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Newsletter May 2017

In Memoriam

We begin this issue with some reflections on the lives of five important members of our community – Shannon Ryan, Richard Goss, John Armstrong, Peter Pope and Daniel Vickers who all passed away in recent months. Our thanks to IMHA member Skip Fischer for the following obituaries.

Professor Shannon P. Ryan (1941 - 2016)

Shannon P. Ryan, a member of the International Maritime Economic History Association (now the International Maritime History Association [IMHA]) since its inception and a Professor Emeritus of history at Memorial University of Newfoundland, passed away in St. John's on December 12, 2016, at the age of seventy-five.

A native of Harbour Grace, Newfoundland, Shannon was involved in various facets of education for more than a half century. Aside from a two-year stint teaching in the Northwest Territories, his entire professional career was spent in his native province, beginning with his appointment in 1956 to teach in a one-room school in rural Newfoundland at the tender age of fifteen! This was followed by stints as a teacher and administrator in various schools in the province before joining the Department of History at Memorial in 1971, an affiliation that lasted for the rest of his life. Following his formal retirement in 2006, he was appointed Professor Emeritus in recognition of both his scholarship and his enormous contributions to Memorial and to Newfoundland history.

It is as a scholar that most readers of this journal will know him, and his scholarship was seminal. In part this reflected the influence of his postgraduate supervisors. The late Keith Matthews, the father of modern Newfoundland history, supervised his MA thesis on the nineteenth-century Newfoundland cod fishery, a work which remains the most comprehensive study of the social and economic history of the occupation that was the backbone of the island's society. His PhD thesis at the University of London on Newfoundland's overseas markets for fish benefited from the careful supervision of Glyn Williams, one of the giants of maritime scholarship.

Shannon went on to write or edit six books, all of which related to the marine activities off the coast of Newfoundland. His first volume, *Haulin' Rope and Gaff: Songs and Poetry in the History of the Newfoundland Seal Fishery* (1977), edited with Larry Small, a folklore professor at Memorial, inaugurated a series that garnered an award from the Canadian Historical Association for contributions to regional history. This was followed by a pair of single-authored books on the Newfoundland fishery: *Newfoundland-Spanish Saltfish Trade: 1814-1914* (1983) and *Fish Out of Water: The Newfoundland Saltfish Trade, 1814-1914* (1986), both of which have become not only standard works on the nineteenth-century Newfoundland cod fishery but also seminal studies of European, Caribbean and South American markets. The much-maligned seal "fishery" was a topic close to his heart, not least because of his roots in rural Newfoundland where the hunt was long an integral part of the pluralistic maritime economy, so it was not surprising that his next two books - *Seals and Sealers: A Pictorial History of the Newfoundland Seal Fishery Based on the Cater Andrews Collection* (1987, assisted by Martha Drake) and *The Ice Hunters: A History of Newfoundland Sealing to 1914* (1994) - dealt with this history. But they did more than this: they also succeeded admirably in giving agency (and dignity) to a criminally neglected maritime proletariat.

In retirement, Shannon fulfilled a life-long promise by authoring a history of early Newfoundland that was explicitly aimed at a popular audience: *A History of Newfoundland in the North Atlantic to 1818* (2012). The last-named volume was short-listed for both the Newfoundland Heritage and Book Award for non-fiction and its Atlantic provinces equivalent. His scholarship was also recognized by his election as a fellow of the Royal Historical Society and his selection in 1993 to receive the Keith Matthews Prize for the best maritime history article published in the previous year. "The Industrial Revolution and

the Newfoundland Seal Fishery,” which was the lead article in the December 1992 issue of this journal, is a marvellous piece of scholarship that clearly showed the key position of seal oil in facilitating industrialization throughout the western world.

Yet it was not only as a scholar that Shannon made his mark. For most of his career he was the driving force behind the teaching of Newfoundland history at Memorial. But he was more than just an inspirational presence in the classroom, for Shannon was also a devoted mentor to hundreds of undergraduate and postgraduate students and an ardent promoter of the marine history of Newfoundland. He was never too busy to answer a question or to provide guidance to students of Newfoundland and maritime history around the world. Indeed, he was perhaps the most generous man I have ever met in sharing his encyclopedic knowledge of Newfoundland maritime history. And he never passed up the opportunity to promote Newfoundland’s seafaring heritage, most notably as president of the Newfoundland Historical Society, of which he was also a lifetime member. But perhaps the truest measure of this remarkable man was something he said to me during the last conversation I had with him, when he confided that perhaps his proudest moment was being asked to serve on the Elliston Heritage Foundation Memorial Committee, which was planning a memorial to the victims of the 1914 Newfoundland sealing disaster and an interpretation centre devoted to the seal hunt. His devotion to making certain that key aspects of Newfoundland’s maritime heritage were preserved will forever serve as a monument to this gracious and humane man. He will be missed, both as a scholar, a colleague and a remarkable human being.

