

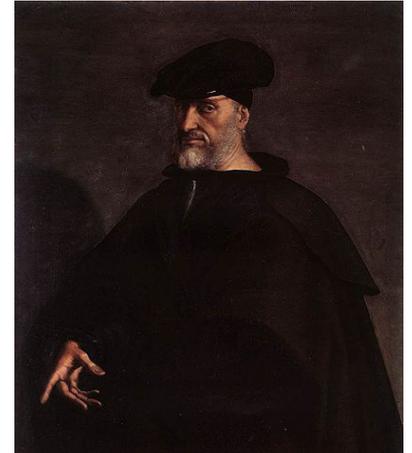
ALLA CORRENTE

Andrea Doria

On July 25, 1956, the Italian cruise liner “Andrea Doria” struck the Swedish cruise liner Stockholm and listed for 11 hours before sinking. The disaster has been called the “Titanic of the 1950s,” except for the fact that most of the passengers and crew (1660 in all) were rescued and only 46 died. I became interested in the namesake of the ship (Andrea Doria) and so I decided to write this month’s Alla Corrente about him.

Andrea Doria (or D’Oria) (November 30, 1466–November 25, 1560) was an Italian *condottiero* (war lord or war leader) and admiral from Genoa. He was born at Oneglia from the ancient Genoese family, the Doria di Oneglia branch of the old Doria de Oria or de Auria family. His parents were related: Ceva Doria, co-lord of Oneglia, and Caracosa Doria of the Doria di Dolceacqua branch. He was orphaned at an early age, and eventually became a soldier of fortune, serving first in the papal guard and then under various Italian princes.

In 1503 he was fighting in Corsica in the service of Genoa, at that time under French vassalage, and he took part in the uprising of Genoa against the French, whom he forced to evacuate the city. From that time onward, he became famous as a naval commander. For several years he scoured the Mediterranean in command of the Genoese fleet, waging war on the Turks and the Barbary pirates.



Portrait of Andrea Doria, c. 1520, by Sebastiano del Piombo.

In the meanwhile Genoa had been recaptured by the French; and then in 1522 it was captured by the armies of the Holy Roman Emperor. Doria joined the French or popular faction and entered the service of King Francis I of France, who made him Captain-General. In 1524 he relieved Marseille, which was being besieged by the Emperor’s forces, and later helped to place his native city of Genoa once more under French domination.

However, he became dissatisfied with his treatment at the hands of Francis, who refused to give him payments he felt he deserved for his service. Consequently, he delayed handing back Savona to the French/Genoese as he had promised. Doria also ordered his nephew Filippino, who was then blockading Naples in alliance with a French army, to withdraw. He then sailed for Genoa where, with the help of some leading citizens, he expelled the French and re-established the Genoese Republic under imperial protection of Charles V. This led to his final break with the French King; with this break of his contract to Francis, he entered the service of the Holy Roman Emperor, Charles V, in 1528.

He was given the rank and title “Captain of the Sea” (meaning head of all the fleets in the Mediterranean) and instantly became the backbone of the Emperor in the defense against the French, the Ottomans and the Barbary pirates. He rented up to 22 galleys to the Habsburgs and created a real industry in Genoa and around the Mediterranean of warship renting. In January 1548, in his so-called ‘political testament,’ Emperor Charles V told his son Philip II how important the Genoese private galley-owners were for the survival of their realms and how serious was the threat of them swapping their allegiance and falling under French control.

The nature of the relationship between Andrea Doria and the Spanish/Imperial crown was similar to a market system because supply and demand varied. Private entrepreneurs of violence, nobles and lesser organizations such as the Spanish military order of Saint James or the dukes of Savoy and Florence, as well as the Republic

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of Genoa itself, were competing to rent out their fleets to different clients. The clients were mainly the king of Spain (who was also the Holy Roman Emperor) and the French king, but also smaller states such as Rome, Tunis or Malta or even privately owned organizations such as The House of Saint George (the Genoese joint stock company administrating Corsica) or the Genoese silk or coral industries, which needed to secure their convoy shipments of raw material. However, the exchange system of available goods was not exactly a market because the exchange of two goods of equal value (namely violence for money) was not the logic on which this system was based. The structure of the relationship was a *servicio-merced* (service-gift) circle. The absolute service of the Genoese admiral was to be rewarded by the infinite contentment of the Emperor shown by presents (not only a large and fixed sum of money, but also power and prestige in his native region).

Thus, Andrea Doria clearly dominated both his competitors and his employer, the Emperor. In fact, his offer was recognized as the best available. Not only was he providing the largest number of galleys, which were the most feared by the enemy, but he also had a unique role in bargaining the resources of Genoa to the benefit of Spain and the whole Holy Roman Empire. This was made possible by the fact that Andrea Doria was basically the uncrowned prince of Genoa beginning in July 1528. As such, he granted Charles V access, not only to the city's military facilities (arsenal, sailors, soldiers) but also to all kinds of services essential to the Emperor, mainly the credit-system of Genoese bankers and the city's strategic position as a crossroad between Naples, Barcelona and the Northern realms of the Habsburgs (Milan, the Holy Roman Empire and the Netherlands).

He reformed the constitution, making it favorable to the aristocratic class since most of the nobility were Imperialists and supported his efforts. He put an end to the factions which divided the city by creating 28 Alberghi or "clans" to serve as the governing force in the city. The 28 Alberghi that formed this new ruling class included the Cybo, Doria, Fieschi, Giustiniani, Grimaldi, Imperiale, Pallavicino and Spinola families.

