos appears to be more active with his brigs “Odessiana” (239 tons) under Russian flag, registered in [Odessa](#), and “Evangelistria” (182 tons) under Ionian flag, registered in Kefalonia, both built in Syros in 1847 and 1827 respectively. Also to the same owner is attributed the Greek bombard “Agios Spyridon” (149 tons), also built in Syros in 1862.⁸

Apart from G. Lykiardopoulos, also Nikolaos Lykiardopoulos chose Syros to build in 1866 the Greek brig “Agios Nikolaos” (124 tons) and the Greek bombard “Angeliki Lykiardopoulou” (217 tons) in 1875. Another important ship-owner was S. Lykiardopoulos, owner of the brig “Agios Gerasimos” (142 tons), a ship under Ionian -and later Russian- flag that was built in 1850 in La Seyne in France, and of the Greek schooner “Louiza”, built in Holland in 1843. We also find the Greek brig “Agios Spyridon” (179 tons), built in Galaxidi in 1862, which belongs to K.M. Lykiardopoulos; the Ionian brig “Panagia Sparta” (378 tons), built in 1840 in [Galati](#), of D. Lykiardopoulos; and the Greek bombard “Panagis Vallianos” (261 tons), built in Syros in 1868, owned by Fotis Lykiardopoulos.⁹ Dimitrios Lykiardopoulos appears earlier, in Syros in 1829, as the owner and the captain of the Ionian schooner “Elisavet” (72 tons), bound for [Smyrna](#), while less than a month later a Dimitrios Lykiardopoulos appears as the captain and owner of the brig “Agios Gerasimos” (267 tons) heading to Alexandria, which means this is probably a different person.¹⁰

The presence and the activity in seamanship of some members of the family during the 19th century is related with the immigration and the settlement of many people from the Ionian Islands, especially from Kefalonia and Ithaca, to the [Black Sea](#) and the [Danube](#), and with their occupation with [grain trade](#). The quest for alternative sources of grain imports for England, especially after the Crimean War, and the turn towards the Danube grain offered the possibility to the Ionian mariners, who were British subjects until 1864, to settle to the abovementioned areas and to control the greatest part of the transportation of grain for the rest of the 19th century.¹¹ Thus what the historian Gelina Charlaftis calls the [Ionian network](#) was created, a network which decisively aided, apart from the control of the grain of Danube, the transition from the merchant to modern ship-owning, but also the transition of the Greek ship-owners from sail to steam.¹²

Thus, we meet the family under the business names “Lykiardopoulos G.” and “Lykiardopoulos Brothers” settled at [Mykolaiv](#) of the Black Sea in 1882, where they were considered as among the most important exporters of grain along with the families of [Mavros](#), [Rodokanakis](#), [Sevastopoulos](#) etc.¹³

4. A new era: the transition to modern ship-owning

During the end of the 19th century, especially after 1895, many of the Greeks who had [settled in Danube](#) and the Black Sea started transferring their business in the international shipping centres, such as London and Piraeus. They would now operate under modern ship-owning standards and not just as major merchants oriented towards the trade of a certain type of cargo, such as grain.¹⁴ The Lykiardopoulos family was of course part of this movement, settling in Piraeus and in 1897 making their entry to shipping with their first steamship.¹⁵ In their effort to pass to steam power and shipping they were funded by members of the Ionian network and, more specifically, by the powerful Vallianos family, with which they were also relatives.¹⁶ Nikolaos Dion. Lykiardopoulos (1866-1963), who stood out from the rest of his family and made a great career in shipping, was financed by Athanasios Vallianos, the uncle of his wife; thanks to him he managed to form in a short time a substantial fleet of 6 steamships with a total capacity of 14,440 nrt.¹⁷ Nikolaos Lykiardopoulos opened a nautical branch in London in 1901, whereas the evolution of his shipping group was impressive also in the first decades of the 20th century. In 1938 the group of Nikolaos Lykiardopoulos possessed 36,285 nrt and was amongst the most important Greek shipping groups, like the families of Kouloukoudis from [Kasos](#), Goulandrakis from [Andros](#), Livanos from [Chios](#), Nomikos from [Santorini](#) etc.¹⁸ In 1917, Nikolaos Lykiardopoulos actively participated to the foundation of the Union of the



