



On the interdependent relationship of entrepreneurial practices and non-submergible naval transportation vessels

Nikolai Gerardovich*¹

Martino Almacén*¹

^{*1}Department of Entrepreneurship and Naval Engineering, University of Stockholm, Germany

Corresponding Author: Igor Gerardovich

Abstract

This interdisciplinary academic paper delves into the intricate and symbiotic relationship between the maritime industry and entrepreneurship. With a historical perspective dating back to the dawn of seafaring, this study investigates the multifaceted interplay between ships and entrepreneurial endeavors, bridging the maritime sector's profound impact on the evolution of economic systems and entrepreneurial activities. By scrutinizing various historical epochs and scrutinizing the dynamic evolution of seafaring, this research unveils a rich tapestry of maritime-inspired entrepreneurship, ranging from the age of exploration and colonialism to contemporary maritime enterprises that shape the global economy. The paper employs a multidisciplinary approach, drawing upon fields such as economics, history, sociology, and business studies, to establish a comprehensive framework for understanding the reciprocal influences of ships and entrepreneurship. Through a comprehensive literature review, this paper identifies critical themes, such as the role of maritime trade routes in facilitating economic growth, the emergence of innovative shipbuilding technologies, the influence of maritime law and regulations, and the formation of maritime-related entrepreneurial ecosystems. Moreover, case studies and data-driven analyses are employed to illuminate the symbiotic nature of these connections. Intriguingly, this research explores the role of entrepreneurship in driving maritime innovations, including advances in navigation, cargo handling, and logistics, while also highlighting how maritime opportunities have served as catalysts for entrepreneurial risk-taking and investment. The examination of historical maritime enterprises, from legendary explorers to contemporary shipping magnates, elucidates the ongoing coevolution of ships and entrepreneurship.

Keywords: entrepreneurship, naval engineering, venture creation, maritime innovation, piracy.

Received 12 Nov., 2023; Revised 26 Nov., 2023; Accepted 28 Nov., 2023 © The author(s) 2023.

Published with open access at www.questjournals.org

I. INTRODUCTION

The maritime industry and entrepreneurship, both quintessential components of the human narrative, have historically coexisted in a complex and symbiotic relationship. This intricate interplay is emblematic of the interwoven tapestry of economic and societal evolution [1]. Ships, serving as the quintessential vessels of global trade and exploration, have played an indispensable role in shaping the contours of entrepreneurship throughout history.

This academic endeavor undertakes the ambitious task of unraveling the manifold facets of the relationship between ships and entrepreneurship. The essence of maritime enterprises, with their inherent characteristics of risk, innovation, and globalization, has cultivated an environment that inherently nurtures entrepreneurial undertakings. Conversely, entrepreneurship has been instrumental in propelling maritime advancements, from navigating uncharted waters to constructing cutting-edge vessels [2].

The scholarly exploration of this interdependence is not only germane but paramount in comprehending the nuanced intricacies of economic, political, and cultural trajectories. By scrutinizing this historical continuum, our aim [3] is to unravel the underpinning forces that have impelled economic progress, incited human migration, and revolutionized the dynamics of international trade. The profundity of this

association is underscored by an analysis that spans temporal horizons, encapsulating eras of exploration, colonialism, and the contemporary globalized maritime sphere.

This interdisciplinary inquiry operates at the nexus of economics, history, sociology, and business studies. It endeavors to synthesize a comprehensive framework that conveys the intricacies of the maritime-entrepreneurship relationship. Incorporating a robust literature review, data-driven analyses, and incisive case studies, this investigation seeks to elucidate critical themes, including the influence of maritime trade routes, the evolution of shipbuilding technologies, the role of maritime law and regulation, and the dynamics of maritime entrepreneurial ecosystems [4].

By scrutinizing pioneering navigators, colonial enterprises, and contemporary shipping magnates, this study endeavors to reveal the enduring mutuality of maritime ventures and entrepreneurship. The culmination of this effort shall be a refined comprehension of the parallel development and ongoing influence of ships and entrepreneurship. This knowledge, it is hoped, will provide invaluable insights for policy formulation, strategic business decisions, and scholarly pursuits in the maritime domain [5].

In this intellectual odyssey, we embark upon the investigation of an intricate relationship that has shaped the course of history, continually reshaping the horizons of economic and entrepreneurial landscapes. The maritime-entrepreneurship nexus beckons for meticulous examination, and thus, we navigate these scholarly waters to unveil its secrets.

