



INTERNATIONAL MARITIME HISTORY ASSOCIATION

Newsletter May 2022

Welcome to the Second Newsletter for 2022.

I am delighted to report that our conference is going ahead at the University of Porto, from the 28th June to 2nd July 2022, with a programme packed full of interesting papers. After all the zoom conferencing it will be fantastic for colleagues to meet face-to-face!

This Newsletter includes an important note from our Secretary, Ingo Heidbrink, about the election of a new executive at the General Assembly in Porto. One of the candidates, a rising scholar, Apostolos Delis, has kindly provided an autobiography in this Newsletter.

I'm pleased to report that the Executive has received two excellent applications to hold the 2024 conference. One is from a team including the Åland Maritime Museum Trust, and universities in Finland and Sweden. The proposed venue is the Åland Islands, situated in the Baltic Sea, halfway between Finland and Sweden. Another is a team from the Estonian Maritime Museum, Tallinn, Estonia. The proposed venue is the centrally located Seaplane Harbour. Both teams will be given an opportunity to make presentations at the General Assembly and the Executive will listen to the views of members before making a final decision.

On a personal note, this will be my last newsletter as a new team will be appointed at the General Assembly in Porto. When elected in 2016, neither I nor my colleagues on the Executive, would have dreamt that we would still be running the IMHA in 2022. Covid has changed our lives in many ways! I will provide a fuller report for the General Assembly but would like to acknowledge the support and contributions of my fellow committee members and also David Starkey and his team at the University of Hull. It's been a pleasure working with you all.

I've enjoyed editing the Newsletter and thank all of you who have contributed material since the first issue in March 2017. My special thanks go to Dr Ian Chambers for his voluntary help with producing the newsletters.

Finally, a reminder that membership fees for 2022 are due and you can renew via our website <https://imha.info/>.

From the President
Emeritus Professor Malcolm Tull

**8th IMHA International Congress of
Maritime History to be held in Porto, Portugal
June 28th – July 2nd, 2022**

The 8th IMHA Conference is approaching fast. Final preparations are ongoing, and the definitive version of the programme will be released in the coming days. Porto expects to welcome dozens of scholars and more than 15 panels, plus two plenary sessions by the keynote speakers Richard Unger and Rila Mukherjee. The beautiful gardens and buildings of Galeria da Biodiversidade, Casa dos Livros and Círculo Universitário (https://www.facebook.com/circulouniversitariodoporto/?ref=page_internal) - all within University of Porto's Polo 3, will form the backdrop of the event.

Professor Amélia Polónia
Chair, Conference Organising Committee

President: Ingo Heidbrink, Old Dominion University, Norfolk, VA (USA)
Vice Presidents: Hanna Hagmark, Åland Maritime Museum Trust, Mariehamn (Finland)
Apostolos Delis, Institute for Mediterranean Studies, Crete (Greece)
Treasurer: Martin Wilcox, Blaydes Maritime Centre of the University of Hull (UK)
Secretary: Constantin Ardeleanu, University of Galati, Galati (Romania)

(Please note, the incoming Executive Board will serve only for a two-year period instead of the regular four-year period as the next elections will be held during the 2024 congress).

Other proposals for complete slates of future officers for the future Executive Board of IMHA need to be submitted to the current Secretary via e-mail: iheidbri@odu.edu not later than two weeks prior to the actual General Assembly. Alternatively, a complete set of future officers can be proposed at the General Assembly.

Members who wish to discuss items belonging to any other business on the agenda shall in writing provide these to the Secretary via e-mail: iheidbri@odu.edu no later than two weeks prior to the actual General Assembly.

Ingo Heidbrink
Secretary-

The next General Assembly of IMHA

The next General Assembly of IMHA will take place during the 8th IMHA International Congress of Maritime History to be held in Porto, Portugal June 28th – July 2nd, 2022.

The General Assembly will be held at the conference venue in Porto:
Wednesday June 29th 17:45 – 18:45

This notification also serves as the official invitation for the IMHA General Assembly.
(Please note, the General Assembly will only be open to members of IMHA and not to all participants of the Congress)

The preliminary program for the General Assembly is as the following:

- 1) Opening of the General Assembly
- 2) Approval of minutes from the last General Assembly
- 3) Report by the President / Executive Committee
- 4) Report by the Treasurer
(Approval of Treasurer's report by General Assembly)
- 5) Report by the Editorial Board of the IJMH
- 6) Election of New Executive Committee
- 7) Presentation of Proposals for the 9th IMHA Congress 2024
(Vote on 9th IMHA Congress 2024)
- 8) Proposal to award a Frank Broeze Award during the IMHA Congress 2024
(Vote on selection committee members for the Frank Broeze 2024 Award)
- 9) All other business
- 10) Closing of the General Assembly

The Executive Board of IMHA consists out of the following positions:

- President, 2 Vice Presidents, Treasurer, Secretary

The outgoing Executive Board has come up with the following proposal for the next Executive Board:

News from Dr Natali Pearson

Dr Natali Pearson's, *Belitung: The Afterlives of a Shipwreck*, will be published by University of Hawai'i Press on 30 November 2022 and is now available for pre-order: <https://uhpress.hawaii.edu/title/belitung-the-afterlives-of-a-shipwreck/>

A new maritime-themed **ARC Linkage grant** (\$630,993) has just been funded. The project is being led by Dr Martin Polkinghorne from Flinders University and is titled: *Reuniting cargoes: Underwater Cultural Heritage of the Maritime Silk Route*. Beginning in the mid 1400s the Maritime Silk Route witnessed the largest known expansion of global trade. But the legacy of artefacts retrieved from this time has not been appropriately understood because the objects were mostly salvaged and dispersed without recording the archaeological details of their find-spots. Our multilateral consortium aims to discover the cultural value of the largest Southeast Asian ceramic collections in Indonesia and Australia with archaeological science. By employing and enhancing international conventions, the project will generate new knowledge about this decisive epoch in world history and build capacity to preserve the underwater cultural heritage of our region for future generations.

The Australasian Institute for Maritime Archaeology, the Sydney Southeast Asia Centre and Flinders University will run an **online panel** on *Maritime Archaeology in the Asia Pacific* on 20 May for National Archaeology Week – details here: <https://archaeologyweek.org/events-list/maritime-archaeology-in-the-asia-pacific> From HMB *Endeavour* to Shackleton's *Endurance*, shipwrecks have been in the news lately. Offering up a tantalizing glimpse into the past, they engage our imagination with their stories of exploration, tragedy and, sometimes, treasure. For maritime archaeologists, however, the greatest discoveries are those yet to be made—the shipwrecks that remain hidden, the objects yet to be studied, the stories still untold. Focusing on the underwater cultural heritage of the Asia-Pacific region, this interdisciplinary panel brings together experts from Australia, Indonesia and Thailand to discuss the ethics, politics and legalities of two major ceramic collections in Australia and Indonesia. Join us to learn more about the significance of the heritage in our oceans, and how we can manage these and other shipwrecked objects for the future.

