Chapter 2

*Est Modus in Rebus:*
The Novelty of Late Baroque Romagna Fishery Architecture in Papal Trading System

Iacopo Benincampi
Sapienza University of Rome, Italy

ABSTRACT

In the 18th century the overall weakening of the papal authority forced the ecclesiastical government to focus its attention on the rationalization of its infrastructures, in order to facilitate the control of the collection of taxes and to stabilize local and general finances. In particular, at that time the upgrading of strategic ports such as Civitavecchia and Ancona marked the political discussion, and the desire to restart the economy encouraged by Pope Clement XII Corsini (1730-40) awaked a general enthusiasm. Thus, in Romagna region, centers like Rimini, Forlì, Cesena and Faenza started to strengthen and improve their infrastructures: primarily, port facilities and retail buildings. In architecture this meant a progressive functionalization of the design: geometry, comfort, utility, security and linearism became the terms for the new language. The outcomes of their reflections seem to respond to a common ideological ‘modus operandi’: a sharing of intents which led to realizations just apparently different.

INTRODUCTION*

As part of the public institutions modernization which involved the Pontifical State in the early XVIII century, the connection to the sea is of great interest (Tavoni, 1981, p. 31), due to geographic and economic reasons. In fact, the Pontifical State boasted its position between both the Adriatic Sea – at the time known as the Venetian gulf¹ – and the Tyrrenhenian sea (Figure. 1). This position on one hand exposed the State to the danger of pirate attacks, on the other it was a great opportunity for the coastal communities to widen trade relations. Moreover, the gabelle imposed on marine trades were less onerous than the ones land routes were subjected to (Dal Pane, 1957, p. 387).

DOI: 10.4018/978-1-5225-6936-7.ch002
Once grasped the importance of the development of port activities to compensate the Pope’s loss of international status and financial help, the papal government encouraged the trades with various initiatives. The most important one was the conversion of the Ancona harbor into a *porto franco* in 1732. As a consequence, even the smaller costal towns acquired importance, because of their new role of vessels required for the dispatch of goods. In this respect, the State made available many *sovvenimenti*: structural aids which could be gained only through the presentation of a project coherent to the Administration’s purpose.

Many local administrations adhered. The propositions concentrated mainly on the expansion of the quay and the excavation of the entrance, necessary conditions for the docking of a consistent number of small/medium size boats. Moreover, other than the big cargo vessels, there was a conspicuous number of ships of smaller dimensions which usually supplied the provision of fish the population required. This food item was usually sold in the town’s main squares and it needed to be traded in a specific structure, in order to avoid frauds and guarantee the payment of the taxes imposed on it.
Related Content

Dr. Who's Police Box: The Multiple Dimensions of Conservation
www.igi-global.com/chapter/dr-whos-police-box/178966?camid=4v1a

New Approach for Object Detection and Extraction from Digital Images for Providing a 3D Model Applicable in 3D GIS
www.igi-global.com/chapter/new-approach-for-object-detection-and-extraction-from-digital-images-for-providing-a-3d-model-applicable-in-3d-gis/216025?camid=4v1a

The Architect of Organizational Psychology: The Geert Hofstede's Dimensions of Cultural (Corporate and Organizational) Identity
Ben Tran (2017). Cultural Influences on Architecture (pp. 231-258).
www.igi-global.com/chapter/the-architect-of-organizational-psychology/169577?camid=4v1a

Design and Development of 3D Printed Teaching Aids for Architecture Education
www.igi-global.com/chapter/design-and-development-of-3d-printed-teaching-aids-for-architecture-education/215986?camid=4v1a