

In This Issue

- From the President 1
- The 2019 North Atlantic Fisheries History conference 2
- A Call for Authors of Book chapters 3
- Call for Papers 4
- New Books 5
- African Ports 9
- World's Largest Historic and traditional fleet threatened 10
- Asian Civilisations Museum 11

INTERNATIONAL MARITIME HISTORY ASSOCIATION

Newsletter July 2020

Welcome to the third newsletter for 2020.

I hope you and your families are all staying safe and well in this period of crisis. At this stage we don't know how long it will be until global borders are re-opened and international face to face conferences are restored. Currently, in Australia we have interstate lockdowns as well as a ban on non-essential international travel. As you know, ICMH8 has been rescheduled to 30 June–4 July 2021 at the University of Porto. Let's keep our fingers crossed for 2021!

One member has suggested that one of the strengths of maritime historians is a greater than average knowledge of infectious disease. Perhaps this epidemic will inspire new research on the maritime dimensions of epidemics and possibly even a new panel at ICMH8.

For conference updates you can contact Professor Amélia Polónia and her team at the conference email address: 8th.imha2020@gmail.com.

Which brings me to some good news. Amélia Polónia has recently been promoted to full Professor in the Department of History, Political and International Studies, Faculty of Arts, University of Porto. Please join me in congratulating her on this well-deserved promotion. For more information see <https://up-pt.academia.edu/Am%C3%A9liaPol%C3%B3nia>.



Professor Amélia Polónia

Financial members will soon receive the May 2020 issue of IJMH, which includes the presentations from a symposium on “What is Maritime History?”, held in 2018 at the Centre of Maritime History, Institute for Mediterranean Studies, Crete, Greece. This symposium was the first to be held at the new Centre, which is led by member Professor Gelina Harlaftis. For more information see <https://www.ims.forth.gr/en/department/view?id=13>

This Newsletter lives or dies based on your contributions and I thank all of you who have submitted material. My thanks also go to Dr Ian Chambers for his help with producing this newsletter.

From the President
Emeritus Professor Malcolm Tull 1

The 2019 North Atlantic Fisheries History conference

Re-visiting Fisheries History - Re-visiting Iceland - The North Atlantic Fisheries History Association (NAFHA) has returned to Iceland

The 2019 North Atlantic Fisheries History conference organized by the North Atlantic Fisheries History Association (NAFHA) took place Oct 17,18, 2019 in Reykjavik, Iceland. Co-organized by Guðmundur Jonsson, University of Iceland, and Ingo Heidbrink, Old Dominion University, Norfolk, VA, it was a successful return to the country where the work of the North Atlantic Fisheries History Association (NAFHA) has begun. The topic of the conference , 'Re-Visiting Fisheries History - Re-visiting Iceland' was mainly chosen to stimulate discussion about recent historiography and more importantly contemporary fisheries history - or in other words, what has happened after the Cod-Wars. The 15 papers presented by colleagues from seven nations around the North Atlantic clearly demonstrated that there is fisheries history beyond the Cod Wars and that the dramatic effects of the changes within the international distant water fisheries on the fisheries, technology, port cities, nation states, economies, societies, identities, etc.



The President of Iceland, Guðni Th. Jóhannesson, delivering his conference paper

provide rich and plentiful topics for historical research of major societal relevance. One of those fisheries historians and a participant of a number of previous NAFHA conferences, who is well recognized for his research contributions in this field, opened the conference with his keynote paper, 'The Cod Wars are not over. The use and abuse of the past in present debates'. Unfortunately, shortly after being promoted to Professor at the University of Iceland, Guðni Th. Jóhannesson got elected President of Iceland and consequently 'needed to take a sabbatical from academia'. But fortunately it seems that this sabbatical still provides some room for fisheries history which became obvious during the reception at *Bessastaðir*, the official residence of the Icelandic President (or the Icelandic White House).