Finally, a **talk** I did at the Literature House (Bergen, Norway) recently (together with my colleague Zainab Tahir from Indonesia's Ministry of Marine Affairs and Fisheries) on *The Afterlife of Underwater Cultural Heritage: Commoning, Appropriation and Dispossession*: <https://www.youtube.com/watch?v=l07dRPJd8bQ> This event was jointly organized by Christian Michelsen Institute and the University of Bergen and 'TransOcean' funded by ERC (No. 802223) and led by Edyta Roszko. In Syria, Iraq, Afghanistan, Mali and – more recently – Ukraine, cultural heritage sites have become battlefields where military operations seek to undermine religious, cultural or territorial bonds of the targeted population. Throughout human history, destruction of heritage has been part warfare – as exemplified by the destruction of the Benin palace and the Yuanmingyuan imperial summer palace outside Beijing and the plunder of both sites' famous bronzes – but nowadays the global heritage regimes and media presence make their destruction an immediate global media event. The past and its material legacies are fiercely contested, disputed, fought over but they have been also strategically used when histories and cultural pasts overlap, as in the 19th century invention of the term Silk Road. Trade, political relations, energy and political security could be carefully dressed up into topographies of history, in a process glossed as 'geoculture' by Tim Winter. The twenty-first century also shows that new players, such as museums, archeologists, treasure hunting companies, fishers and heritage

tourism enter the scene of heritage culture. Underwater cultural heritage, including shipwrecks and other sites and objects of historical and archaeological interest such as ports, harbours and submerged civilisations are threatened by looting and commercial salvage, industrial trawling, coastal development, deep sea mining and exploitation of marine resources. These vestiges are weakened not only by global warming, ocean acidification and pollution, but also by disputes over ownership, territory and management. The presenters Dr Natali Pearson (the University of Sydney) and Marine Heritage Analyst Zainab Tahir (Ministry of Marine Affairs and Fisheries, Indonesia) will address these issues looking specifically at management, interpretation and display of threatened underwater cultural heritage.

Thank you 😊

Dr Natali Pearson

Curriculum Coordinator

Sydney Southeast Asia Centre

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SSEAC is on [Facebook](#) and [Twitter](#).

Hindsight Perspectives for a Safer World – call for historians

Hindsight Perspectives for a Safer World is a joint collaboration between History & Policy at King's College London and the Lloyds Register Foundation. We are looking for historians to work with in maritime, technological, transport and environmental history and related fields. The project seeks to draw out the lessons of the past in shipping and engineering, innovation, technological change, and safety and present them to policy makers and professionals working in these industries, particularly as they deal with enormous systemic changes of decarbonisation.

The project is managed by Professor Andrew Blick, Head of the Department of Political Economy, and Alix Mortimer of the School of Politics and Economics at King's College London. We are commissioning historians to take part by writing (paid) reports on aspects of relevant maritime and engineering history, aimed at policy makers and professionals. The aims and style are similar to those of History & Policy Papers. The reports will use the Foundation's own key challenges and their Heritage and Education Centre archives as the starting point. We envisage a length of 5-7k words each and a fee is paid of £1,000 per report, with all work to be completed within 2022. We aim to produce five reports in total and have already commissioned two.

We are hoping this will be of interest to historians at all levels who want to make maritime industry contacts and contribute to policy and public discourse. As with many of our projects we hope to work with academics at a number of seniority levels, but report authors should at least hold a PhD. We are also seeking to build contacts for a steering committee which will help shape the reports alongside industry professionals, and we welcome expressions of interest on this too – you may be asked to make your expertise available in no more than three meetings over the next year.

The subject areas can be developed in discussion but might include, for example, innovation and development in shipping and engineering technologies and how these were implemented in the past, how shipping infrastructure developed and the economic/social contexts of ports and their hinterlands over time, how maritime and engineering knowledge and practices were developed and passed on, safety practices and regulations, how communities and industries managed marine and other environmental resources in the past and what the lessons might be for sustainability today. The authors may be historians of transport, technology, industry, energy, environment, or a related area we haven't thought of! The focus can be regional or global and adaptable to any time period or expertise area, and the report could take the form of a comparison, a case study, or a general review.

If this sounds like something that would fit with your research goals and time commitments, or you are simply interested in learning more about the project or the archive, please contact Alix Mortimer alix.mortimer@kcl.ac.uk. You may be interested in [this short podcast \(with transcript\) about the contents of the Lloyds Register Foundation archive](#).



Discovering Shackleton's Endurance – future protection or pillaging?

The announcement on the 9th of March of the discovery of Ernest Shackleton's ship, the Endurance, lying in good condition upright on its keel some 3,000 meters below the site where it was sunk by ice damage in 1915, caused world-wide interest. It is reassuring that the press reports indicate that because the site is recognised as an Historic Site and Monument under the Antarctic Treaty, nothing was touched or removed, and that its initial recording was by off-wreck photography and LiDAR documentation alone. This responsible precautionary approach is to be applauded.

The Endurance wreck is emblematic of the history of the Antarctic, and of human persistence in adversity. The loss of the ship in the Weddell Sea, the long drift of the crew on the pack ice, Shackleton's 1,300 km journey in a small boat across the Southern Ocean to South Georgia, and his return to rescue his crew on Elephant Island, is the stuff of legend. The Endurance wreck is a powerful symbol of those historic events and evokes the past in the same way as other famous shipwrecks do, such as those of HMS Erebus and Terror in the Canadian Arctic, and the Titanic in the North Atlantic.

Yet the recent history of those other wreck sites shows that the long-term protection of the underwater cultural heritage is not necessarily assured just because the wreck is famous. Since its discovery in 1985, the Titanic, despite lying in 3,800 metres of water, has had a massive amount of material removed from it, including some 6,000 artefacts and a 17ton section of the hull. An auction in 2012 was reported in the press as expecting to return an estimated \$185 million from artefacts from the wreck. In November 2003, Canada, France, the UK, and the US drafted an international agreement to try to safeguard the ship from further pillage. So far, only the UK and the US have ratified it. This agreement only controlled the activities of signatory State parties' ships, and other countries would have to ratify the agreement to offer wider protection. The wreck also falls under the 2001 UNESCO Convention on the Protection of Underwater Cultural Heritage. Recent reports indicate that the wreck is deteriorating, possibly accelerated by the degree of disturbance since 1985.

