



INTERNATIONAL MARITIME HISTORY ASSOCIATION

Newsletter February 2022

Welcome to the first Newsletter for 2022

It's great to hear that the world is gradually opening for travel again and our Covid-delayed conference in Porto is well on track.

The Executive has decided to restore the usual schedule for our conferences which means that the next one is due in 2024. We now seek formal bids to hold the 2024 conference. These need to be submitted by the end of April for consideration by the Executive. A final decision will be made at the General Assembly in Porto. If you are interested in making a submission and would like to discuss it further, please feel free to contact me.

As you are aware, Catia Antunes and Michiel Groesen, from the University of Leiden, are the new editors of the IJMH, and I am delighted that they have contributed an article in this Newsletter on their vision for the future of the journal.

It is sad to note the passing of another leading historian, Professor Glyndwr Williams. I thank Emeritus Professor Alan Frost for providing, at short notice, an obituary and photograph for this newsletter.

A valued colleague, Professor Jaap Bruijn, is unwell but I am pleased to hear is in a stable condition. On behalf of the IMHA, I wish him better health in 2022.

Just a reminder that that you can renew your membership for 2022 via our website <https://imha.info/>.

My friend, Ian Chambers, who usually assists me with the layout of the newsletter, is in hospital, and I wish him a speedy recovery. If the presentation is not up to its usual standard you know why!

From the President
Emeritus Professor Malcolm Tull

A new vision for the International Journal of Maritime History

Leiden University in The Netherlands has welcomed the International Journal of Maritime History as of January 1, 2022. Cátia Antunes and Michiel van Groesen would like to thank the leadership and dedication of the Hull team lead by David Starkey. Their work has been paramount in serving the best interests of the International Journal of Maritime History for about two decades.

The co-chief editorship of the journal will be housed in Leiden, where Cátia and Michiel will manage the daily affairs of the journal. They are supported by a diverse editorial team that includes Rémi Dewièrre (University of Northumbria), Ivan Bubnov-Valdez (Universidad Autónoma de Mexico), Radhika Seshan (Pune University), Pepijn Brandon (International Institute of Social History, Amsterdam) and Marten Boon (University of Utrecht). The diversity in the editorial team is based on geographical, chronological, and thematic complementarities.

The reason to move towards a diverse editorial team is closely related to the view of the new editorial team. Leiden wishes to continue the work and standards implemented in Hull, adding to this tradition with a broader set of global themes in Maritime History that may be of interest for parts of the world usually disconnected from the journal and the association that stood at its inception. To captivate readers globally, the journal will be welcoming initiatives, in the form of research notes and special issues, over maritime themes across the globe, with a particular space for researchers interested in the maritime history of the Indian and Pacific oceans. Furthermore, the new editorial team will be looking forward to stimulating reflections upon environmental, cultural and social developments in Maritime research, next to the already well-established economic and technological insights into Maritime History.

To achieve these goals, Leiden is looking forward to support young scholars (advanced PhD candidates, postdoctoral researchers and assistant professors) in their research endeavours and welcomes their participation in research and reflexive articles. Their work will stand next to the ideas and discussions fostered by mid-career and senior scholars, as the new editorial team would like to make the International Journal of Maritime History as the main outlet for vivid conversations and dynamic discussions about maritime historical themes.

The editorial team will take a leading role in proposing themes for global discussion in the journal through calls for papers (for special issues), informal conversations with authors interested in using the journal as a medium to set out the first steps for innovative research and by inviting all participants in the International Maritime Economic History Association conferences to send their work for consideration in the journal. The editorial team will use the present newsletter to communicate with the maritime history community for the years to come. Queries and suggestions may be directly addressed to Cátia Antunes (c.a.p.antunes@hum.leidenuniv.nl).

For now, Cátia and Michiel welcome the International Journal of Maritime History to Leiden and thank the new editorial team for sharing in a vision for the future of the journal.

In Memoriam Glyndwr Williams, 1932-2022

Glyndwr Williams was born in 1932 in Yeovil, Somerset, to Welsh parents who have moved to England. After obtaining a BA and PhD from the University of London, supervised by Professor Gerald S. Graham, he was appointed to a Lectureship in history at Queen Mary and Westfield College, and promoted to Professor in 1974.