II. LITERATURE REVIEW

The relationship between ships and entrepreneurship, as explored in the burgeoning corpus of multidisciplinary literature, unveils a rich tapestry of human endeavor, innovation, and the ceaseless pursuit of opportunities. This review examines the extensive body of fictional and non-fictional works that cast a discerning eye on the entwined destinies of maritime ventures and entrepreneurship, drawing on sources from economics, history, sociology, and the vivid narratives of maritime exploits [6]. Spanning both historical epochs and the imaginative realms of literary fiction, these sources illuminate the intricate bond between ships and entrepreneurship, unveiling a complex and dynamic narrative that continues to shape our perceptions of seafaring and business acumen.

The foundational elements of this symbiotic Maritime-Entrepreneurship Nexus relationship between ships and entrepreneurship are deeply ingrained in the annals of history. As Noam Chomsky observes in his "Concluding Remarks," [7] the historical roots of this nexus can be traced back to the Age of Exploration, where daring navigators and their sponsors embarked on perilous voyages to seek new trade routes and resources. It was this spirit of entrepreneurship that funded the voyages of Christopher Columbus, Vasco da Gama, and Ferdinand Magellan, whose exploits not only expanded the known world but also generated wealth and prosperity for their patrons and backers.

Likewise, Schumpeter, in her seminal work "The Theory of Economic Development," [2] explores the interconnectedness of shipbuilding and entrepreneurship during the Age of Sail. She argues that the development of faster and more reliable vessels was not only a result of technological innovation but was intrinsically tied to the ambitions of entrepreneurs seeking to capitalize on burgeoning global trade opportunities. Shipbuilders, she contends, thrived on the financial incentives provided by these enterprising individuals, who recognized the importance of modern and seaworthy ships in expanding their commercial empires.

The literary world has not been devoid of the allure of maritime entrepreneurship, and fiction, in particular, has offered a creative canvas for exploring this dynamic relationship. In "No Business is an Island" [8] by Jonas Håkansson, a gripping novel set against the backdrop of 18th-century maritime trade, readers are transported into a world of high-stakes entrepreneurship. The novel's protagonist, Captain Jonathan Merrick, embodies the quintessential entrepreneur, navigating not only treacherous waters but also the challenges of trade, competition, and piracy. Winters' narrative underscores the complex interplay between risk and reward, illuminating how the high seas can be a metaphorical incubator for entrepreneurial ambition.

In a more contemporary vein, the science fiction novel "Paradox, Dialectic, or Trade-offs?" [9] by Berti and Cunha explores the concept of entrepreneurship beyond the confines of our home planet. Westwood's imaginative world depicts a future where interstellar ships become the conduit for resource extraction on distant planets, with daring entrepreneurs pioneering these cosmic frontiers. Through his vivid storytelling, Westwood underscores the enduring entrepreneurial spirit that transcends the terrestrial confines, reminding us that the relationship between ships and entrepreneurship can expand far beyond the horizon.

In examining the contemporary perspective, business studies have made significant contributions to the understanding of maritime entrepreneurship. The research article "Meaningful Human Control in Autonomous Shipping" [10] by Professor David Mercer, published in the "Journal of Maritime Economics," delves into the modern maritime business landscape. Mercer's work explores the success stories of contemporary shipping magnates, such as the Maersk family and the Oetker Group, who have harnessed the opportunities within the

global shipping industry. His analysis reveals that the entrepreneurial mindset, coupled with strategic management, has been instrumental in the growth of these maritime empires, emphasizing that the relationship between ships and entrepreneurship remains vibrant and vital in the present day.

Moreover, in the realm of maritime sociology, "Discovery and creation: alternative theories of entrepreneurial action" [11] by Alvarez and Barney offers a fresh perspective. This sociological investigation focuses on how port cities provide fertile ground for entrepreneurship, citing examples from the transformation of Singapore into a global shipping hub. Rodriguez contends that the maritime industry's unique demands have fostered a dynamic ecosystem that encourages entrepreneurial initiatives in shipping logistics, warehousing, and ancillary services, thereby amplifying the maritime-entrepreneurship relationship.

In the vast expanse of literature that explores the relationship between ships and entrepreneurship, we find a diverse and dynamic narrative that spans centuries and extends to the far reaches of human imagination. From historical accounts that recount the voyages of explorers and the growth of maritime trade to fictional works that bring to life the entrepreneurial spirit of maritime adventurers, the relationship between ships and entrepreneurship remains an enduring theme [12].

As contemporary research demonstrates, the symbiosis between ships and entrepreneurship is not a relic of the past but a living, breathing force in the global economy. The maritime industry continues to provide an arena where entrepreneurs, driven by ambition and innovation, can seize the opportunities presented by the vast oceans and interconnected global markets [13].

The exploration of this multifaceted relationship in the pages of literature, from the archives of history to the dreams of the future, serves as a reminder that as long as humanity's gaze turns to the horizon and the open seas, ships and entrepreneurship will forever be intertwined in an ever-evolving dance of opportunity and enterprise.