Professor Richard Oliver Goss (4 October 1929 - 8 February 2017)

When the International Maritime Economic History Association (IMEHA, now the International Maritime History Association [IMHA]) was founded in 1986, one of the first notes of congratulation came from Richard Goss. Although he was one of the preeminent maritime economists of the twentieth century, his keen interest in history was reflected in his attendance at the First International Congress of Maritime History in Liverpool in 1992 and many other maritime history gatherings. He remained a supporter of the Association until his death this past winter.

Richard had a life-long passion for the sea. After schooling in London, he joined the merchant navy in 1947 and eventually became a Master Mariner before taking a degree at King’s College, Cambridge. In 1963, he began a seventeen-year career in the British civil service as Economic Consultant in the Ministry of Transport and later as Under Secretary in the Department of Industry and Trade. Perhaps his most important contribution as a civil servant was as an economic adviser to the Committee of Inquiry into Shipping, better known as the Rochdale Committee. Richard left government in 1980 to take up an appointment as Professor of Maritime Economics at UWIST (later Cardiff University), a post he retained for the remainder of his academic career.

Professor Goss’ influence on both maritime economics and maritime history was immense. His early books, especially *Studies in Maritime Economics* (Cambridge, 1970) and the

edited collection *Advances in Maritime Economics* (Cambridge, 1977) remain classics in the field. But it was his work on the economics of seaports that has had the greatest impact on port historians, many of whom have incorporated the insights in his magisterial *A Comparative Study of Seaport Management and Administration* (London, 1979) in their own work. He also generously furthered the work of others through his service as the first President of the International Association of Maritime Economists (1992-1994) and Editor-in-Chief of the influential journal *Maritime Policy and Management* (1985-1993). His contribution to maritime scholarship was acknowledged by a plethora of awards, most notably as a co-recipient (with Ernst Frankel and Arnljot Strømme Svendsen) of the 2012 Alexander Onassis Shipping Prize.

Professor John Armstrong (26 February 1944 - 12 February 2017)

If there is a scholar who has made a single topic his or her own, that person must be the late John Armstrong, who made the historical study of coastal shipping both interesting and essential to an understanding of the development of British merchant shipping. A diligent and conscientious academic, yet scholarship was only part of his contribution to the discipline.

John, who was Professor of Business History at Thames Valley University (formerly Ealing College) until his retirement, did his graduate work at the London School of Economics. Perhaps his most fortuitous decision came earlier, however, when he decided to take his first degree at the Polytechnic of Central London (now the University of Westminster) where he came under the influence of the great historian of British transport, Philip Bagwell. At the time, Bagwell was working on his seminal *The Transport Revolution from 1770* (London, 1974) and hired John as a research assistant with a special responsibility for coastal shipping. It was this good fortune that launched John on the scholarly path he was to follow for his entire career. Professor Bagwell remained instrumental in John's life, not only recommending him for the post at Ealing but also commissioning him to write a chapter in *Transport in the Industrial Revolution* (Manchester, 1983) that became the first of more than forty publications on coastal shipping John would author over the next three decades. Many of these have been collected in two volumes in the *Research in Maritime History* series: *The Vital Spark: The British Coastal Trade, 1700-1930* (2009) and *The Impact of Technological Change: The Early Steamship in Britain* (2012, with David M. Williams), both of which are available from Liverpool University Press. John also edited (with Andreas Kunz) the only collection of essays to survey the history of European coastal shipping: *Coastal Shipping and the European Economy, 1750-1980* (Mainz, 2002).

John also contributed to the development of maritime history in many other ways. A long-time member of the British Commission for Maritime History, he convened its highly successful seminar series for more than a decade. He also served on the Editorial Board of the *International Journal of Maritime History* (2001-2004) and was vice-president of the International Maritime Economic History Association (2004-2008); as well, he served on the executive council of the International Commission for Maritime History and on the Advisory Board of the Centre for Port and Maritime History in Liverpool. Always a

polymath, John made important contributions to business and transport history, editing the *Journal of Transport History* (1989-2001) and *Business Archives* (1984-1988).