Early, Glyn Williams focused his research on the exploration of northern Canada and the activities of the Hudson's Bay Company, the subject of his doctorate. This resulted in *The British Search for the Northwest Passage in the Eighteenth Century* (1962). There followed dozens of entries in the *Dictionary of Canadian Biography*, editions of explorers' journals and publication of the Company's papers. At intervals, he later returned to the subject of Arctic exploration, most notably in *Voyages of Delusion: The Search for the Northwest Passage in the Age of Reason* (2002), and *Arctic Labyrinth: The Quest for the Northwest Passage* (2009).

Even as he was focusing on the history of Europeans in the Canadian Arctic, Glyn Williams was beginning a much broader study of the activities of European explorers and military and scientific expeditions in the Pacific Ocean. The first substantial sign of this broadening interest was *The Expansion of Europe in the Eighteenth Century: Overseas Rivalry, Discovery, and Exploitation* (1966). This was followed by his meticulous edition of *A Voyage round the World by George Anson* (1974), with his Introduction advancing our understanding of the probable multiple authorship of this account. Later, he published *The Prize of All the Oceans: The Triumph and Tragedy of Anson's Voyage Round the World* (1999). As N. A. M. Rodger wrote in concluding his review of this later work in the *Times Literary Supplement*, 'A hasty reader might not appreciate the fruits of many years of scholarship which underlie this admirable retelling of a tragic and heroic tale. [Williams] has been studying Pacific voyaging for thirty ears. Nobody else could have done Anson justice as he has done, and no one will now need to do so again'.

Also notable was *The Great South Sea: English Voyages and Encounters 1570-1750* (1997).

Increasingly, Glyn Williams focused his attention on the explorations in the Pacific Ocean, and those of Captain James Cook. Over decades, he produced many articles and books on the navigator and the consequences of his discoveries, particularly concerning his interactions with indigenous peoples. Some are briefer than others; however, many of the more substantial ones were reprinted (with original paginations) in *Buccaneers, Explorers and Settlers: British Enterprise and Encounters in the Pacific, 1670-1800* (2005). There was also his edited collection of articles on aspects of Cook and his voyages, *Captain Cook: Explorations and Reassessments* ((2004). Glyn's own account of *The Death of Captain Cook: A Hero Made and Unmade* appeared in 2008.

In conjunction with his collaborators Andrew David, Felipe Fernández-Armesto and Carlos Novi, Glyn Williams edited the enormous translation of Alejandro Malaspina's journal, *The Malaspina Expedition 1789-1794: The Journal of the Voyage by Alejandro Malaspina*. 2 vols. (2001, 2003). His *Naturalists at Sea: From Dampier to Darwin* (2013) was a late extension of this central interest.

Glyn Williams's other collaborations included:

With W. S. Cumming and D. B. Quinn, *The Exploration of North America, 1630-1775* (1974).

With P. J. Marshall, *The British Empire before the American Revolution* (1980).

With Sarah Palmer, *Charted and Uncharted Waters; Proceedings of a Conference on the Study of British Maritime History* (1981).

With Alan Frost, *Terra Australis to Australia* (1988).

With William H. Goetzmann, *The Atlas of North American Exploration* (1992).

With William Barr, *Voyages to Hudson Bay in Search of a Northwest Passage 1741-1747* (1994, 1995).

With Nigel Rigby and Pieter van de Merwe, *Captain Cook in the Pacific and Pioneers of the Pacific: voyages of exploration, 1787–1810* (2002, 2005, rev. ed. 2018).

He was particularly proud of the *The Great Map of Mankind* that he and P. J. Marshall published in 1982.

With Peter Marshall, Glyn Williams co-edited the *Journal of Imperial and Commonwealth History*. He was a Consulting Editor for *The Times Atlas of World Exploration* (1991), and for the *Oxford Encyclopaedia of Maritime History* (2007).

In the midst of all this research, writing and editorial work, Glyn Williams somehow found time to produce, together with his friend John Ramsden, *Ruling Britannia: A Political History of Britain, 1688-1988* (1990).

Some of his works have been translated into German, Italian, Japanese and Chinese.