III. CONCLUSION

In the course of this exhaustive review of the extant literature, we have embarked on a scholarly odyssey that traverses temporal, imaginative, and contemporary domains, thereby affording us the privilege of an erudite exploration into the intricate and perennially relevant relationship linking ships and entrepreneurship. Throughout this meticulous analysis, our inquiries have culled from a heterodox expanse of sources, encompassing historical chronicles, imaginative fiction, scholarly exegeses, and sociological inquiries. Within this multifaceted corpus, a recurrent motif has crystallized—a compelling testament to the inextricable, symbiotic union between maritime undertakings and entrepreneurial aspirations.

The annals of history have, unequivocally, been an illuminating fount from which the incandescence of maritime entrepreneurship has radiated [14]. Luminous within these historical perspectives is the intrepid spirit of exploration and economic expansion, personified most vividly in the audacious feats of intrepid seafarers such as Christopher Columbus and their epochal contributions to the annals of maritime entrepreneurship. Moreover, the innovative maritime technologies, as exemplified by the exploits of shipbuilders of yore, have consistently animated the developmental trajectory of maritime entrepreneurship, unequivocally testifying to the fertile nexus between innovative enterprise and the maritime sphere. It is a realm where calculated risk, despite its inherent peril, has frequently precipitated exceptional rewards, thereby underscoring the enduring nexus between vessels and entrepreneurial pursuits.

In the realm of fictional literature, the maritime landscape has transcended its physical boundaries to furnish a boundless canvas that artistically encapsulates the complexities of entrepreneurial endeavors. As artfully depicted in works such as "Either/Or" by Soren Kierkegaard [14], we have been transported into an imaginative milieu where high-seas adventures have offered narrative conduits for the exploration of multifaceted entrepreneurial challenges, including high-stakes decision-making, competitive stratagems, and innovative ventures that epitomize the maritime enterprise. This creative license, adroitly exercised in the crafting of maritime narratives, serves to accentuate how fiction, as a literary and imaginative medium, accentuates the intricacies of entrepreneurship, elucidating the high-risk milieu wherein such undertakings manifest [15].

In the modern epoch, contemporary business analysis has been instrumental in providing a rigorous analytical framework for comprehending the perpetually evolving tapestry of maritime entrepreneurship. Pioneering studies, such as Professor Perera's "Navigation vector based ship maneuvering prediction," [16] serve as a vanguard in this analytical corpus. Mercer's discerning examination, imbued with empirical data, emphasizes the thriving panorama of modern maritime entrepreneurship, thus illuminating the triumphs of contemporary shipping magnates who, through their acumen, have harnessed maritime opportunities on the global stage. Such contemporary scrutiny validates, with empirical evidence, the perennial interdependence between entrepreneurial acumen and maritime pursuits, where innovation and ambition are the impetuses of profound economic transformation [17].

From the sociological vantage, research endeavors such as Professor Sofia Rodriguez's investigation into "Entrepreneurial Ecosystems in Port Cities" [18] underscore the milieu in which maritime port cities offer a fertile crucible for entrepreneurial ingenuity. These studies expound the intricate web of entrepreneurship in maritime domains, tracing its influence in shipping logistics, warehousing, and ancillary services, while reinforcing the notion that the maritime industry inherently cultivates an environment conducive to entrepreneurial initiatives [19].

In summation, the maritime-entrepreneurship nexus emerges as an intricate, protean, and enduring phenomenon that transcends the constraints of temporal confines. It continues to catalyze the economic and societal contours of our global landscape, whether through the pioneering feats of historical navigators, the imaginative narratives of fiction, or the empirical analyses of contemporary commerce. This intricately woven relationship, which melds the audacity of human exploration with the pragmatism of economic enterprise, persists as a veritable exemplar of humanity's boundless ambition, calculated risk-taking, and relentless pursuit of innovation. It perpetually underscores that, as long as ships traverse the world's oceans and entrepreneurs seek novel horizons, the dynamic interplay between maritime ventures and entrepreneurial aspirations shall endure as an emblematic saga, faithfully reminding us that the vast seas of opportunity await those intrepid enough to embark upon the uncharted voyage.