Professor Peter Edward Pope (15 September 1946 - 4 April 2017)

The history of the early modern North Atlantic lost one of its foremost practitioners with the passing in April of Professor Peter Pope, who until recently had been cross-appointed as professor of both Anthropology and History at Memorial University of Newfoundland, as well as Head of the former department. He spent his entire academic career at Memorial after receiving his PhD in 1992 for a work entitled “The South Avalon Planters, 1630-1700: Residence, Labour, Demand and Exchange in Seventeenth-Century Newfoundland,” which was awarded the prestigious John Bullen Prize for the most outstanding dissertation by the Canadian Historical Association (CHA).

Peter was a man of many parts who was involved in a variety of activities before deciding upon an academic career. A master carpenter, he built his own home outside St. John’s and lent his impressive skills to the refurbishment of the LSPU Hall in St. John’s, a facility which became the focus for an important renaissance in the local artistic community. He also was an accomplished saxophonist who for years played in a local big band. Peter was also an accomplished storyteller whose dry wit entertained many formal and informal gatherings in St. John’s and beyond.

Professor Pope’s scholarly work was distinguished both by meticulous attention to detail and a broad interdisciplinary perspective. His first book, *The Many Landfalls of John Cabot* (Toronto, 1997), was followed a few years later by his *magnum opus*, *Fish into Wine: The Newfoundland Plantation in the Seventeenth Century* (Chapel Hill, NC, 2004), which was awarded a Clio Prize by the CHA in 2005. A prolific writer, he also penned many important articles. From 2004, he directed a major project on the “Archaeology of the Petit Nord,” which investigated the archaeology and maritime cultural landscape of the French migratory fishery on the west coast of Newfoundland. His scholarly prowess was recognized by the President’s Award for Outstanding Research in 2001; selection as University Research Professor in 2008; election to the Royal Society of Canada in 2012; and appointment as Honorary Research Professor upon his retirement in 2016.

Professor Daniel Frederick Vickers (2 July 1952 - 8 February 2017)

It is not often that the work of a maritime historian features significantly in a motion picture nominated for nine Academy Awards, but Danny Vickers, who passed away this winter, had that distinction, for his book *Farmers and Fishermen: Two Centuries of Work in Essex County, Massachusetts, 1640-1830* (Chapel Hill, NC, 1994) appeared both visually and orally in the widely acclaimed 1997 film *Good Will Hunting*. While this anecdote makes for an interesting story, it does not capture the essence of this important scholar of colonial American maritime history.

After taking two degrees at the University of Toronto, Danny went to Princeton to take his PhD under the respected historian John Murrin. He followed this with a postdoctoral post at the Institute for Early American History and Culture in Williamsburg and a year teaching (among other things) Wyoming Constitutional History at the University of Wyoming in Laramie, before joining the history department at Memorial University of Newfoundland in 1984. He remained at MUN until leaving in 1999 for the University of California at San Diego and the University of British Columbia in 2006. He served as department chair for much of his time at the latter two institutions.

As a scholar, Danny was a strong adherent of the importance of quality as opposed to quantity. In addition to *Farmers and Fishermen*, Danny wrote only one other book: *Young Men and the Sea: Yankee Seafarers in the Age of Sail* (New Haven, 2005, with Vince Walsh). He also edited two important works – *A Companion to Colonial America* (Malden, MA, 2003) and *The Autobiography of Ashley Bowen* (Peterborough, ON, 2006) – and wrote an additional ten articles. His published work won numerous awards, including the Louis Gottschalk Prize from the American Society for Eighteenth-Century Studies, and the John H Dunning Prize from the American Historical Association, both for *Farmers and Fishermen*; and the Keith Matthews Award from the Canadian Nautical Research Society, the Douglas Adair Memorial Prize from the Institute for Early American History and Culture and the Lester Cappon Prize from the Omohundro Institute of Early American History and Culture for various articles.

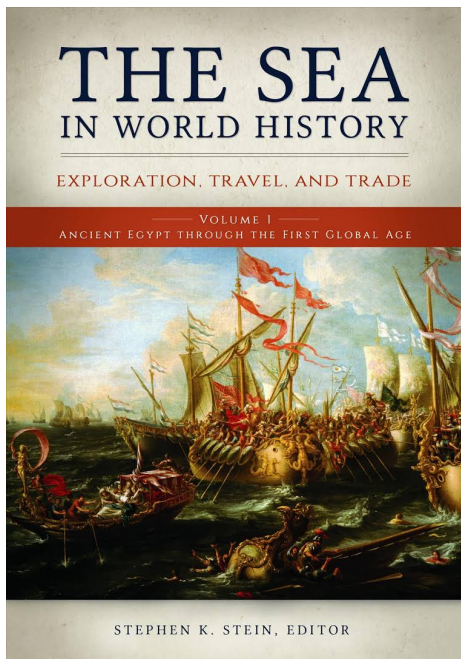
Recent Publications

We welcome notice of our member's publications so please send details of your work to the Newsletter. Below are two recent publications from IMHA member Elena Frangakis-Syrett, City University of New York.