The management of the wrecks of the Erebus and Terror in the Canadian Arctic, on the other hand, show the role of careful protection and controlled systematic investigation and object removal policies in ensuring the long-term protection of the underwater cultural heritage. These ships were abandoned in the ice of the North-West Passage in 1848 by the surviving members of the Sir John Franklin expedition, after which the survivors started on a long and fatal trek across the Arctic waste. Their fate was not fully confirmed for over 30 years and after over 30 search expeditions. The ships themselves were discovered in 2014 and 2016. Parks Canada controlled the searches for the ships, and managed their protection and study thereafter, and the outcome is in marked contrast to that of the Titanic.

The International Polar Heritage Committee, and the International Committee on the Underwater Cultural Heritage, both part of the International Council on Monuments and Sites (ICOMOS), is concerned to ensure that the best available standards of investigation and protection are afforded to the newly discovered Endurance site, and it is conscious that quick action to implement effective management is critical to achieving protection. The ICOMOS Charter on the Protection and Management of the Underwater Cultural Heritage, adopted in 1996 and mirrored in the Annex of the 2001 UNESCO Convention and the Titanic Agreement, as well as in the conditions imposed by US Admiralty courts for any activity directed at the Titanic, has been widely accepted as best practice by States and the scientific archaeological community.

So how can we be sure that the wreck of the *Endurance* will be properly protected and its investigation managed? Serious searching for the wreck commenced in 2019, and in anticipation of the need to control activities on the site the United Kingdom put forward the *Endurance* wreck site for listing on the Antarctic Historic Sites and Monuments List, the formal process for recognising heritage sites under the Antarctic Treaty. The site was then added to the List in 2019. The listing includes the wreck and ‘all artefacts contained within or formerly contained within the ship, which may be lying on the seabed in or near the wreck within a 150m radius. This includes all fixtures and fittings associated with the ship, including ship’s wheel, bell, etc. The designation also includes all items of personal possessions left on the ship by the ship’s company at the time of its sinking.’ The United Kingdom is identified as the managing nation. The Environment Protocol guiding the Treaty system requires that listed Historic Sites and Monuments (HSM) shall not be damaged, removed or destroyed.

While this listing would appear at first glance to guarantee the protection and appropriate management of the wreck, the site may come under intense pressure from cruise ships and private expeditions to gain video access using Remote Operated Vehicles (ROVs) and Autonomous Underwater Vehicles (AUVs), or even submarines, in which some companies have invested heavily. There are some aspects of the current listing that might leave all or parts of the site vulnerable to such visits. The exact location and depth of the wreck are now known, and it is likely that the 150 m radius protected area will be inadequate to cover the larger field of debris that will have fallen with the ship through over 3 kilometres of water. There are therefore likely to be artefacts scattered over this large ‘debris field’ that are not protected by HSM listing. Also, while the wreck and artefacts within 150 meters of the wreck are protected, it is in one plane only, so ROVs and AUVs could approach the wreck and seabed with impunity, and a small miscalculation or mechanical malfunction at that depth could result in catastrophic damage. One protective approach is to apply a protected zone over the sea above the site, effectively a ‘column’ of protection that runs from the surface to the seabed, a feature of some existing national underwater heritage legislation. This approach is used at the *Erebus* and *Terror* sites, and the presence of ships in or approaching the zone is monitored through ship-tracking technology. The protected area is best not centred on the wreck site, so as to not reveal its precise location, so a large, protected area that might be able to be better monitored is necessary to both protect a wide debris field and to offer clear restrictions to approaching ships. A large, protected area also reduces the opportunities for sending ROVs/AUVs from outside the protected waters. Devising a means to keep unauthorised vehicles away from the wreck site and debris field is a high priority challenge for the managers of the *Endurance* site.

Another threat to this site, as it is to many other heritage sites, is the often-misguided human reaction to remove artefacts or parts of the vessel ‘to protect them’. The reality is that the site is not in any apparent danger, except that of human actions – at the moment there is nothing to ‘protect’ artefacts from except human greed or over-enthusiasm. Authorised responsible remote access for non-intrusive videoing and photography, such as has accompanied news of the discovery, will provide widespread public access and information. The urge to remove objects and parts from this extremely rare wreck for museum collections so that ‘people can see them’, however, should be strongly resisted. Artefacts may well be removed in the future as part of a systematic and carefully controlled research and conservation program, as they are from the *Erebus* wreck in Canada, or it may be decided that they should not be removed, but ad hoc smash and grab exercises by either government or private operators before those decisions are made must be prevented. It should be noted also that the granddaughter of Sir Ernest Shackleton, the Hon. Alexandra Shackleton, has stated in a television interview that she regards the wreck as legally her property, and while photography is acceptable there should be ‘no rummaging or touching’, and it should certainly not be raised.

The hope is that the United Kingdom, as site manager, will be able to communicate the importance of the *Endurance* site and the need for carefully considered and controlled investigations and management to a wider audience. For this, as well as for any future decision regarding the wreck

site, a management plan should be submitted by the UK and discussed and approved under Annex V of the Protocol on Environmental Protection to the Antarctic Treaty. The UK is also responsible for issuing permits to visit and work on the site, so its interest in ensuring best standards is very high. The International Association of Antarctic Tour Operators (IAATO), which represents a large percentage of Antarctic cruise operators, has an excellent track record in promoting heritage-sensitive operations in the region, and it is hoped that it can help inform and monitor many of the private expeditions that might otherwise be ill-informed about the responsibilities that go with protecting this important and vulnerable wreck site. The International Polar Heritage Committee, and our fellow ICOMOS organisation the International Committee on Underwater Cultural Heritage, offer what help we might be able provide in devising protection, research and management solutions for this challenging site.

Dr Michael Pearson AO

President, International Polar Heritage Committee, ICOMOS

Dr Christopher Underwood

President, International Committee on the Underwater Cultural Heritage



Canada Excellence Research Chair (CERC) Position in Cultural Heritage Knowledge Integration in Ocean and Maritime Studies, Faculty of Humanities and Social Sciences, Memorial University

Date available online: May 10, 2022

Closing Date: June 11, 2022

The Faculty of Humanities and Social Sciences at Memorial University invites applications to the highly prestigious Canada Excellence Research Chairs (CERC) Program with specialization in Cultural Heritage Knowledge Integration in Ocean and Maritime Studies. The CERC 2022 Competition aims to attract world-leading research talent to Canada with the high potential to generate social and economic benefits via their research aligned with priority areas of Canadian science, technology, and innovation (ST&I). The allocation to this non-renewable position is \$500k/year for 8 years for a total of \$4M, with all funds available to the applicant for research activities. The CERC recipient will be appointed to a full-time tenure-stream faculty position.