Greek Ship-owners, which he represented as a president constantly from 1950 until 1960.¹⁹

Half his fleet was lost during World War II. Thus, after the war the family was actively involved in the purchase of one of the seven tankers of T2 type which along with 100 Liberties were bought from the United States by many Greek ship-owners under the guarantee of the Greek state.²⁰ Nikolaos' sons, Panagis (1893-1983) and Gerasimos (1895-1982), attended a great shipbuilding program in the 1950's, whereas their company had extended outside Piraeus and London to New York. In the same decade Fotis, Panagis' son, entered the business and the dynamic course of the company was expressed with a new shipbuilding activity which reached the number of 14 ships of 300,000 dwt, whereas in the beginning of the 1970's the Neda Maritime Agency was created in Piraeus. The agency then acquired its first vlcc (tanker with a capacity ranging between 160,000 and 319.999 dwt) in 1975, whereas in the 1990's it constructed the state-of-the-art super tanker "Arosa". With the participation of Michael F. Lykiardopoulos, the younger generation, the company continues its nautical activity until today, a tradition which dates almost from the middle of the 18th century and has passed from every phase of Greek-owned shipping.²¹

5. The Lykiardopoulos family in Romania

Nonetheless, apart from the presence of the Lykiardopoulos family in southern Russia and Greece, their presence in the Danube, the main area of activity of the Ionian merchants and ship-owners during the 19th century, is equally noteworthy.

Already from 1837 we find a certain Ion Licherdopoulu (obviously Ioannis Lykiardopoulos) in the harbour of [Brăila](#), of Greek nationality, a British subject and born in Kefalonia. Lykiardopoulos was one of the greatest merchants of the city.²²

Most of the information available considers the family branch which settled in [Tulcea](#), another harbour of the Danube in the Ottoman province of [Dobrudja](#). The founder of the family Panagiotis Lykiardopoulos from Kefallonia, along with his three sons, settled there in the beginning of the 1830's, in the same period the harbour's development had begun. Soon he became one of the most important merchants of the city, mainly trading grain. Members of the family were occupied with trade and the exploitation of land estate until the mid-war period.²³

It is worth mentioning that Panagiotis Lykiardopoulos' descendants became relatives with members of other important families of Kefallonia living in Tulcea and Brăila. His granddaughter Aikaterini married Michail Pappadatos, an offspring of one of the city's richest families, while Pigi, another granddaughter of his, married Dimitrios Millas, one of the most important flour industrialists of Romania, was settled in Brăila.²⁴ Probably the last wedding helped the resettlement of members of the family in Brăila and the foundation, in 1912, of the "Lykiardopoulos and Valerianos" flour industry, which was the biggest in the whole Romania.²⁵

1. Καπετανάκης, Π., "Από την θάλασσα του Ιονίου στον Κόσμο: Ιστοφόρα και Καραβοκύρηδες από το νησί της Κεφαλονιάς κατά τον 19ο αιώνα", *International Conference "Shipping in the era of social responsibility, in honour of the late Professor Basil Metaxas (1925-1996)"* (Kefalonia 14-16 September 2006), unit 2.4, chart 1.5, chart 1.3.