"Evolution du Commerce Maritime en Méditerranée orientale au XVIIIe siècle", *La Maritimisation du Monde*, GIS d'histoire maritime, CNRS (Paris: Presses de l'Université de Paris-Sorbonne PUPS, 2016), pp. 345-362.

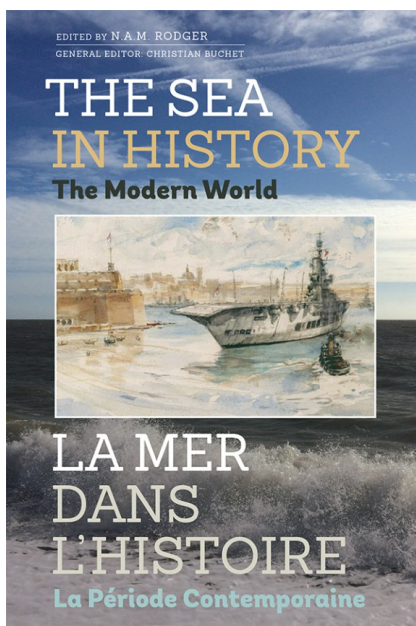
"Congruence of Economic Trends and Practices in the Creation of Izmir's Social Space: the City, the Market and the Individual during Mercantile Capitalism" *Culture and Politics in the Mediterranean* eds., Alp Kaya *et al*, (Izmir Mediterranean Academy: Izmir, 2016), pp.53-73.

There have also been two important multi-volume publications released recently:



The Sea In World History: Exploration, Travel and Trade. Volume 1: Ancient Egypt through the First Global Age, Stephen K. Stein Ed. *Volume 2: A World of Revolutions Through the Present*, Stephen K. Stein Ed.

This two-volume set documents the essential role of the sea and maritime activity across history, from travel and food production to commerce and conquest. The volumes provide a broad survey of the importance of the oceans for all of human culture and civilization, including coverage of diverse cultures such as the Polynesians, Vikings, Minoans, and many others.



The Sea In History: The Modern World, N.A.M Rodger and Christian Buchet Eds.

How important has the sea been in the development of human history? Very important indeed is the conclusion of this ground-breaking four volume work. The books bring together the world's leading maritime historians, who address the question of what difference the sea has made in relation to around 250 situations ranging from the earliest times to the present. They consider, across the entire world, subjects related to human migration, trade, economic development, warfare, the building of political units including states and empires, the dissemination of ideas, culture and religion, and much more, showing how the sea was crucial to all these aspects of human development.

New Members: Akifumi Iwabuchi

This month we welcome Akifumi Iwabuchi, as the national delegate for the Japan Society for Nautical Research, to the IMHA. Akifumi is the professor of maritime anthropology and archaeology at Tokyo University of Marine Science and Technology. He received his PhD in social anthropology from the University of Oxford. On the basis of fieldwork conducted in maritime Southeast and East Asia, he has published numerous articles and books, which deal mainly with ethnographic or historical topics and materials. He is the ICOMOS-ICUCH national representative for Japan and a director of the Asian Research Institute of Underwater Archaeology and of the Japan Society for Nautical Research.



The Japan Society for Nautical Research (<http://kaijishi.jp/>) is the only academic association of maritime history in Japan that is officially acknowledged by the government. In Japanese it is named 'Nihon Kaiji-Shi Gakkai', which could literally be translated to 'The Japanese Association of Maritime History' in English. The president director is Professor Hiroyuki Adachi at the University of Tokyo.

Since it was founded in 1962, the Japan Society for Nautical Research has increased its number of registered members which includes maritime historians, local shipbuilders, underwater archaeologists, folklorists and fishery and legal specialists. In 1966 the society was invited to the International Congress of Maritime History at Beirut.

The Japan Society for Nautical Research has issued one volume of *The Journal of the Japan Society for Nautical Research* per annum since 1963 and held monthly public seminars in Tokyo or in other port towns. For example, volume 73 published in November 2016 contains four articles titled 'Mud-Sledges in Eastern Sumatra' by Akifumi Iwabuchi, 'Sailing Ships Intermediate between Japanese and European Traditions' by Hiroyuki Adachi, 'Castaway Story of Nosiro-Born Nagamatsu' by Kaoru Kobayashi, and 'Takase-Bune on the Tone River' by Kazunori Kageyama, and at its public seminar held on 13th May 2017 Hiroshi Tani delivered a lecture upon 'The Development of Edo-Minato Port Observed in Old Maps'.