Ingo Heidbrink



Reception of participants of the NAFHA conference at Bessastaðir, the official residence of the Icelandic President (or the Icelandic White House)



Guðmundur Jonsson and Ingo Heidbrink, the co-organizers of the 2019 NAFHA conference, together with a long time friend and colleague who 'needed to take a sabbatical from academia'

A Call for Authors of Book chapters

CFP: *A Cultural History of Exploration* (Bloomsbury 2024)

Edited by Prof. Lauren Beck (Mount Allison University, Canada) and Prof. Fabio López Lázaro (University of Hawaii, U.S.A.)

We are still seeking some chapter authors for this six-volume series that critically approaches exploration history's key and emerging themes across the world, from antiquity to today, including:

- In **Vol. 1, Antiquity**, an author for *Chapter 1: 'Technologies of Exploration'*
- In **Vol. 2, Medieval**, an author for *Chapter 3: 'Ideal and Idealised Explorer Typologies'*
- In **Vol. 3, Early Modern**, an author for *Chapter 2: 'Motivations and Methodologies for Exploration'*
- In **Vol. 3, Early Modern**, an author for *Chapter 4: 'The Explored and their Explorations'*
- In **Vol. 3, Early Modern**, an author for *Chapter 6: 'Visualizing Exploration'*
- In **Vol. 3, Early Modern**, an author for *Chapter 7: 'Authority, Finances, and Exploration'*
- In **Vol. 6, Modern Age**, an author for *Chapter 6: 'Visualizing Exploration'*
- In **Vol. 6, Modern Age**, an author for *Chapter 7: 'Authority, Finances, and Exploration'*

A Cultural History of Exploration (under contract with Bloomsbury) uniquely emphasizes a global approach to exploration, which will distinguish this multi-volume project from others like it, while ensuring that non-western views on exploration history become a featured element of this series as well as the discipline. Exploration conceptually was not only about discovering lands previously unknown or unknowable: it was also about what drove humanity to expand across the globe, for instance the search for natural resources, commodities, and technologies; the insemination of religious or cultural ideology in new peoples; and the acquisition of territory. This six-volume series also meditates on the experiences of the people who were explored across time and space and, when possible, considers in turn their exploration of the peoples and cultures who arrived on their shores.

For more information or to send expressions of interest, please contact the series editors: lbeck@mta.ca and fl@hawaii.edu.

Fabio López Lázaro
Associate Professor, Department of History
University of Hawaii

Director, Center for Research in World History at the University of Hawaii

The Misfortunes of Alonso Ramírez: The True Adventures of a Spanish American with 17th-Century Pirates (University of Texas Press, 2011)

Les Infortunes d'Alonso Ramírez: Les pirates et l'empire espagnol à la fin du XVIIe siècle (Éditions Anacharsis, 2017)

University webpage <http://manoa.hawaii.edu/history/people/faculty/lopez-lazaro/>

Call for Papers

The Journal of Maritime Business

The Journal of Maritime Business is a journal grounded in Seoul, South Korea, published by Korea Association of Maritime Business.

Korea Association of Maritime Business (<http://www.seakorea.or.kr>) and *The Journal of Maritime Business* were both founded by Myong-Sop Pak (professor at SungKyunKwan University) with the purpose of bridging academia and business field and facilitating the growth of knowledge of maritime business.

The Journal of Maritime Business first published in June, 2003 and continued on to our recent publication of issue 45 in April, 2020.

The Journal of Maritime Business is registered under Korea Citation Index (KCI) and publishes 3 issues per year and deals with maritime related academic and practical issues. *The Journal of Maritime Business* welcomes topics related to maritime history, policies, business, economics, law, management of maritime related industries, issues of marine environment, marine insurance, fisheries, etc.

It also holds international symposiums in South Korea, Japan and China in order to support and encourage researchers to develop and share theoretical and empirical knowledge pertaining to maritime industry.

Calling for papers for our December 2020 issue and future issues.

Papers may be submitted in English or Korean.

Once published, overseas authors will receive pdf and paper copy of the issue.