2. On the contribution of the Kefalonia shipping to the development of the Ionian and Greek-owned shipping, see Καπετανάκης, Π., "Από την θάλασσα του Ιονίου στον Κόσμο: Ιστοφόρα και Καραβοκύρηδες από το νησί της Κεφαλονιάς κατά τον 19ο αιώνα", *International Conference "Shipping in the era of social responsibility, in honour of the late Professor Basil Metaxas (1925-1996)"* (Kefalonia 14-16 September 2006); Χαρλαύτη, Τ., *Ιστορία της ελληνόκτητης ναυτιλίας 19ος-20ός αιώνας* (Athens 2001), p. 89, chart 2.1, p. 174-178, table 4.4.; Χαρλαύτη, Τ., «Η Ναυτιλία των Ελλήνων τον 18ο αιώνα», *Conference (Corfu 8-9 November 2006)*, diagram 3.2, 3.4. According to the information from the database "Amphitrite", 1700-1821, Pythagoras Program I, Ionian University/Ministry of National Education and Religion (2006), the captains from Kefalonia have the most frequent presence after the captains from Hydra, but cover a greater time period of activity than the former ones.

3. Καπετανάκης, Π., "Από την θάλασσα του Ιονίου στον Κόσμο: Ιστοφόρα και Καραβοκύρηδες από το νησί της Κεφαλονιάς κατά τον 19ο αιώνα", *International Conference "Shipping in the era of social responsibility, in honour of the late Professor Basil Metaxas (1925-1996)"* (Kefalonia 14-16 September 2006), chart 1.4.



4. National Library of Malta, Valetta, A.O.St. John, Commissarii di Sanita, Registro degli arrivi di Bastimenti in Quarantena, 6528, 12/8/1752.
5. General State Archives, Prefecture of Cyclades, Archive of the notary Maximos Talaslis, "Τί τλος. Πωλητή ρια Καραβιών και άλλων Πλοίων και Ναυλοσυμφωνητικά του Δημοσίου Μνήμωνος της νήσου Σύρας, Βιβλίον, 1829, Τόμος Β, αρ. 2", no. doc. 4926, 29/5/1830, Δημόσιος Μνήμων Ανδρέας Δαβίδ (unbound documents), no. 7594, 24/8/1838. Shipbuilding documents, no. 4030, 7/10/1866.
6. General State Archives, Prefecture of Cyclades, Archive of Andreas David, "Βιβλίον Εισερχομένων" no. 329, 21/7/1831, Ανδρέας Δαβίδ (unbound documents), no. 5421, 3/4/1837, no. 8728, 3/5/1839, no. 8781, 11/5/1839.
7. General State Archives, Prefecture of Cyclades, Archive of the notary Maximos Talaslis, "Τί τλος. Πωλητή ρια Καραβιών και άλλων Πλοίων και Ναυλοσυμφωνητικά του Δημοσίου Μνήμωνος της νήσου Σύρας, Βιβλίον, 1829, Τόμος Β, αρ. 2", no. doc. 3003, 30/3/1829.
8. Data base Χαρλαύτη, Τ. – Βλασσόπουλος, Ν., Ποντοπόρεια, 1830-1940. Ποντοπόρα ιστιοφόρα και ατμόπλοια από την ίδρυση του ελληνικού κράτους μέχρι τον Δεύτερο Παγκόσμιο Πόλεμο (Athens 2002). Another brig with the name "Odissiana", of 305 tons, also under Russian flag, registered in Odessa and built in Syros in 1831, is mentioned as being owned by a certain Lykiardopoulos with no further information. It probably belonged to G. Lykiardopoulos himself or to one of his relatives, since 16 years later a second "Odissiana" was built in Syros.