The successful candidate will be an established, internationally recognized leader in their field. They will be expected to create an externally funded research program, and provide expertise and leadership in the development of digital infrastructure and methods which foster the long lasting transformation of institutional archives into digital data stores offering new computational modes of access to extensive world-class archival holdings. The candidate should have expertise in one or more areas and fields related to knowledge integration of cultural holdings, such as: archival and information sciences; digital repositories as well as their design and architectures; large scale digitization, data mining, and information retrieval; and linked open data and application programming interfaces. This should be in combination with expertise in digital humanities and on the diverse multi-cultural socio-economic histories of ocean & maritime Indigenous and colonial societies and cultures of the 19th through 21st centuries. The candidate should have a proven record of building collaborative research networks combining archival, historical, computational, and information science methodologies in innovative ways.

The selection process will be conducted in consultation with Memorial's Office of Indigenous Affairs, as well as with research and teaching elements of the Faculty of Humanities and Social Sciences. Appointment of a candidate to the advertised position is conditional upon the success of the CERC application. The application process involves 3 stages. For Stage I, candidates will submit an application to the Faculty of Humanities and Social Sciences; details on the selection process are available here. The application should include:

- a cover letter describing their fit with the CERC Program (1-3 pages);
- a curriculum vitae including the names and contact information of at least three referees;
- a brief research plan covering the 8-year duration of the CERC position (1-3 pages);
- a statement on how the applicant's research program fosters and implements best practices in equity, diversity, and inclusion (EDI) (1-3 pages);
- a statement on how the candidate's research program could develop new links, synergies, and knowledge exchange between academia, government, industry, and Canada's northern and Indigenous communities in Newfoundland & Labrador (1-3 pages).

For Stage II, candidates will be selected to a shortlist and interviewed. The successful candidate will be, at the point of CERC Program nomination (Stage III), either: at the academic level of Full Professor; at the academic level of Associate Professor eligible for promotion to Full Professor within 2 years; or, hold a position outside of academia with equivalent qualifications necessary for appointment at these academic levels. For Stage III, one candidate will be selected as the nominee that moves forward with co-developing an application with Memorial University to the CERC Program.

Applications for the first stage (to the Faculty of Humanities and Social Sciences) should be submitted as soon as possible, but no later than June 11, 2022 to allow for sufficient time to meet the CERC Program deadlines (final submission deadline is October 13, 2022). Candidates should submit their completed application in PDF format to Dr. Ailsa Craig, Interim Dean, Faculty of Humanities and Social Sciences, Memorial University of Newfoundland, St. John's, NL, Canada, A1B 5S7 via email here: charlenes@mun.ca. Please quote the reference number F01520-2022-121 in the application and email subject line.

Interested candidates are strongly encouraged to reach out with any informal inquiries about this position, our faculty, and the broader community. CERC applications as well as further questions may be addressed to committee chair (Dr. Cory W. Thorne, coryt2@mun.ca) or Interim Dean. The CERC position search committee will also provide a clear outline of the criteria that will be used to evaluate candidates throughout the recruitment/selection process. In assessing applications, Memorial recognizes the legitimate impact that leaves (e.g. parental leaves, leave due to illness) can have on a candidate's record of research achievement. These leaves will be taken into careful consideration during the assessment process.

Memorial is committed to providing an inclusive learning and work environment. Memorial's Workplace Accommodation policy can be found here. If there is anything we can do to ensure your full participation in the interview process please contact equity@mun.ca directly and we will work with you to make appropriate arrangements.

The Faculty of Humanities and Social Sciences at Memorial University is home to over 200 researchers in fifteen academic departments, and contains the Maritime History Archive (MHA) and the Folklore and Language Archive (MUNFLA). Both of these are internationally significant archives; the MHA is one of the world's largest repositories of materials related to global waged workers from the mid-19th to the mid-20th century; MUNFLA is one of the oldest and largest archives of intangible cultural heritage. The Faculty houses a full range of undergraduate and graduate degree programs, diplomas, and certificates, including interdisciplinary, international, and co-operative education models. Many of our programs include research and training in cultural heritage and ocean and maritime studies, while directly engaging with archives. The successful candidate may work with Memorial University's CREAT Network, our branch of Canada's RDC, and other research

centres such as the Research Centre for Music, Media and Place. The Faculty places strong emphasis on the cultural and social heritage of Newfoundland and Labrador, and is keenly interested in issues of social justice, reconciliation, and respectful collaborative relationships with Indigenous peoples and communities. Among its key areas of inquiry are life in the North Atlantic, diverse ocean and maritime cultures, and what it means to live near, on, or by the sea.

Memorial University is the largest university in Atlantic Canada. As the province's only university, Memorial plays an integral role in the educational and cultural life of Newfoundland and Labrador. Offering diverse undergraduate and graduate programs to over 18,000 students, Memorial University provides a distinctive and stimulating environment for research and learning in St. John's; a safe, affordable, friendly city with great historic charm, a vibrant cultural life, and easy access to a wide range of outdoor activities.

All qualified candidates are encouraged to apply, including non-Canadians and individuals who currently hold positions outside of Canada. The CERC program does not impose any restrictions regarding nationality or country of residence of the nominee. Memorial University is committed to employment equity and diversity and encourages applications from all qualified candidates, including women; people of any sexual orientation, gender identity, or gender expression; Indigenous peoples; visible minorities, and racialized people; and people with disabilities.

As part of Memorial University's commitment to employment equity, all applicants are invited to identify themselves as a member of a target group(s) as appropriate. Applicants cannot be considered as a member of a target group(s) unless they complete an employment equity survey. If you do not receive a survey or have any questions, please contact equity@mun.ca.

We acknowledge that the lands on which Memorial University's campuses are situated are in the traditional territories of diverse Indigenous groups, and we acknowledge with respect the histories and cultures of the Beothuk, Mi'kmaq, Innu and Inuit of this province.