As well as researching extensively in libraries and archives, Glyn Williams was also an historian in the old mode, who accepted R. Tawney's maxim that as well as documentation, an historian needed 'a stout pair of boots' to be able to understand and recreate the historical circumstance. One summer, he spent some time at one of the Hudson's Bay Company old trading posts within the Arctic Circle, where the party was constantly on watch for polar bears. There was the sea-trip around Vancouver Island to view Nootka Sound. There was a road journey in a trekker from Port Douglas up the Queensland coast to Cooktown (Endeavour River); and visits to Queen Charlotte Sound in New Zealand, Cook Inlet in Alaska and Kealakekua Bay, Hawai'i, where Cook died

Over decades, Glyn Williams was active in teaching undergraduate students and supervising postgraduate ones. And as his reputation for remarkable scholarship grew, just as in 1780 James King characterized Joseph Banks as 'the common centre of we discoverers', he became an authority for a generation of younger scholars similarly interested in maritime exploration to consult. He generously advised these based on his great knowledge; however, he did so without necessarily endorsing their analyses, and he was not afraid to say when he did not agree.

Glyn Williams held visiting professorships or research fellowships or presented lectures at universities and libraries in Canada, the United States, New Zealand, the West Indies and Australia.

He was also professionally active. He served many terms on the Council of the Hakluyt Society, including as President; and he was one of those who ran an influential weekly seminar on imperial history at the Institute of Historical Research, University of London. He also offered valuable advice to those organizing other relevant conferences and seminars. These included at the National Maritime Museum, Greenwich; the two conferences held at Simon Fraser and the University of British Columbia - *Captain James Cook and His Times* (1978) and *The Vancouver Conference on Exploration and Discovery* (1992); the *Terra Australis to Australia* conference in Sydney and Canberra (1988); and the seminars sponsored by the National Maritime Museum and the Henry E. Huntington Library.

Glyn Williams's achievements have been recognized with honours. He gave the E. G. R. Taylor Lecture in 1978, was awarded the National Maritime Museum's Caird Medal in 1994 and gave the Caird Lecture in 1995. He was made Professor Emeritus of the University of London in 1997. Memorial University, Newfoundland and La Trobe University, Melbourne awarded him Honorary Doctorates.

It was never only work for Glyn Williams, though. He and his wife Sarah Palmer, herself a notable historian of maritime and commercial activity, were very hospitable people. Lovers of good food, wine and conversation, they entertained and accommodated friends and colleagues at their splendid, converted barn surrounded by apple orchards on the outskirts of West Malling, Kent. They cheerfully gave their time to take visitors on walks through the woods and meadows, where they might see animals and bluebells and gather blackberries, and to such notable historical features as mill ponds and medieval fortifications, oast houses and Sissinghurst. Early, they took holidays in England or on the Continent, more than once renting a villa in France which was large enough to accommodate them and their families. They also enjoyed walking holidays in the hills above the Italian Lakes. Further afield, they regularly visited Oregon, where Glyn's son and his family had settled; and they much enjoyed stays in Australia. Increasingly, though, they preferred to sojourn at remote locations in Greece, away from the main tourist haunts, where Sarah might swim in pristine waters, and the pair find their evening meal of fresh seafood and local wine at nearby tavernas.

Glyndwr Williams is survived by his wife Sarah Palmer, his children Sonia and Jan and their partners; Sarah's children Matthew and Jessica and their partners; and by nine grandchildren.

Source: Alan Frost, Professor Emeritus, La Trobe University, Melbourne, Australia.



Reaching out for mutual benefit in unexpected ways

Historic maritime connections spanning two centuries between Australia’s great southern port city Melbourne and Hull, the significant UK port city of Yorkshire, is rarely celebrated. Prior to the pandemic in 2019, Melbourne Maritime Heritage Network Board member and historian Liz Rushen was to speak on the connection between these two cities at Blaydes Maritime Centre, University of Hull. Although two years of global lockdowns effectively squashed the presentation, maritime enthusiasts both in Hull and Melbourne quickly understood what the future might hold for heritage stakeholders in both cities. It has developed into a mutually beneficial on-going relationship.

Thanks to the wonders of Zoom, the connection has evolved into an exciting on-going relationship between Hull and Melbourne. Dr Stefan Ramsden, Wilson Family Research Fellow in Maritime History at Blaydes Maritime Centre, is drawing together heritage stakeholders in Yorkshire and Dr Liz Rushen is drawing together people with similar interests in the state of Victoria. The connections are many and various: from Tranby-born Frances Perry, wife of Melbourne’s first Anglican Bishop, daughter of Samuel Cooper of Spyvee & Cooper of Hull, shipbuilders; to John Marshall, Hull shipowner and reformer of Lloyd’s Register, who was instrumental in encouraging emigration to Melbourne; to successful gold-seeker; Sir John Coode engineer involved with the Bridgewater Canal and the re-design of Melbourne’s port and Joseph Marr, a significant maritime businessman in Hull who spent time in Victoria during the gold rush of the 1850s.