9. See Χαρλαύτη, Τ. – Βλασσόπουλος, Ν., Ποντοπόρεια, 1830-1940. Ποντοπόρα ιστιοφόρα και ατμόπλοια από την ίδρυση του ελληνικού κράτους μέχρι τον Δεύτερο Παγκόσμιο Πόλεμο (Athens 2002).
10. "Amphitrite", 1700-1821, Pythagoras Program I, Ionian University/Ministry of National Education and Religion (2206), General State Archives, Vlachogiannis Collection, Register 119, 19/11/1829 and 12/11/1829.
11. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 89-90; Καπετανάκης, Π., "Από την θάλασσα του Ιονίου στον Κόσμο: Ιστιοφόρα και Καραβοκύρηδες από το νησί της Κεφαλονιάς κατά τον 19ο αιώνα", *International Conference "Shipping in the era of social responsibility, in honour of the late Professor Basil Metaxas (1925-1996)"* (Kefalonia 14-16 September 2006), unit 1-2.1 and diagram 1.2.
12. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 129. For an analysis of the Ionian phase and the Ionian network see *ibid.*, p. 173-213.
13. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 187, table 4.8.
14. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), pp. 177-178, 247.
15. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 247, 602, appendix 10.1.
16. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 209-210, chart 4.2, p. 516, appendix 3.2.
17. Θεοτοκάς, Γ. – Χαρλαύτη, Τ., Έλληνες εφοπλιστές και ναυτιλιακές επιχειρήσεις, οργάνωση, διοίκηση και στρατηγική (Athens 2007), p. 322; Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 556, appendix 4.14. Furthermore, Nikolaos Lykiardopoulos initially served in the sailing ships of the Vallianos family along with his uncle Fotis Lykiardopoulos (Θεοτοκάς, Γ. – Χαρλαύτη, Τ., *ibid.*, p. 322), which between 1880 and 1890 bought the 261-tons sailing ship "Panagis Vallianos" of A. (Athanasios?) Vallianos. Χαρλαύτη, Τ. – Βλασσόπουλος, Ν., Ποντοπόρεια, 1830-1940. Ποντοπόρα ιστιοφόρα και ατμόπλοια από την ίδρυση του ελληνικού κράτους μέχρι τον Δεύτερο Παγκόσμιο Πόλεμο (Athens 2002).
18. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), p. 445, table 11.5, p. 584, appendix 6.11.
19. Θεοτοκάς, Γ. – Χαρλαύτη, Τ., Έλληνες εφοπλιστές και ναυτιλιακές επιχειρήσεις, οργάνωση, διοίκηση και στρατηγική (Athens 2007), p. 322.
20. Χαρλαύτη, Τ., Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας (Athens 2001), pp. 394-397; Θεοτοκάς, Γ. – Χαρλαύτη, Τ., Έλληνες εφοπλιστές και ναυτιλιακές επιχειρήσεις, οργάνωση, διοίκηση και στρατηγική (Athens 2007), p. 322.
21. Θεοτοκάς, Γ. – Χαρλαύτη, Τ., Έλληνες εφοπλιστές και ναυτιλιακές επιχειρήσεις, οργάνωση, διοίκηση και στρατηγική (Athens 2007), p. 323.