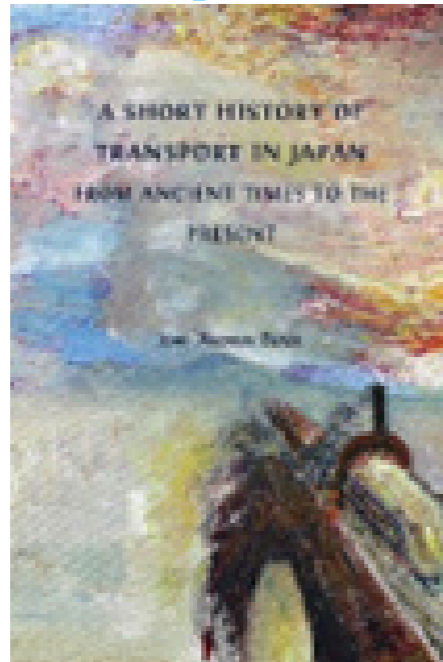
The Australian Association for Maritime History's (AAMH) Newsletter

The AAMH has recently paid a professional to upgrade their newsletter, which makes me embarrassed by my amateur efforts with our previous Newsletter. See <https://www.aamh.asn.au/uploads/documents/newsletter/Newsletter-155-March-2022.pdf>

New Books

<https://www.openbookpublishers.com/product/1536>

A Short History of Transport in Japan from Ancient Times to the Present - Open Book Publishers

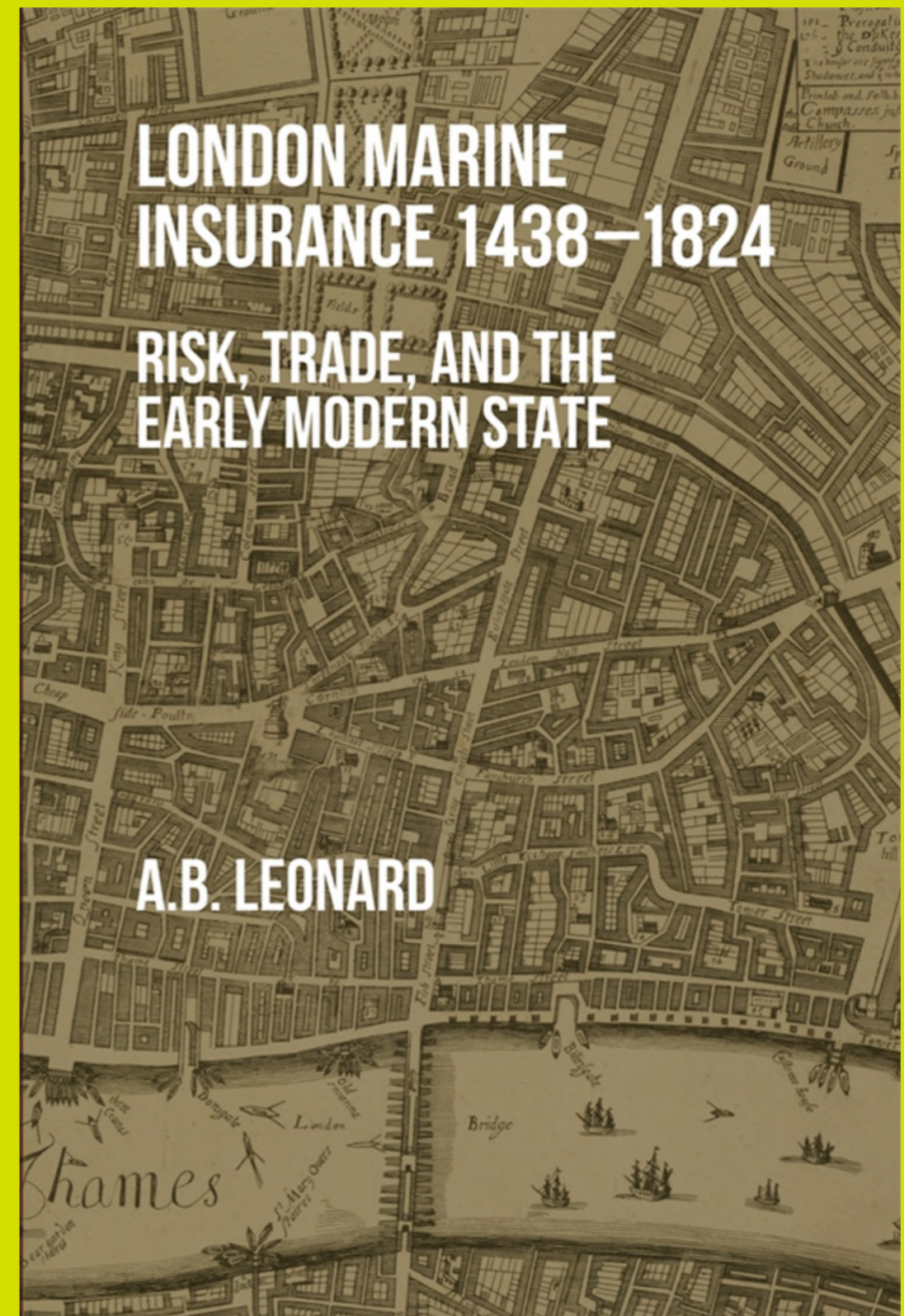


John Black’s *A Short History of Transport in Japan from Ancient Times to the Present* is a unique study: the first by a Western scholar to place the long-term development of Japanese infrastructure alongside an analysis of its evolving political economy. Drawing from New Institutional Economics, Black offers an historically informed critique of contemporary planning using the example of Japan’s historical institutions, their particular biases, and the power they have exerted over national and local transport, to identify how reformed institutional arrangements might develop more sustainable and equitable transport services.

With chapters addressing each major form of transport, Black examines the predominant role of institutions and individuals – from seventeenth-century shoguns to post-war planners – in transforming Japan’s maritime infrastructure, its roads and waterways, and its adoption of rail and air transport. Using a multidisciplinary, comparative, and chronological approach, the book consults a range of technical, cultural, and political sources to tease out these interactions between society and technology.