Initially triggered by shared maritime heritage, shared modern maritime industry connections and a desire by both cities to celebrate their maritime heritage, is leading to a sharing of knowledge. A first combined Zoom meeting was held recently, with more to follow. Plans are afoot to exchange newsletters and to extend Zoom invitations to programmed events.

MMHN is a diverse collaborative network engaging with wide range of maritime heritage organisations including Maritime Museums of Victoria, Off-Shore Specialist Ships Australia (OSSA), ANARE (Antarctic Veterans) as well universities, maritime industry groups and government agencies – all working towards growing recognition of the maritime heritage we share with others around the globe.

Source: Dr Liz Rushen AM, Director,
Melbourne Maritime Heritage Network

Sir John Goode (1816-1892)
Source: State Library of Victoria



Shipwreck found in US confirmed as Captain Cook's *HMS Endeavour* after a 22-year search?

According to Australian National Maritime Museum Director and CEO, Kevin Sumption, James Cook’s famous vessel has been positively identified after a 22-year program of fieldwork and research. However, Kathy Abbass, Director of the Rhode Island Marine Archaeology Project, claims that it is premature to conclude that the wreck is *HMS Endeavour*.

Source: <https://www.abc.net.au/news/2022-02-03/captain-james-cook-endeavour-found-museum->

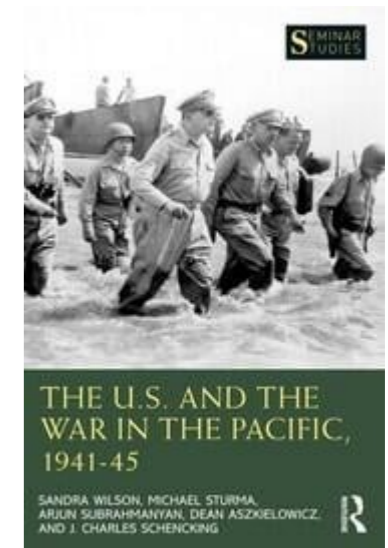


Replica of *HMS Endeavour*

Sandra Wilson, Michael Sturma, Arjun Subrahmanyam, Dean Aszkielowicz, and J. Charles Schencking *The U.S. and the War in the Pacific, 1941–45*

This book examines the strategies, technologies, intelligence capabilities, home-front mobilization, industrial production, and resources that ultimately enabled the United States and its allies to emerge victorious. Using primary documents, maps, and concise writing, this book provides students with an accessible introduction to an important period in history.

Incorporating recent scholarship and conflicting interpretations, the book provides an insightful overview of the topic for students of modern American history, World War II, and the Asia Pacific.



World History Connected 19.1 (February 2022), published by the World History Association, featured a forum entitled *Maritime Law and World History*.

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Timothy Steigelman, *The Promise and Perils of Prize Law* Lincoln Paine, *A Sea-Change for the Classroom: Maritime Identities—Seas, Ships, and Sailors—the Law, and Teaching World History*



Round Table: Postcolonial Uses for the Primary Sources of British Imperial Merchant Seafarers in the Nineteenth and Twentieth Centuries

A Webex Event Hosted by Memorial University of Newfoundland Tuesday March 8, 2022 at 8.30 MST, 10.30 EST, 15.30 GST, 21.00 IST.

How might researchers better explore primary sources to write post-colonial maritime histories? This workshop brings together scholars of British-Asiatic and British-African merchant seafarers to discuss its challenges.

“Looking for Lascars in the archive: non-European seamen in ships' official logbooks” Naina Manjrekar (Department of Humanities and Social Sciences, Indian Institute of Technology, Mumbai). “‘Native’ seafarers, racial management, and the problem of agency Ravi Ahuja” (Centre for Modern Indian Studies, Göttingen University). “Finding colonized seafarers (and others) in unlikely places: what to do when ‘there are no sources’ Laura Tabili, (Department of History, University of Arizona).