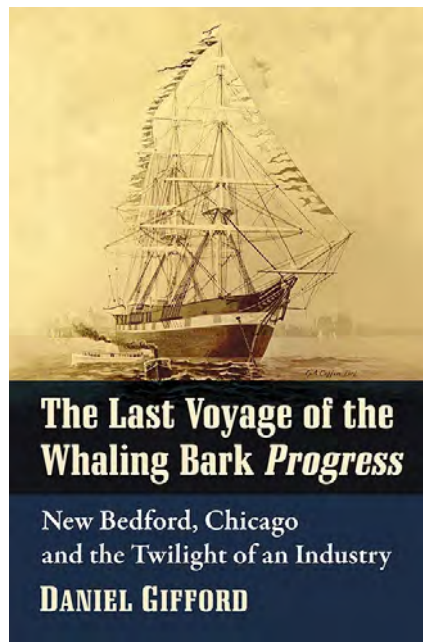
For inquires about manuscript submission please contact us at kamb2009@hanmail.net; mspak57@naver.com.

Prof. Myong Sop Pak

Business School, Sungkyunkwan Univ. (<http://www.skku.ac.kr/eng>)

Managing Director, Korea Maritime Business Association

New Books



The Last Voyage of the Whaling Bark Progress: New Bedford, Chicago and the Twilight of an Industry (McFarland Press, 2020) retells the history of a whaling ship that came across North America to the Chicago World's Fair of 1893. The bark *Progress* should have been New Bedford's paean to American whaling—an authentic whaler transformed into a whaling museum for the World's Columbian Exposition. Journeying across North America, the whaleship enthralled crowds from Montreal to Racine. The *Progress* seemed a perfect world's fair attraction; instead, she became a failed sideshow of marine curiosities and a metaphor for a dying industry out of step with Gilded Age America. Fire and dynamite eventually sent her to the bottom of Lake Michigan. This book uses the story of the *Progress* to detail the rise, fall, and eventual demise of the whaling industry in America. The legacy of this whaling bark can be found throughout New England and Chicago, and invites questions about what it means to transform a dying industry into a museum piece.

<https://www.amazon.com/Last-Voyage-Whaling-Bark-Progress/dp/1476682151/>

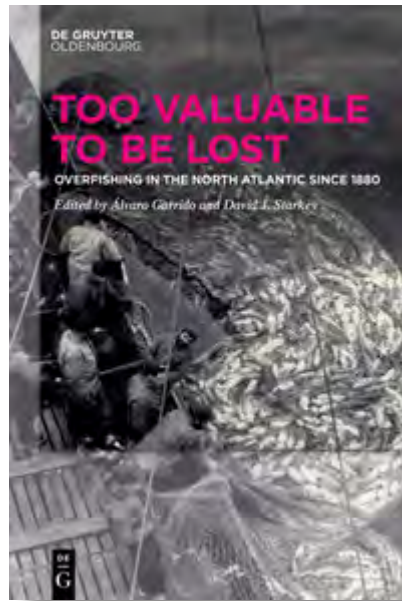


Phillip Reid has submitted details of his new book *The Merchant Ship in the British Atlantic, 1600-1800* published by Brill.

<https://brill.com/view/title/55869>

Phillip Reid, PhD
Maritime historian
305 N 23rd St
Wilmington NC 28405
USA
(910) 352-3171

New Books



***Too Valuable to be Lost Overfishing in the North Atlantic since 1880*, edited by Álvaro Garrido and David J. Starkey, 2020 Walter de Gruyter GmbH, Berlin/Boston.**

This collective book is a multidisciplinary approach on a key-topic for our common future: overfishing. The focus is addressed to the “Atlantic World”, considering the main oceanic geography in which this problem was born in the early 20th century. The volume offers a wide range of contributions from experts on the topic covering the most relevant areas of the Atlantic and explaining important case studies on overfishing in recent history. Written from a historical perspective, the book looks for institutional regulatory solutions based on multilateral solutions and scientific advising. Founders thought on the topic and the understanding’s evolution of the overfishing problem are mainly considered. This book is an accessible synthesis on overfishing history especially recommended for social scientists, historians, biologists, decision-makers and committed citizens. This collective book is a multidisciplinary approach on a key-topic for our common future: overfishing. Written in a historical perspective, the book looks for institutional regulatory solutions based on multilateral solutions and scientific advising.