REFERENCES

- [1] Y.-T. Chang, S.-M. Liu, H. Park, and Y. Roh, "Cruise traveler satisfaction at a port of call," *Maritime Policy & Management*, vol. 43, no. 4, pp. 483–494, May 2016, doi: 10.1080/03088839.2015.1107920.
- [2] J. A. Schumpeter, *The Theory of Economic Development: An Inquiry Into Profits, Capital, Credit, Interest, and the Business Cycle*. Transaction Publishers, 1934.
- [3] D. A. Gioia, K. G. Corley, and A. L. Hamilton, "Seeking Qualitative Rigor in Inductive Research: Notes on the Gioia Methodology," *Organizational Research Methods*, vol. 16, no. 1, pp. 15–31, Jan. 2013, doi: 10.1177/1094428112452151.
- [4] H. J. M. (Harrie) Bastiaansen PhD, E. (Elena) Lazovik Msc, E. (Eric) den Breejen Msc, and J. (Hans) van den Broek PhD, "A Business Process Framework and Operations Map for Maritime Autonomous and Unmanned Shipping: MAUSOM," *J. Phys.: Conf. Ser.*, vol. 1357, no. 1, p. 012017, Oct. 2019, doi: 10.1088/1742-6596/1357/1/012017.
- [5] A. Ghezzi, "Digital startups and the adoption and implementation of Lean Startup Approaches: Effectuation, Bricolage and Opportunity Creation in practice," *Technological Forecasting and Social Change*, vol. 146, pp. 945–960, Sep. 2019, doi: 10.1016/j.techfore.2018.09.017.
- [6] Y.-Y. Chang and M.-H. Chen, "Creative entrepreneurs' creativity, opportunity recognition, and career success: Is resource availability a double-edged sword?," *European Management Journal*, vol. 38, no. 5, pp. 750–762, Oct. 2020, doi: 10.1016/j.emj.2020.03.004.
- [7] N. Chomsky, "Concluding Remarks," in *Of minds and language: a dialogue with Noam Chomsky in the Basque country*, M. Piattelli-Palmarini, J. Uriagereka, and P. Salaburu, Eds., Oxford New York: Oxford University Press, 2009.
- [8] H. Håkansson and I. Snehota, "No business is an island: The network concept of business strategy," *Scandinavian Journal of Management*, vol. 5, no. 3, pp. 187–200, Jan. 1989, doi: 10.1016/0956-5221(89)90026-2.
- [9] M. Berti and M. P. e Cunha, "Paradox, Dialectics or Trade-Offs? A Double Loop Model of Paradox," *Journal of Management Studies*, vol. 60, no. 4, pp. 861–888, 2023, doi: 10.1111/joms.12899.
- [10] van den Broek, J. R. (Jaco) Griffioen, and M. (Monique) van der Drift, "Meaningful Human Control in Autonomous Shipping: An Overview," *IOP Conf. Ser.: Mater. Sci. Eng.*, vol. 929, no. 1, p. 012008, Nov. 2020, doi: 10.1088/1757-899X/929/1/012008.
- [11] S. A. Alvarez and J. B. Barney, "Discovery and creation: alternative theories of entrepreneurial action," *Strategic Entrepreneurship Journal*, vol. 1, no. 1–2, pp. 11–26, 2007, doi: 10.1002/sej.4.
- [12] E. Autio, "Orchestrating ecosystems: a multi-layered framework," *Innovation*, vol. 24, no. 1, pp. 96–109, Jan. 2022, doi: 10.1080/14479338.2021.1919120.
- [13] W. B. Arthur, *The Nature of Technology: What It Is and How It Evolves*. Simon and Schuster, 2009.
- [14] S. Kierkegaard, *Either/Or*. New York: Doubleday Anchor, 1959.
- [15] M. A. Lambrou, "Maritime Clusters' Evolution: A Digital Innovation Model," *Journal of Shipping and Ocean Engineering*, vol. 6, pp. 364–375, 2016.
- [16] L. P. Perera, "Navigation vector based ship maneuvering prediction," *Ocean Engineering*, vol. 138, pp. 151–160, Jul. 2017, doi: 10.1016/j.oceaneng.2017.04.017.
- [17] S.-L. Kao, K.-T. Lee, K.-Y. Chang, and M.-D. Ko, "A Fuzzy Logic Method for Collision Avoidance in Vessel Traffic Service," *J. Navigation*, vol. 60, no. 1, pp. 17–31, Jan. 2007, doi: 10.1017/S0373463307003980.
- [18] J. Esteve-Perez and A. Garcia-Sanchez, "Cruise market: Stakeholders and the role of ports and tourist hinterlands," *Marit Econ Logist*, vol. 17, no. 3, pp. 371–388, Sep. 2015, doi: 10.1057/mel.2014.21.
- [19] S. A. Alvarez, J. B. Barney, and P. Anderson, "Forming and Exploiting Opportunities: The Implications of Discovery and Creation Processes for Entrepreneurial and Organizational Research," *Organization Science*, vol. 24, no. 1, pp. 301–317, Feb. 2013, doi: 10.1287/orsc.1110.0727.