Conference News

Dockland Encounters. National Maritime Museum of Ireland on 22nd June 2017.

Registration is free via Eventbrite. Please visit:

<https://www.eventbrite.co.uk/e/dockland-encounters-symposium-tickets-33787306744>

Please contact Jo Robinson (joanna.robinson@ucd.ie) for further information.

Oxford Naval History Conference 2017, Economic Warfare and the Sea, 1650-1950, 13-15th July 2017, All Souls College, Oxford.

Registrations are now open. To see the program and to register visit the websites below:

<https://oxfordnavalhistoryconference.wordpress.com/programme/>

<https://oxfordnavalhistoryconference.wordpress.com/registration/>

CNRS Conference 2017 / Canada and Canadians in the Great War at Sea, 1914-1918, Halifax, Nova Scotia, 10 -12 August 2017.

The conference will be held in affiliation with the Royal Canadian Navy in historic Admiralty House, which is the home of the Naval Museum of Halifax (NMH). The timing and location are chosen with regard to 2017 being the centenary of the Halifax Explosion, a defining moment in that port's long history, but as always, subject matter will not be restricted to military operations and related issues.

Registration form and administrative details will be posted to the Society web-page, with the conference fee expected to be \$25 (\$10 per day).

Conference Program Overview

Wednesday 09 August

Evening: informal reception [TBC]

Thursday 10 August

Forenoon: Great War (general) sessions (NMH) Afternoon: Tour Maritime Museum of the Atlantic (MMA) Evening: o/c tour remain downtown for Dinner

Friday 11 August

Forenoon: Halifax Explosion Plenary Session (NMH)

Afternoon: Tour Explosion sites [TBC, additional]

Early evening Reception: NMH / Opening of Halifax Explosion Exhibit / Society Awards Presentations

Saturday 12 August

Forenoon: Miscellaneous papers (NMH) Afternoon: CNRS AGM (NMH)

Tools, Actors and Practices of the Economies of Maritime Port Cities in Mediterranean and Atlantic Europe from the Seventeenth Century to the Present, 4 - 5 October 2018.

This is an international and interdisciplinary symposium organised by the UMR TELEMME, Aix-Marseille University at the Mediterranean House of Human Sciences.

Deadline for submissions of papers: 1 September 2017

See the website for further details:

http://www.histoire-sciences-mer.org/modules/kameleon/upload/Appel_à_communication.pdf

International Colloquium of the Governance of the Atlantic Ports (XIVth – XXIst Centuries) 30 November – 2 December 2017

University of Las Palmas de Gran Canaria, Instituto Universitario de Análisis y Aplicaciones Textuales. Las Palmas de Gran Canaria, Gran Canaria, Canary Islands, Spain.

For more information visit the website:

<http://www2.uned.es/gobernanza-puertosatlanticos/pdf/Call%20For%20Papers%201%20Gobernanza%202017%20-%20ENG.pdf>

International Congress of Historical Sciences, 2020

CISH/ICHS has just launched the webpage for the next International Congress of Historical Sciences that will take place in 2020 in Poznan, Poland. ICMH, today a part of IMHA, has organized a very successful roundtable during the last CISH/ICHS congress in 2015 in Jinan, China. It was the first time ever that there was a maritime history event as part of the main program of an International Congress of Historical Sciences (papers presented at the roundtable will be published in the next issue of the IJMHS).

As it is important to strengthen the ties between the global maritime history community and the larger global community of historians of all specializations, a proposal for a maritime history roundtable or session at the 2020 congress in Poznan would be highly welcomed. If you might be interested in preparing such a roundtable or session proposal, please contact IMHA's Secretary General Ingo Heidbrink (iheidbri@odu.edu).

For more information about the Congress please visit: <https://ichs2020poznan.pl/en/>

Journal, research and seminar news

Forum navale

Forum navale is the journal of the Swedish Society for Maritime History, with the aim of contributing to the field of maritime history, especially Swedish, in all maritime related matters. The journal accepts scientific articles, which are subjected to double-blind peer review, as well as popular science articles. It also features book reviews of recent books within the scope of the journal, as well as commentaries on maritime art, documents, symbols and artefacts. Articles, reviews, and commentaries for publication in Forum navale should be written in Swedish or English.

Please visit: http://www.sjohistoriskasamfundet.se/eng/Forum_navale.html for more information.

MARENER 2017

The International Conference on Maritime Energy Management took place at the World Maritime University (WMU) in Malmö, Sweden from 24 to 25 January bringing together high-level speakers and over 300 participants from 83 countries to discuss the challenges and opportunities surrounding maritime energy management.