University of Massachusetts Press, 22 Dec 2019 - History - 200 pages

Hungarian maritime history between 1868 and 1918

Márton Pelles, a Ph.D. Student in Pécs (Hungary) , has sent the following link to a book by himself and Gábor Zsigmond on Hungarian maritime history between 1868 and 1918.

<https://drive.google.com/drive/folders/1rj7fbwQ2g9hgJYKGQOsubjU4-wRsjUMD?usp=sharing>

PELLES Márton

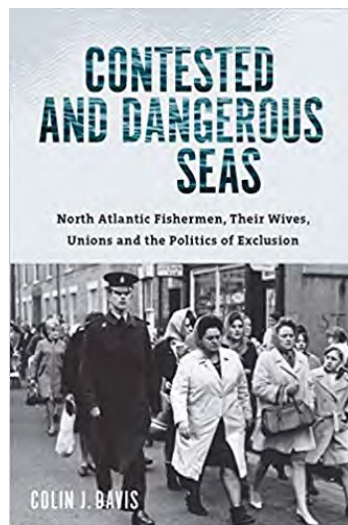
PhD student

Assistant research fellow

Doctoral School of Regional Policy and Economics

University of Pécs, Faculty of Business and Economics

New Books



Contested and Dangerous Seas: North Atlantic Fishermen, Their Wives, Unions, and the Politics of Exclusion

Deep-sea fishing has always been a hazardous occupation, with crews facing gale-force winds, huge waves and swells, and unrelenting rain and snow. For those New England and British fishermen, whose voyages took them hundreds of miles from the coastline, life was punctuated by strenuous work, grave danger, and frequent fear. Unsurprisingly, every fishing port across the world has memorials to those lost at sea. During the 1960s and 1970s, these seafaring workers experienced new hardships. As modern fleets from many nations intensified their hunt for fish, they found themselves in increasing competition for disappearing prey. Colin J. Davis details the unfolding drama as New England and British fishermen and their wives, partners, and families reacted to this competition. Rather than acting as bystanders to these crises, the men and women chronicled in *Contested and Dangerous Seas* became fierce advocates for the health of the Atlantic Ocean fisheries and for their families' livelihoods.

2020 issue of the yearbook of the Norwegian Maritime Museum (<https://marmuseum.no/mennesket-og-havet-2020>)

Carla Rahn Phillips has published the following:

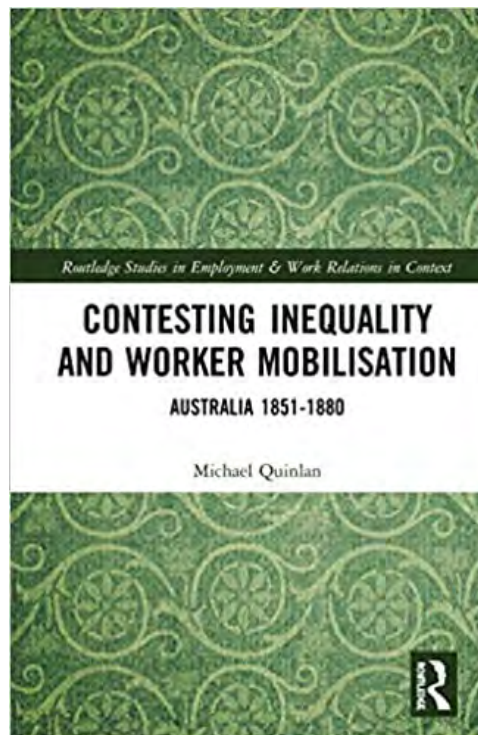
“The Struggle for the South Atlantic: Sources and Serendipity.” Annual Lecture of the Hakluyt Society, held in London, UK, June 19, 2019; published London, Spring 2020.

“The Magellan-Elcano Expedition,” *The Nautilus: A Maritime Journal of Literature, History, and Culture*, vol. XI (Spring 2020): 26–40.