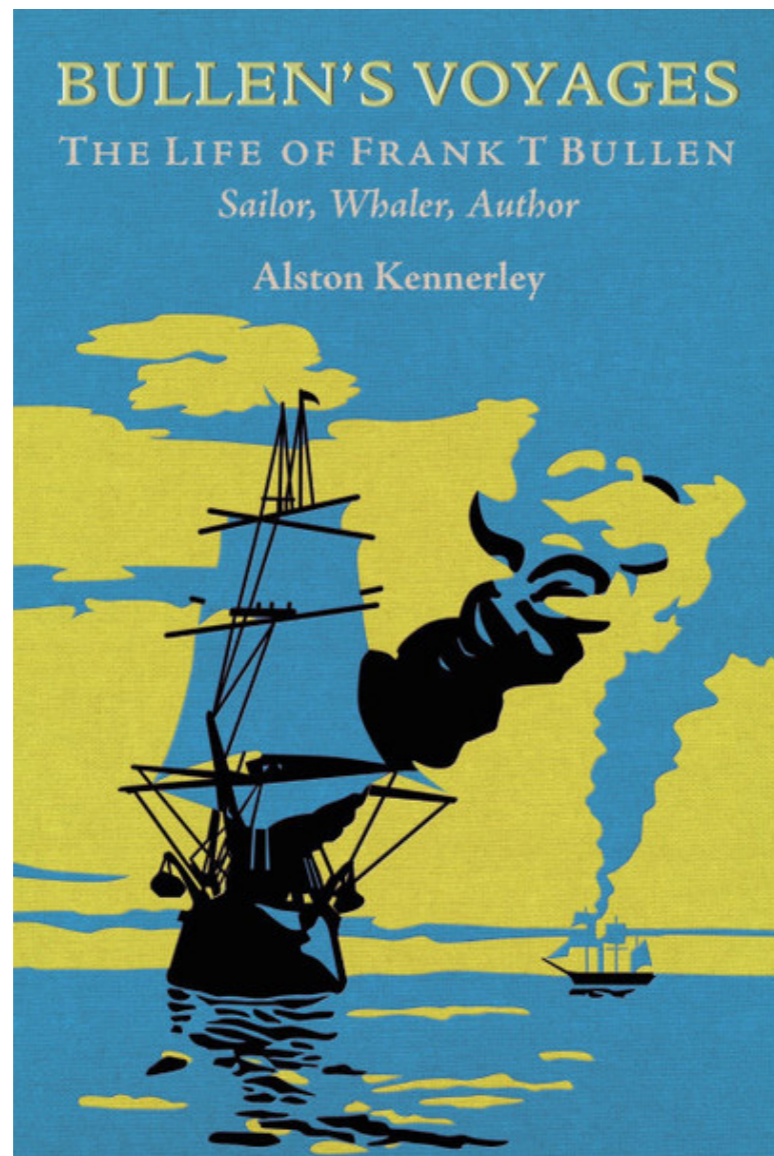
This spirited new contribution to transport studies will attract readers interested in institutional power, the history of transport, and the development of future infrastructure, as well as those with a general interest in Japan. See <https://www.openbookpublishers.com/product/1536>.

Chris Madsen, Department of Defence Studies, Canadian Forces College, has had a research note published in the May 2022 issue of *Mariner's Mirror* related to French officers attending the higher naval school in Paris 1900-1914: Full article: [Attendance at the École Supérieure de Marine in Paris from 1900 to 1914 \(tandfonline.com\)](https://www.tandfonline.com)



Adrian Leonard’s book, *London Marine Insurance 1438-1824, Risk, Trade, and the Early Modern State*, has recently been published. Details are here: <https://boybrew.co/3EC0tRL>. IMHA Members can enjoy a 35% discount off the price with the code BB135.

New Books



Alston Kennerley's, *Bullen's Voyages. The Life of T Bullen: Sailor, Whaler, Author*, will be published by Seaforth in June 2022.

Frank Bullen burst on the national and international popular literary scene at the end of the nineteenth century like a supernova which shone for the first decade or so of the next century and then was gone. But the memory of that brilliance lasts, like his fictional whaling epic, *The Cruise of the Cachalot*, into the present; this is a book still in print in any number of editions.

Bullen's Voyages is a long overdue tribute to that memory, focusing on the sea career which is so prominent in his writing. Of the era of his youth, he wrote that 'those were the days when boys in Geordie colliers or East Coast fishing smacks were often beaten to insanity and jumped overboard, or were done to death in truly savage fashion, and all that was necessary to account for their non-returning was a line in the log to the effect that they had been washed or had fallen overboard'. It was a brutal world, and a close examination of maritime records shows that the bullying, two shipwrecks and the tropical illnesses he describes so vividly, really occurred before he was even fifteen; and those

were just the start. Hardly a voyage passes without similar dramatic episodes. But disentangling truth from fiction is not always easy. At one level *The Cruise of the Cachalot* is undoubtedly fiction, and there are unanswered questions about his young life as a 'street Arab', as he once described himself. Yet Rudyard Kipling could write in 1898 of *Cachalot* 'it is immense... I've never read anything that equals it... such real and new sea pictures'. Though Bullen conceals the names of several of his ships, this new biography reveals their real identities, while the author carefully distinguishes the fact and the fiction through his sea-going career.

Bullen, who wrote more than thirty books, is second to none in his remarkable writing about the days of sail and the lives of merchant seafarers. A literary commentator writing in 1917, two years after his death, asserted: 'Perhaps no writer has ever written so graphically or so sympathetically of the trials and dangers incurred by our merchant sailors than Frank Bullen, and his books today are a living witness to the courage and loyalty of our mercantile marine'. This elegant and highly readable biography is the first to describe his extraordinary life, and Bullen's own vivid writing colours every page.

Author Details

Alston Kennerley was born into a seafaring family and his own early experience at sea included ten month's service as a cadet aboard the German four-masted barque *Passat*. Later, after reading History at the University of Wales, Lampeter, he went into teaching and became Principal Lecturer in the Institute of Marine Studies at the University of Plymouth. He retired in 2000, since when he has maintained an active research portfolio in maritime social history.



Jaap Bruijn's book, *Reilen en Zeilen van de admiraliteit van Rotterdam in de jaren 1630-1640*, was published in March 2002 by Hilversum 2022 Verloren publisher, ISBN 978 90 8704 981 2 (15 euro), ill. 114 pp.

The book is based on the minutes of the board of the admiralty and tells about the organization of the admiralty, the board members, the finances, ships, officers and flag-officers and the common seamen, and is well illustrated.

Conferences

Call of Papers
Popularisation of Maritime Heritage through Museums

From shipwrecks to coastal defences, beacons to lighthouses, old fishing ports to modern industrial landscapes – these all represent human activity at and by the sea. Maritime cultural heritage is a crucial part of history and national identity of maritime states.

Hence, the presentation and popularisation of maritime cultural heritage is opportunistic with numerous solutions for public engagement as illustrated by salvaged shipwrecks Vasa and Mary Rose which are nowadays the focal points of their own museums. Further, the popularisation of the maritime cultural heritage and public awareness associated with the risks of losing cultural heritage could be the focus for public outreach and how one may engage with cultural heritage.

For this reason, you are all cordially invited to partake in the annual Conference (Day 1) and Workshop (Day 2) as a presenter and/or audience member to discuss popularisation of maritime cultural heritage through museums, and public engagement. Both the workshop and conference will be held in Tallinn, at the Estonian Maritime Museum on 10th-11th November 2022. The event will also be available online via Zoom for those unable to travel.

Call of Papers will be open until 9th September 2022. Please send Your abstracts to merearheologia@meremuuseum.ee, and the event will focus on the following topics:

- Developing permanent exhibition on topics of maritime cultural heritage, with additional focus on underwater cultural heritage
- Creating and carrying out community initiatives, educational programmes and curriculums at memory establishments
- Methodologies of popularisation of maritime cultural heritage
- Use of technological solutions for popularisation and their benefits
- Collaboration between museums, schools, local communities, and universities
- Internship and placement organisation

Please feel free to get in touch with us at merearheologia@meremuuseum.ee with your questions.