For further details of the conference including images and presentations visit:

http://www.wmu.se/news/marener-2017-paves-way-towards-sustainable-shipping-industry?utm_source=Opt-in+to+WMU+Notifications&utm_campaign=8b38eadbf4-EMAIL_CAMPAIGN_2017_04_05&utm_medium=email&utm_term=0_6fa87f3575-8b38eadbf4-86734053

Save Our Ocean Seminar

On 15 March, in collaboration with the Swedish Government, WMU hosted a seminar entitled Save Our Ocean. The invitation only event brought together nearly 200 participants to focus on the mobilization of countries and all other actors to achieve the targets under the [United Nations Sustainable Development Goal 14](#) on the conservation and sustainable use of oceans and seas.

For more information on this event visit:

http://www.wmu.se/news/wmu-partners-swedish-government-save-our-ocean-seminar?utm_source=Opt-in+to+WMU+Notifications&utm_campaign=8b38eadbf4-EMAIL_CAMPAIGN_2017_04_05&utm_medium=email&utm_term=0_6fa87f3575-8b38eadbf4-86734053

Connected Oceans

A note to members that the dossier on "Connected Oceans" is now out in the February 2017 issue of IJMH. Please find the February edition contents page on page 12 of this Newsletter.

Exhibition

Abandon Ship! Surviving the Wartime Atlantic, 21 May – 16 November 2017,

This free exhibition explores the experiences of merchant seamen whose ships were sunk by enemy action in the Atlantic during two world wars. Carrying vital supplies to Britain, they faced a constant danger of attack which could result in death, injury or uncertain prospects in a lifeboat hundreds of miles from land. The exhibition includes the stories and possessions of survivors of two specific attacks during the First and Second World Wars, on the SS *Otaki* and the MV *Richmond Castle*.

Location: Victoria Embankment at Temple Stairs, London, WC2R 2PN.

Please see the flyer on page 13 of this Newsletter for further information.

Opportunities

Ports Towns and Urban Cultures are looking for article or blog submissions to their website.

Anyone who would like to publish a small article showcasing their port town/port city research with the PTUC website is welcome to make a submission. The PTUC have a strong following, and the website a good platform for scholars to get their projects into the public domain and generate interest. The article need only be a 500-1000 word piece but would need to draw on academic debate and scholarly research.

Anyone interested can contact PTUC at: ptuc@port.ac.uk

Conference Report

Hafen, Metropole, Hinterland: Hamburg und Rotterdam im 20. Jahrhundert. Tagung des Arbeitskreises Deutsch-Niederländische Geschichte in Kooperation mit der Forschungsstelle für Zeitgeschichte in Hamburg (FZH), March 24-25, 2017, Hamburg

Port, Metropole, Hinterland. Hamburg and Rotterdam in the 20th century. Workshop by the Working Group German-Dutch History in Co-operation with the Research Centre for Contemporary History in Hamburg.

In recent years, the history of seaports and port cities has been a lively field of interdisciplinary research in which questions of urban history, urban planning and architecture, as well as social, cultural and ethnic relationships, have been discussed. The history of seaports exemplifies broader topics of economics, transportation, technology and infrastructure. Aspects of territoriality and space play a role in current projects as does the relationship between man and the natural environment. As junctions in the global networks of commerce and transport, port cities are also particularly suitable for research on interchanges between global and local developments.

Against this background, the ninth conference of the German-Dutch History Working Group (ADNG), a network of younger German and Dutch scholars founded in 2010, discussed current research on the two largest Western European seaport cities of Rotterdam and Hamburg. The conference took place in Hamburg and was co-organized by Esther Helena Arens (University of Cologne) and Christoph Strupp (Research Center for Contemporary History in Hamburg).

At the beginning of the meeting, the Rotterdam city historian Paul van de Laar (Erasmus University Rotterdam) linked the histories of port and city by emphasizing the territorial and ideological imprinting of cities through their ports. Van de Laar relied on typologies of port cities as well as the “Bluespace” concept of urban designer Diane Brand – a transitional area where urban space and the sea meet to produce distinct public space types in port cities. He sketched a temporal sequence of urban development stages that began in the Middle Ages and – via early modern times and the “golden age” of port cities in the nineteenth century – lead to the welfare city of the decades after 1945. This scheme highlighted the complexity of developments at political, economic, infrastructural, technical and cultural levels, and broached the issue of freedom of action of the various local actors. Carola Hein (Technical University Delft) introduced an alternative spatial model to link the sea, the port, the port city, and the hinterland. She examined global “petroleumsapes” – oil-related spatial structures such as tankers, port facilities, refineries, pipelines, oil company headquarters and petrol stations, which since the 1860s created an ever finer web across cities and countries. Data already collected for Rotterdam and Hamburg demonstrated how deep these connections reached into the local level.