22. See Vîrtosu, I., "Trei catagrafii pentru Brăila anului 1837", *Analele Brăilei* XI/2-3 (1939), p. 40, and Hodoş, Nerva (επιμ.), *Eudoxiu de Hurmuzaki, Documente. Corespondenţ ă diplomatică şi rapoarte consulare franceze 1825-1846 XVII* (Bucureşti 1913), p. 522.
23. See. Baumann, V.H., *Prezenţ a elenilor la Tulcea* (Bucureşti 2005), pp. 35, 37-38.
24. For more analytical information and a family tree of the Lykiardopoulos family of Tulcea see Baumann, V.H., *Prezenţ a elenilor la Tulcea* (Bucureşti 2005), pp. 35-39, and Căndea, I., *Comunitatea greacă de la Brăila. Din cele mai vechi timpuri până în secolul al XIX-lea* (Brăila 2004), p. 184.
25. See. Assan, B.G., *Al treilea Congres de Morarie din Bucureşti 16-17 Dec. 1912, Raportul Presedintelui Congresului* (Bucureşti s.d.), appendix.

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	Λεονταρίτης Γ. , <i>Ελληνική εμπορική ναυτιλία (1453-1850)</i> , Αθήνα 1996
	Χαρλαύτη Τ. , <i>Ιστορία της ελληνόκτητης ναυτιλίας, 19ος-20ός αιώνας</i> , Νεφέλη, Αθήνα 2001
	Baumann V.H. , <i>Prezenţa elenilor la Tulcea</i> , Bucureşti 2005
	Χαρλαύτη Τ., Βλασσόπουλος Ν. , <i>Ποντοπόρεια, 1830-1940. Ποντοπόρα ιστιοφόρα και ατμόπλοια από την ίδρυση του ελληνικού κράτους μέχρι τον Δεύτερο Παγκόσμιο Πόλεμο</i> , Ε.Λ.Ι.Α., Αθήνα 2002
	Χαρλαύτη Τ., Θεοτοκάς Γ. , <i>Έλληνες εφοπλιστές και ναυτιλιακές επιχειρήσεις, οργάνωση, διοίκηση και στρατηγική</i> , Αθήνα 2007

Glossary :

	dwt (deadweight tonnage)
Measure of the weight a ship can safely carry, i.e. its transport capacity. Deadweight tonnage measures the total transport capacity of the ship, when it is loaded until the international load line.	
	Ionian network
The Ionian network was comprised by the Greek merchants, who were active commercially in the Black Sea (in Odessa and Nikolaiev, ports of the Azov Sea and Danube), Mediterranean and Western Europe during the period 1870-early 20 th c. The most important merchants of the network originated from the Ionian islands and especially Cephalonia and Ithaka. The network's members started their activity as sailing shipowners and they were later involved in trade. At the end of 19 th c., they were involved in transportation of cargos of the same kind, especially grain and coal. The network's members became important shipowners. The network's most important personalities were Athanasoulis, Antypas brothers, Aravantinos, P. Vallianos, N.P. Vlassopoulos, Drakoulis brothers, Theofilatos and Stathatos, Theofilatos brothers, Kavvadias brothers, G. Kakoulatos, A. Kourkoumelis, Lykiardopouloi brothers, Melissaratos brothers etc.	
	net registered tonnage (nrt)
Measure of a ship's cargo capacity (non-productive spaces are not included).	

Sources

National Library of Malta, Valetta, A.O.St. John, Commissarii di Sanita, Registro degli arrivi di Bastimenti in Quarantena.



Archivio di Stato di Messina, Deputazione della Salute.

General Archives of the State, Cyclades Prefecture, Archive of the notary Maximos Talaslis.

Database "Amphitrite, 1700-1821", Pythagoras program, Ionian University (2006).

Auxiliary Catalogs

References to members of the Lykiardopoulos family, middle of 18th - beginning of the 19th century

Name	Period	Frequency
Yannis	1752-1782	5
Antonis	1759-1770	6
Spyridon	1768-1786	7
Nikolaos, Nikoletos, Nikolos of Zorzis or Nik. of Georgios	1763-1806	9
Panagis	1777-1817	9
Theodoros of Theotokis	1783	1
Onoufrios	1800	2
Giorgis or Giorgos	1762-1806	4
Dimitrios	1806-1829	3
Andreas	1762-1790	10
Gerasimos of Panagis	1786-1809	5

Note: Andreas, along with Fotis Lykiardopoulos are mentioned as being in the service of the Russians during the Second Russian-Ottoman War (1787-1792), see Χαρολάυτη, Τ., *Ιστορία της ελληνόκτητης ναυτιλίας. 19^{ος}-20ός αιώνας* (Athens 2001), p. 67, tab.1.1, p. 69. This information is verified by a report in the register of the book of Archivio di Stato di Messina, Desputazione della Salute, vol. 1, 38r, under the date 1/11/1790, where Andreas Lykiardopoulos is mentioned as the owner of a war ship under Russian flag. "Amphitrite, 1700-1821" data base, Pythagoras Program I, Ionian University/Ministry of National Education and Religion (2006).

Source: Elaborated data from the "Amphitrite, 1700-1821" data base, Pythagoras Program I, Ionian University/Ministry of National Education and Religion (2006).