He refused offers to take the lordship of Genoa and even the dogeship, but accepted the position of "perpetual censor", and exercised predominant influence in the councils of the republic until his death. (The title "censor" in this context was modeled on its meaning in the Roman Republic of classical antiquity, i.e., a highly respected senior public official, rather than its modern meaning having to do with censorship). He was given two palaces, many privileges, and the title of *Liberator et Pater Patriae* (Liberator and Father of his Country). As imperial admiral he commanded several expeditions against the Ottoman Empire, capturing Koroni and Patras, and co-operating with the emperor himself in the capture of Tunis in 1535. Charles V found him an invaluable ally in the wars with Francis I, and through him extended his domination over the whole of Italy.

In February 1538, Pope Paul III succeeded in assembling a Holy League (comprising the Papacy, Spain, the Holy Roman Empire, the Republic of Venice and the Maltese Knights) against the Ottomans, but Hayreddin Barbarossa defeated its combined fleet, commanded by Andrea Doria, at the Battle of Preveza in September, 1538. This victory secured Turkish dominance over the Mediterranean for the next 33 years, until the Battle of Lepanto in 1571.

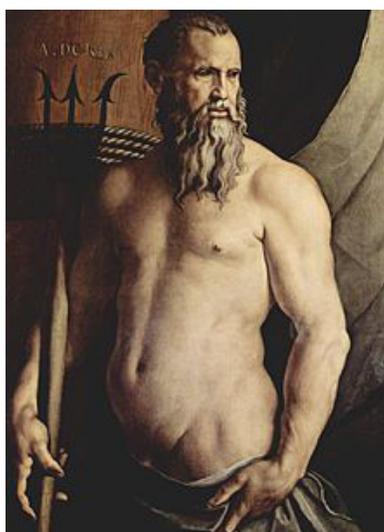


Depiction of Farinata degli Uberti by Andrea del Castagno, showing a 15th century condottiero's typical attire.

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Andrea Doria as the god Neptune, by Agnolo Bronzino.

Doria accompanied Charles V on the ill-fated Algiers expedition of 1541, although he disapproved of the expedition. The campaign ended in disaster. For the next five years he continued to serve the emperor in various wars. He was generally successful and always active, although he was over seventy years old.

After the Peace of Cr epy between Francis and Charles in 1544, Doria hoped to end his days in quiet seclusion. However, his great wealth and power, as well as the arrogance of his nephew and heir, Giannettino Doria, had made him many enemies, and in 1547 the Fieschi conspiracy to dislodge his family from power took place. Although Giannettino was killed in the conspiracy, the conspirators were ultimately defeated. Doria showed great vindictiveness in punishing them, seizing many of their fiefs for himself. He was also implicated in the murder of Pier Luigi Farnese, Duke of Parma and Piacenza, who had helped Fieschi in the plot.

Other conspiracies followed, of which the most important was that of Giulio Cybo (1548), but all failed. Although Doria was ambitious and harsh, he was a Genoese patriot and successfully opposed Emperor Charles's repeated attempts to have a citadel built in Genoa and garrisoned by Spaniards; neither blandishments nor threats could win him over to this scheme.

Nor did age lessen his energy, for in 1550, at 84 years of age, he again put to sea to confront the Barbary pirates, but with no great success. In 1552 the Ottoman fleet under the command of Turgut Reis defeated the Spanish-Italian fleet of Charles V under the command of Andrea Doria in the Battle of Ponza (1552). War between France and the Empire having broken out once more, the French seized Corsica in the Invasion of Corsica (1553), then administered by the Genoese Bank of St George. Doria was again summoned, and he spent two years (1553–1555) on the island fighting the French with varying fortune.

He returned to Genoa for good in 1555, and being very old and infirmed, he gave over the command of the galleys to his great-nephew Giovanni Andrea Doria, the son of Giannettino Doria.

During the decade of the 1550s, Andrea Doria had suffered a dramatic loss of power. The growing autonomy of Genoa from the will of the Dorias, and several naval defeats led to a steep decline of the admiral's organization. One such defeat occurred when Giovanni Andrea Doria conducted an expedition against Tripoli; he proved even more unsuccessful than his great-uncle had been at Algiers, barely escaping with his life after losing the Battle of Djerba against the Turkish fleet of Piyale Pasha and Turgut Reis. This global failure was crystallized when Giovanni Andrea Doria failed to name his successor as Captain of the Sea. Regularly summoned to fight for the Emperor, the nature of the Doria organization changed drastically. From a seasonal activity for the population of Liguria, it became full-time work for professional sailors or fighters, which increased even more the cost of the fleet.

On November 25, 1560, at age 93, Andrea Doria died in Genoa. He left his estates to his great-nephew Giovanni Andrea Doria. The family of Doria-Pamphili-Landi is descended from Giovanni and bears his title of Prince of Melfi. Judged by the standards of his day, Andrea Doria was an outstanding leader both in war and in peace.

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Andrea Doria

Several ships have been named in honor of the Admiral:

- Two United States Navy ships named USS Andrew Doria (1775 and 1908).
- The battleship Andrea Doria, completed in 1891, which served in the late 19th and early 20th centuries, was stricken in 1911, and served as the floating battery GR104 during WWI before being scrapped in 1929.
- The battleship Andrea Doria, completed in 1916, served in both WWI and WWII, stricken in 1956.
- The passenger liner SS Andrea Doria, which was launched in 1951, had her maiden voyage in 1953 and sank in 1956.
- The Italian missile cruiser Andrea Doria, built in 1964 and decommissioned in 1991.
- The Italian Horizon-class frigate Andrea Doria, commissioned in 2007.

Adapted from Wikipedia and All Empires (http://www.allempires.com/article/index.php?q=andrea_doria) by James J. Boitano, Ph.D.