“Los marinos y soldados de las armadas,” *Desperta Ferro*, Número especial XXII. *La Armada Española (III): El Atlántico, siglo XVI* (March-April 2020): 67–71.

Carla Rahn Phillips, Union Pacific Professor [*Emerita*] in Comparative Early Modern History, University of Minnesota - Twin Cities

New Books



Contesting Inequality and Worker Mobilisation: Australia 1851-1880

provides a new perspective on how and why workers organise, and what shapes that organisation. By Michael G. Quinlan eBook Published 11 August 2020 Pub. location New York Imprint Routledge

The author's 2018 *Origins of Worker Mobilisation* examined the beginning of worker organisation, arguing inequality at work, and regulatory subordination of labour, drove worker resistance, initially by informal organisation that slowly transitioned to formal organisation. This new volume analyses worker mobilisation in the period 1851-1880, drawing data from a unique relational database recording every instance of organisation. It assesses not only the types of organization formed, but also the issues and objectives upon which mobilisation was founded. It examines the relationship between formal and informal organisation, including their respective influences in reshaping working conditions and the life-circumstances of working communities. It relates the examination of worker mobilisation to both historical and contemporary contexts and examines mobilisation by different categories of labour. The book identifies important effects of mobilisation on economic inequality, hours of work (including the eight-hour day and the beginnings of the weekend) and the development of democracy.

It will be of interest to researchers, academics, and students in the fields of social mobilisation, social and economic history, industrial relations, labour regulation, labour history, and employment relations.

New Books

palgrave
macmillan

palgrave.com



Ayodeji Olukoju, Daniel Castillo Hidalgo (Eds.)

African Seaports and Maritime Economics in Historical Perspective

Series: Palgrave Studies in Maritime Economics

- Provides an up to date account of seaport evolution in Africa building on existing academic literature and archival research that is currently relatively underrepresented
- Brings multidisciplinary perspectives from History, Geography and Economics on port evolution and transport geography and economics in Africa
- Offers insights into the insertion of the African continent into the different waves of globalization through the key role played by seaports, inland transport infrastructures and institutions in the long run

1st ed. 2020, XVIII, 239 p. 22 illus., 17 illus. in color.

Printed book

Hardcover

109,99 € | £99.99 | \$139.99

^[1]117,69 € (D) | 120,99 € (A) | CHF 130,00

eBook

93,08 € | £79.50 | \$109.00

^[2]93,08 € (D) | 93,08 € (A) | CHF 104,00

Available from your library or springer.com/shop

MyCopy ^[3]

Printed eBook for just

€ | \$ 24.99

springer.com/mycopy

This book updates African maritime economic history to analyse the influence of seaports and seaborne trade, processes of urbanization and development, and the impact of globalization on port evolution within the different regions of Africa. It succeeds the seminal collection edited by Hoyle & Hilling which was conceived during a phase of sustained economic growth on the African continent, and builds on a similar trend where African economies have experienced processes of economic growth and the relative improvement of welfare conditions. It provides valuable insights on port evolution and the way the maritime sector has impacted the hinterland and the regional economic structures of the affected countries, including the several and varied agents involved in these activities. African Seaports and Maritime Economics in Historical Perspective will be useful for economists, historians, and geographers interested in African and maritime issues, as well as policy makers interested in path-dependence and long-term analysis

Order online at springer.com / or for the Americas call (toll free) 1-800-SPRINGER / or email us at: customerservice@springernature.com. / For outside the Americas call: +49 (0) 6221-345-4301 / or email us at: customerservice@springernature.com.

The first € price and the £ and \$ price are net prices, subject to local VAT. Prices indicated with ^[1] include VAT for books; the €(D) includes 7% for Germany, the €(A) includes 10% for Austria. Prices indicated with ^[2] include VAT for electronic products; 19% for Germany, 20% for Austria. All prices exclusive of carriage charges. Prices and other details are subject to change without notice. All errors and omissions excepted. ^[3] No discount for MyCopy.