Autobiography by Dr Apostolos Delis, Centre of Maritime History, Institute for Mediterranean Studies, Rethymno, Crete, Greece

For reasons I have not been able to discover, I developed a strong interest in history when I was at elementary school. None of my family or relatives studied at university; we were a typical example of working-class people living in an industrial port, Volos, which does not help explain my early interest in history. When I was in high school, I developed a special interest in Roman History and I remember being upset that the Greek school texts devoted four fifths to Byzantine History and only one fifth to Roman History.

After failing to pass the entrance exams to a Greek University, I went to the University of Siena, in Italy, to study Ancient History. The experience of living, studying and working abroad, and the language, culture and lifestyle in Italy, had indelible effects upon me, as I imagine to it did for other foreign students. In my third year, I transferred to the University of Bologna, still in the Department of Ancient History, and graduated in 1997 with a first-class honours BA degree and a Dissertation on an unedited collection of ancient Greek coins from Central Greece-Attica held at the National Archeological Museum of Parma. My deep interest in Roman History continued to develop with a focus on the Roman Republic and its politics. After military service, which is an obligatory waste of time for almost every Greek male, I sought to continue to MA studies in Ancient History in the UK. I visited the British Council of Athens, to search for information about the courses British Universities had to offer in ancient studies. Searching among the brochures of the various universities, I fell on that of the University of Bristol, containing among other things, information about an MA course in Maritime Archaeology and History that attracted immediately my attention. I had never heard or thought about the maritime dimension in history and archaeology; I always liked the sea, and many activities around it, but I never thought that I could combine it with my academic interests.

I applied to the MA in Maritime Archaeology and History course at Bristol University, and I was accepted. This was a turning point in my career. The experience in the courses offered by the archeologist Prof. Antony J. Parker and the historian Dr. Roger Morriss, as well as by other invited scholars, taught me a lot about ancient shipwrecks and ports and the technology of ships and navigation. I was introduced to many aspects of modern and contemporary maritime and naval history including visits to historic ships sites, maritime and industrial museums, archives and libraries. During this year, with the help of a colleague in the MA, a retired Scottish sailor with excellent knowledge of British

maritime history and ships, I started to develop a very strong curiosity and interest in the sailing ships of the modern period, their types, rigging fashion and hull characteristics. I left behind Roman History for my new “passion” of ships and shipbuilding of the modern era. I completed my MA with a dissertation on the shipbuilding traditions on the island of Skopelos, in the 19th and 20th centuries, mainly based on oral interviews with local shipbuilders.

Soon after I returned to Greece from the UK, I contacted Dr. Kostas Damianidis, one of the most important scholars in vernacular boatbuilding and wooden shipbuilding; with his help I applied for the PhD program run by Professor Gelina Harlaftis on Modern Greek maritime history at the Ionian University. I won one of the four PhD scholarships on the topic of the wooden shipbuilding Industry in Syros in the nineteenth century. From then on two fundamental changes occurred in my life: first, I became a modern maritime historian and second, I met Gelina Harlaftis, with whom I have worked closely the past seventeen years. The work on the wooden shipbuilding on Syros and especially on primary sources in the General State Archive and in the Municipal Library in Ermoupolis the capital of Syros, was an extraordinary experience, thanks to the stimulating and very helpful conditions created in those institutions for the researchers. Along with the written sources of the past, I had the chance to discover one of the best-preserved Greek towns of the nineteenth century, with the merchant’s mansions, the sailor’s neighborhoods, and the shipyards district and to experience the environment the sources I studied referred to. Along with the work in the archives, Gelina Harlaftis introduced me to the world of Modern Greek Historians, through seminars, conferences, and meetings, which was totally unknown to me as I did all my studies abroad and, moreover, in Ancient History. However, the event that intrigued me the most and confirmed to myself that I was determined to continue as a maritime historian was the 2008 IMEHA Conference at Greenwich. I remember it as the most interesting conference I had attended, and I was extremely excited to hear the papers and to meet and discuss with various colleagues whom I met for the first time. Since then, the now IMHA conference and events have become my natural scholarly environment.

In 2010, after completing my PhD thesis entitled *Hermoupolis (Island of Syros): the Shipbuilding Centre of the Sailing Merchant Marine, 1830-1880*, I won a postdoc position in the Centre de la Méditerranée Moderne et Contemporaine of the Université de Nice-Sophia Antipolis. There I worked in the project NAVIGOCORPUS: Corpus des itinéraires des navires de commerce, XVIIe-XIXe siècles, directed by Professor Silvia Marzagalli. My acquaintance with the French academic community and the experience of working in the laboratories of project partners like the Laboratoire de Recherche Historique Rhône-Alpes (LARHRA) of the École Normale Supérieure de Lyon or later in the TELEMMe – Temps, espaces, langages, Europe méridionale, Méditerranée of the Maison Méditerranéenne des Sciences de l’Homme in Aix-en-Provence, proved decisive in the widening of my academic horizons, the expansion of my Mediterranean network and the improvement of my French.

After two years in France, came the proposal that changed my whole life and career. Prof. Christos Hadziiossif, Director of the Institute for Mediterranean Studies-IMS/FORTH, offered me a postdoc contract of two and a half years. Since my first days in the IMS, I felt that this was the right place for me to build things and develop my research plans. The whole scholarly environment of colleagues of high academic standards, the facilities and the backing of the Foundation for Research and Technology-Hellas (FORTH), of which the IMS is part, created to my view the ideal conditions for research. In the years from 2012 to 2016, I expanded my research in the study of the advent of steam navigation in Greece investigating the case of the Hellenic Steam Navigation Company, the first company in Greece founded in 1857. In parallel, I worked on questions of navigation and the linkages of the Black Sea ports to the Mediterranean in the project “*Thalis*”: *The Black Sea and its port-cities, 1774-1914. Development, convergence and linkages with the global economy*, directed by Gelina Harlaftis, then still in the Ionian University, in which the IMS/FORTH was partner. In the meantime, in 2015 I took a position as Junior Researcher in the IMS/FORTH. In the same year, my monograph *Mediterranean Wooden Shipbuilding. Economy, Technology and Institutions in Syros in*

the Nineteenth Century was published (Leiden: BRILL).