Please register for the event at the Eventbrite link: <https://www.eventbrite.com/e/post-colonial-primary-sources-of-british-imperial-merchant-seafarers-tickets-272713000927>

Source: Dr Valerie Burton, Memorial University of Newfoundland.

Communication Anniversary in Australia

This year marks the 150th anniversary of Australia being linked to the rest of the world by overland telegraph and undersea cable. On 22 October 1872, a telegram was sent from London and it reached Adelaide six hours later. Ships were no longer the only or the fastest means of communication with the wider world.

Previously vessels arriving at Australian ports were met by a harbour pilot and a port health officer and by one or more newspaper shipping reporters clamouring for overseas newspapers in the hands of passengers and crew. These were quickly taken ashore and plundered for news stories to fill their own newspapers the following day. But now all that was changed. The telegraph office had become main source of overseas news, not the waterfront.

News of distant wars, natural disasters, pandemics or the death of a monarch or head of state would arrive in hours instead of months. Personal news from family and friends on the other side of the world could also be transmitted, but not in the early years. To begin with, a message of twenty words cost £10, equal to about five weeks wages for a working man. The first to benefit from the revolution in communication were governments, newspapers, the business community, and investors.

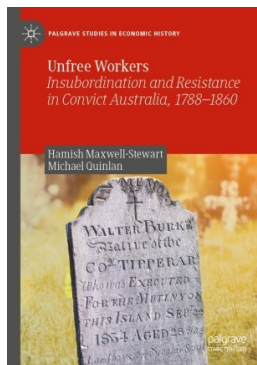
Market conditions for Australian exports in London could be transmitted in a day and colonial producers could make investment decisions accordingly. British exporters no longer had to hope the cargoes of manufactured goods they sent would arrive to a favourable market in Sydney and Melbourne. British capital was vital for financing mining ventures and government infrastructure projects in Australia and the relevant decision-making was facilitated by the fast exchange of information.

The “tyranny of distance” that had held back the Australian economy and delayed investment decisions and government to government communication was abolished and the globalised world of today became a little bit closer.

Source: Mark Howard, State Representative Victoria, Australian Association for M Communication Anniversary in Australia

International Maritime History Association

Hamish Maxwell-Stewart and Michael Quinlan, (2022) Unfree Workers. Insubordination and Resistance in Convict Australia, 1788-1860. Palgrave Studies in Economic History.



This book fills an important gap in research on unfree labor, providing a systematic examination of worker resistance. Uses “big data” to map out the contours of resistance, breaking new ground by powerfully visualizing the scale. Includes detailed case studies and datasets painstakingly built up through years of research.

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Sari Mäenpää (ed.) The Approaching Horizon. Perspectives on the relationship between the sea and humans. Published by Forum Marinum (Turku, Finland) 2021. ISSN:1458-4247.

The Approaching Horizon opens up several perspectives on the relationship between the sea and humans. The publication wants to spur its readers to reflect on the impact of human activity on the marine environment- both at the level of the sea’s surface and underneath it- and on the environmental catastrophe which is on the horizon and fast approaching. The articles in the book cover topics on the Finnish archipelago, undersea creatures and shipwrecks. What do animals, on the one hand, and the wrecks left in the sea by humans, tell us about our attitudes to the sea and about our history? How have epidemics impacted on the cruise industry? Maritime museums are also in focus in this book. We get a glimpse of the everyday work at Forum Marinum during the Covid-19 pandemic, and of the maritime museum on the island of Borstö, including the stories of shipwrecks, the sea and life in the archipelago which are presented there. The book includes articles from docent Otto Latva, PhD Laura Seesmeri, and Curator, MA Jouni Mustonen,

D.Sc. Marjo Keiramo and Dr. Econ. Salla Siivonen. The book is published in Finnish, Swedish and English.

The book is available on <https://webshop.trafiikki.fi/lahestyva-horisontti>



Sea Power Centre – Australia

Promoting the awareness, discussion and study of Australia's maritime domain.

Announcements from the Sea Power Centre-Australia

The Royal Australian Navy is holding the following event and essay competition:

- INDO PACIFIC 2022 International Maritime Exposition: SYDNEY: AUSTRALIA : 10-12 MAY 2022 (indopacificexpo.com.au)
- Chief of Navy Essay Competition:<https://www.navy.gov.au/spc-a/research/CN-Essay-Comp-2022>

Source: Lieutenant Hector Gutierrez-Bocaz, Sea Power Centre-Australia.