Part of **SPRINGER NATURE**

World's largest historic and traditional fleet threatened?

“As bankruptcy looms for many skippers, an ‘irreplaceable’ part of the Netherlands’ maritime heritage is at risk”.

Alarming headlines in the national and international media, like this one in the Guardian of July 15, focus on the dramatic consequences of Covid-19 for Dutch maritime heritage. Over the past 50 years a fleet of a few thousand historic vessels has been preserved by private owners. About ten percent has been converted into charter vessels, sailing with groups in inland and coastal waters. About one



Image 1: On June 9 about 150 historic and traditional charter vessels gathered near the historic fort island Pampus near Amsterdam to express the trouble they are in because of Covid-19. (Photo: Freddy Schinkel)

third of this group is certified to sail the high seas. Roughly two dozen is working truly globally, from the NW passage to Antarctic waters.

Most of the historic ships are used as sailing houseboats, the smaller as yachts.

The direct threat of Covid-19 concerns the ten percent, the charter fleet. These vessels simply do not fit in to what has become as familiar as it is notorious in the past few months, the “one and a half metres society”. Until June vessels were not allowed to sail with passengers. The market collapsed. It is estimated that the fleet will miss 70 to 80 percent of its turnover in 2020. Nobody knows whether the specific sailing charter market will recover in 2021.

The short-term consequences for individual skipper-owners are dramatic. Already some of them are facing bankruptcy. But, in a wider perspective, the situation is even much more serious. With the establishment of the professional charter fleet in the past decades an associated infrastructure has been developed which is vital for the total heritage fleet. Now, not only the charter agencies or the specialised classification organizations are in crisis, but small scale businesses like shipyards, sailmakers, leeboard, mast and block makers are heavily dependent on the charter fleet. These professionally used ships are easily making ten to twenty times the number of sailing days the other historic vessels made.

The real problem is a matter of scale. If the number of professionally used sailing ships drops under a certain limit, the companies of the infrastructure will lose their economic base. That will not only affect the charter vessels, but the total Dutch heritage fleet.

Nobody knows yet what that limit is. Let us hope we never find out.

Frits Loomeijer

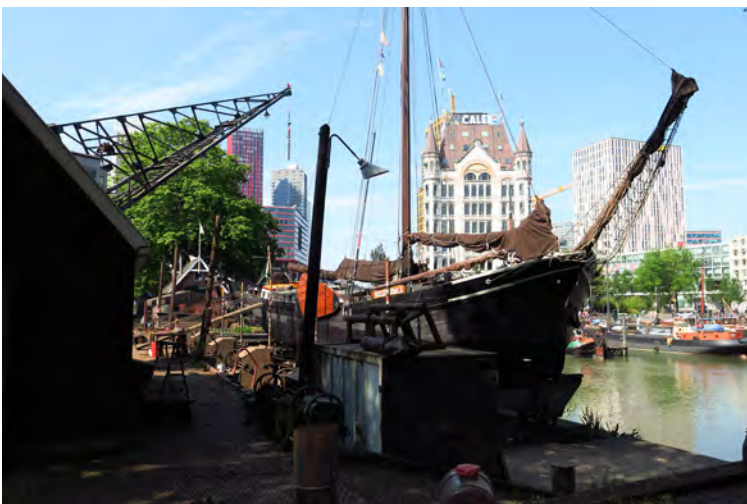


Image 2: Shipyard ‘Koningspoort’ in Rotterdam is an example of the many small businesses, all over the Netherlands, of the associated infrastructure which is of vital interest for the survival of the total heritage fleet. (Photo: Frits Loomeijer)

Asian Civilisations Museum Trade Routes Webinar Series

This webinar series brings together leading scholars to explore themes related to the Maritime Trade Routes of Asia. Topics range from historical explorations^[1] of the movement of religions, peoples, goods, and merchandise to the growing importance today of these trade routes as a platform for heritage diplomacy^[2] and geopolitical interactions. Speakers cover different geographical areas, time periods, and cultural spheres, illustrating the diversity, depth, and significance of maritime connectivity and interactions in the region and beyond. For more information and to register, please visit our Facebook Page, **ACM (Asian Civilisations Museum)**, and search under *Events*. All times are Singapore Standard Time (GMT +8).