Several of the lectures addressed more specific questions of port development but focused also on regional, national and international aspects, without which the history of ports and port cities can not fully be understood. Thus, Ingo Heidbrink (Old Dominion University, Norfolk, VA) sketched the hinterland of Rotterdam and Hamburg. He

concentrated on inland shipping on the rivers Rhine and Elbe, which developed in opposite directions after 1945. While transportation on the Rhine in West Germany steadily improved as a result of the extension of the river, the Western European economic union and the use of modern ships, in the East on the Elbe along the border of the GDR and the CSR the status quo of 1945 was virtually conserved because of natural disadvantages and the political division of Europe. Heidbrink argued that the concept of the hinterland for Hamburg should be broadened to include in particular the Baltic Sea area.

Sarah Lemmen (University of Bremen) dealt with a particular aspect of Hamburg's relationship with Eastern Europe, namely the so-called "Moldauhafen": an area in the port designated by the Treaty of Versailles and leased to Czechoslovakia for one hundred years in 1928. The "Moldauhafen" served the country as a self-controlled gateway to the sea and continued to exist after 1945. It can be regarded as a laboratory to study economic, political, and cultural aspects of the tense relationship between East and West during the Cold War.

In the context of current debates on economic structural changes of the 1970s and 1980s, Christoph Strupp focused on the economic policy of Hamburg after 1945. He argued that it was characterized by a continued emphasis on maritime ideological patterns and the concrete material and political promotion of the port on the one hand, and calls for a broader economic industrial base for the city on the other hand. This discussion intensified with the declining number of inhabitants and the crisis in shipbuilding in the 1970s and 1980s but quieted after the reopening of Eastern Europe after 1989 and never led to a fundamental reorientation of economic policy.

The relationship between the ports of Hamburg and Rotterdam was one of competition but also of mutual observation and direct contacts. Dirk Schubert (HafenCity University Hamburg) discussed the question of perception on two levels: First he shed light on maritime trade associations, which existed already around 1900 and promoted the exchange of information, especially for port planners and engineers. Then he looked at the political level, where developments in one port could be used to push for the implementation of projects in the other port, even though these links were not always made explicit. Schubert used the example of port expansion planning in Hamburg in the 1960s, which was influenced by concerns over Rotterdam's Europoort, to illustrate his argument.

Reinhilde Sennema (Erasmus University Rotterdam) analyzed the role of economic elites and interest organizations such as the Chamber of Commerce in the reconstruction of Rotterdam after the German air attack of May 14, 1940. The contemporary actors assumed that efficient companies were beneficial for the whole city and strengthened its resilience. Using the example of the influential freight entrepreneur Jan Backx, she showed how patriarchal concepts of a socially involved model company found their way into the "Basic Plan" for the reconstruction of the city. The identification of Rotterdam with the port also marked the memory culture. Susan Hogervorst (Open University Rotterdam)

illustrated how local narratives about the Blitzkrieg referenced the close economic relationship of the port with its German hinterland and influenced local memory culture and identity.

Finally, Christina Reimann (University of Göteborg / Centre Marc Bloch, Berlin) used Rotterdam and Antwerp as examples to shed light on how local authorities and private companies in port cities around 1900 dealt with strangers – at a time of increased nationalism and heightened official control of migrants. Since, in both cities, the ports served as transit points for migrants who could be foreigners, residents, or naturalized citizens, the ports themselves became places for negotiating affiliations.

In the concluding discussion, basic problems of urban history were raised, including the question of whether the history of a city can and should be centred around a central narrative such as the “maritime”. It highlighted the problem of doing justice to different groups of actors: For example, port planning and port politics, up to this day, are dominated by men and appropriately connoted social and cultural structures. Finally, participants discussed sources for port history. It was noted that in Europe only official documents are preserved and accessible while the archives of private businesses and port industry associations are often unavailable. It was thought that this might overemphasize the political and infrastructure aspects of ports.

Esther Helena Arens, University of Cologne, esther.aren@uni-koeln.de

Christoph Strupp, Research Centre for Contemporary History in Hamburg, strupp@zeitgeschichte-hamburg.de.

About the IMHA

The aim of the International Maritime History Association (IMHA) is to promote maritime history globally and facilitate collaboration between maritime researchers.

The IMEHA has adopted a broad concept of maritime history, treating it as a discipline that covers dynamics in all aspects of humankind’s relationship with the world’s oceans and inland waterways from ancient times to the present.