6 August – 7pm

Dr Marina Kaneti *The art of maritime heritage*

This talk interrogates the global convergence of themes of maritime connectivity and trade across museum exhibits, heritage initiatives, and national government strategies. Using case studies from China, Indonesia, Singapore, and India, the talk examines the proliferation of representations, narratives, and policies linked to the Maritime Spice and Silk Routes. Zooming in on select museum exhibits and heritage sites, the talk explores how governments and communities understand questions of maritime identity, tradition, and the links between past, present, and future.

About the speaker: Marina Kaneti is Assistant Professor at the Lee Kuan Yew School of Public Policy, National University of Singapore. Her research focuses on the intersection between visibility, governance, and power. Her latest work includes two short documentaries (*Ternate Point Zero and Sultanates of the Spice Route*) that explore interpretations of identity, tradition, and maritime heritage in Indonesia.

13 August – 7pm

Dr Tim Winter *The Maritime Silk Road: Diplomacy, geopolitics, and histories of connectivity*

Today the Silk Road is rapidly becoming one of the key geocultural and geostrategic concepts of the 21st century. A narrative of connected histories^[1] it now operates as a platform for international trade, heritage diplomacy, infrastructure development and geopolitical ambition. Identified by two principal routes - maritime and overland, the Silk Road stretches across the Indian Ocean and Eurasian landmass, regions that will be of paramount importance in an increasingly multi-polar world. This presentation examines how these narratives of historical connectivity and the idea of a Maritime Silk Road came about. It poses the question: Does the Maritime Silk Road stretch back millennia or is it merely an invented history less than five decades old? And if it is invented, does that matter?

About the speaker: Tim Winter is an ARC Professorial Future Fellow at the University of Western Australia, and author of *Geocultural Power: China's Quest to Revive the Silk Roads for the Twenty First Century* (2019) and silkroadfutures.net

3-Day Symposium (online webinar)

21–23 August 2020*

China and the Maritime Silk Road: Shipwrecks, ports, and products

Held in conjunction with the Tang Shipwreck Collection exhibition at Shanghai Museum (15 September 2020 to 10 January 2021), this webinar brings together leading international scholars, curators, and archaeologists to discuss the most up-to-date research and findings about China and the Maritime Silk Road.

In each of the sessions, the speakers will give brief presentations on their research followed by a panel discussion and Q&A session with the audience.

International Maritime History Association

*Sessions have been scheduled to accommodate the time zones of the speakers. We ask for your understanding in this regard. All times are Singapore Standard Time (GMT +8).

Day 1: 21 August 2020

7.10pm Opening Remarks: Kennie Ting, Director, Asian Civilisations Museum & Peranakan Museum, Group Director of Museums, NHB
7.15pm Welcome Address: Senior Minister Teo Chee Hean
7.30 pm Keynote: “Floating Cosmopolitanism: Conceptualising Indian Ocean Interactions beyond Silk”
Dr Tansen Sen, Director, Center for Global Asia, NYU Shanghai, and Global Network Professor, New York University, in conversation with Dr Stephen Murphy, Senior Curator, ACM
8.30 pm End

Day 2: 22 August 2020

9.30am to 12noon **Panel 1:** Ports and Maritime Trade Routes
7.30pm to 10pm **Panel 2:** Shipwrecks and Archaeology

Day 3: 23 August 2020

9.30am to 12pm **Panel 3:** Cargoes and Commodities
7.30pm to 10pm **Panel 4:** Capacity Development in Asian Archaeology: Challenges and Opportunities
10.05pm **Closing remarks**

Natali Pearson
Curriculum Coordinator
Sydney Southeast Asia Centre
The University of Sydney | NSW | 2006
T +61 2 8627 7347

Natali.Pearson@sydney.edu.au <http://sydney.edu.au/southeast-asia-centre/>