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About the IMHA Newsletter

The IMHA Newsletter is published by the International Maritime History Association (IMHA) with the aim of promoting maritime history globally and strengthening collaboration

between maritime researchers. Edited by the Executive Board of IMHA, the Newsletter features brief news on upcoming conferences, book releases, scholarships, job announcements etc. within the field of maritime history. The Newsletter appears a few times per year.

All scholars who wish to make announcements to colleagues about maritime history issues are encouraged to do so through the IMHA Newsletter. If you have news that you would like to share, please provide this by email to the Newsletter co-editor Bri McKenzie at brimck1@iprimus.com.au.

The Newsletter is also available on LinkedIn, where the IMHA hosts a group under the name of the International Maritime History Association. Scholars with an interest in the maritime world are also encouraged to sign up for free to the LinkedIn group.

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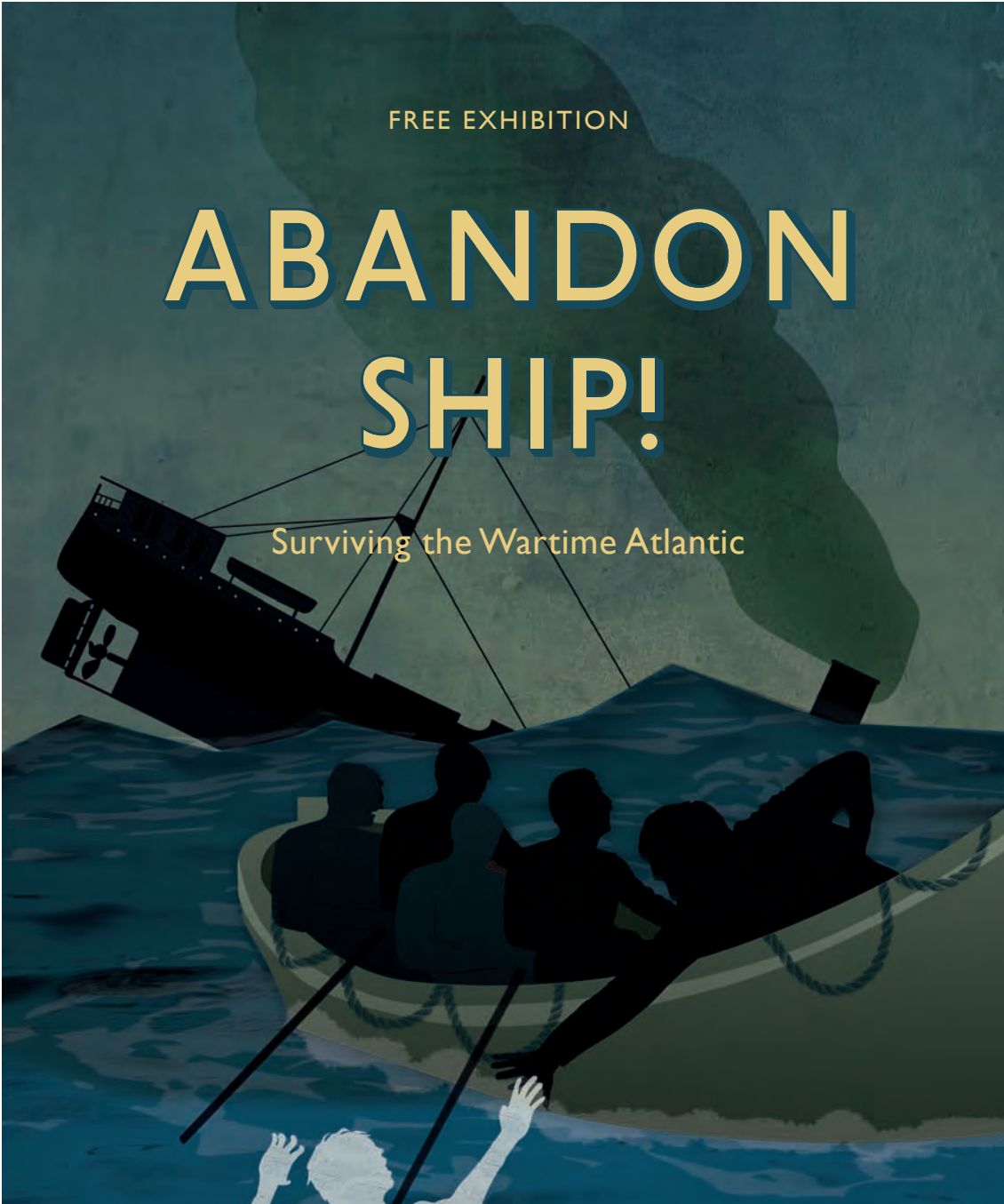
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