In 2016, I applied for an ERC STG project entitled “Seafaring Lives in Transition. Mediterranean Maritime Labour and Shipping during Globalization, 1850s-1920s” (SeaLiT) which I won for five years and started in 2017. It was a lifetime achievement for me, since my vision to bring together Mediterranean scholars who work on common or similar topics in maritime history came true. In the project, the IMS team worked together with the research teams of the Universities of Barcelona and Genoa, approximately 25 scholars of all ranks, on the effects of the transition from sail to steam on Mediterranean maritime labour, communities and shipping. The outputs included different types of databases on seafaring professions, ships, and demographic information, PhD theses, articles, book chapters, monographs, and collective volumes. All this comparative work at large scale had also as a great result the creation of an *Esprit de corps* and the strengthening of ties of collaboration between scholars from across the Mediterranean, whom before the project mostly did not know each other. The project owed much of its success as well to the Center for Cultural Informatics (CCI) of the Institute for Computers Sciences/FORTH, which not only supported all the digital and informatics work in the project, but also fostered interdisciplinary collaboration between historians and IT engineers, with publication of articles, participation in conferences etc. The part I personally adored most in the project, and which also opened a new research topic for me, is the study of navigation using information from logbooks. The application created with the CCI called *Ship Voyages*, proved an extremely valuable tool of analysis of the navigation of the sailing ships and steamers, of the duration, patterns and conditions of navigation and key events of the voyages. The history of navigation as well as its basic sources logbooks and sailing directions books, intrigued me to explore further this fascinating and important topic so far neglected in maritime history.

In the meantime, in 2017, Gelina Harlaftis became the new Director of the IMS/FORTH in Rethymno, and in 2018 we founded the Center of Maritime History. The inaugural conference “What is Maritime History,” commemorated the work of Skip Fischer. Since then, the Center has flourished, and comprises a large number of scholars, from Greece and abroad, with improved facilities and an active seminar programme. Meanwhile, in 2017 I became Assistant Researcher and in 2021 Principal Researcher. Now that the project SeaLiT heads towards its end, I have submitted a new project that aims to study the effects of the maritime technology on navigation and on ports, in the Mediterranean and the Caribbean. As my dear friend and colleague, Professor Jordi Ibarz, playfully commented, “the world is becoming too small for us”. While this may be an exaggeration, I know that maritime history offers the potential to explore the past in multiple ways and, most importantly, the capacity to bring distant people together to produce creative research.

Global Privateering:

A Project in Global Maritime History

Tessa de Boer, Leiden University, The Netherlands

(co-coordinator of the Leiden Team for Global Privateering)

For the past year, a small team of historians at Leiden University has collaborated with IT students to realize a database of 176 privateering dossiers from St. Malo, France, pertaining to the French capture of Dutch ships in the late seventeenth century. The data was originally gathered by an independent researcher, Siem van Eeten. Recognizing the historical value of privateering dossiers for maritime history and thus the importance of making them publicly available to browse, the decision was made to accommodate the dossiers in a database, humbly titled Global Privateering.

This initiative fits snugly with other (international) projects seeking to ameliorate the accessibility of archival collections related to privateering, most prominently the Prize Papers Project, which aims to digitize and catalogue the prize papers held in the National Archives in Kew. These initiatives are a further testament to the historical relevance of privateering-related documentation and thus the importance of making them easily accessible for researchers.

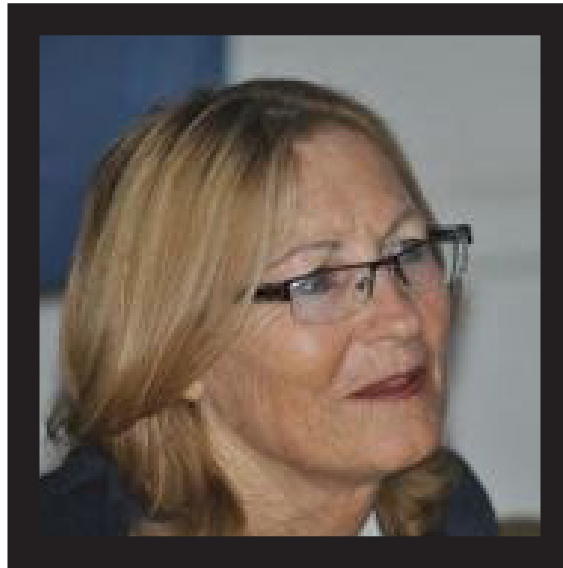
The Global Privateering project was conceived not only in terms of potential relevance for historical research, but also as an opportunity to bring people of different backgrounds, talents and expertise together to launch a mutually beneficial collaboration. We have entered into a partnership with a local school in post-secondary vocational education and have recruited four enthusiastic IT students who are taking on the development of the database. This way, they can further develop their skills in constructing databases from scratch, get the opportunity to work with ‘real’ data, and can eventually add a real product to their personal portfolios. With us posing as ‘clients’, they also develop communicative skills that will be of benefit when dealing with actual clients once they embark on their career. For historians/researchers, the major benefits consist of the end product itself (a user friendly tool that facilitates historical research) and the opportunity to expand beyond the walls of the university, broadening societal and practical horizons. The dialogue between technical and content-oriented expertise is an interesting one: the students have to actively interpret our clumsily worded wishes on functionality into something viable programming-wise, offering comprehensible suggestions along the way; in turn, we as historians gain a better understanding of current limitations and possibilities in IT and database functionality. Overall, the collaboration has proved very satisfactory and productive.

What is currently being constructed is a prototype based on the 176 aforementioned St. Malo files of captured Dutch ships. The database will present the user with clear and organized info sheets centered around a ‘capture event’, containing the metadata on for example the involved ships and their crews, relevant geographical locations, cargoes and auctions. The results can be queried both through filters (for example, selecting a harbor of departure) or a full-text search. Aiming for an audience of both student, independent and professional researchers, the database will offer the user the most important data from the dossiers in an easily navigable environment, but will also link photographs of the original documents in order for more advanced researchers to follow up on the base information and study the integral text to answer more detailed questions.

The database will have a ‘back door’ through which we can manually add new information if it arises. This is representative of our ambitions to expand the project in the (near) future. The current structure lends itself not only to the St. Malo documentation, but also to other privateering dossiers, both in France (where interest has already been aroused to add more datasets) and abroad. The prototype offers a solid base for this type of expansion, and with some tweaks adding functionality and hosting capacity, Global Privateering could soon be truly ‘global’ and offer data on privateering in throughout historical space and time.

Global Privateering is currently under construction and scheduled to launch in the late summer or fall of 2022.

For more information about this project or deposit of already existing data sets, please contact Tessa de Boer (t.w.m.de.boer@hum.leidenuniv.nl).



Vale

Ruthy Gertwagen (b9 Sep 1952 In Haifa, Israel, d. 28 Feb 2022, Haifa)

The sudden passing of Dr Gertwagen (Ruthy to all who knew her) was a terrible blow to her colleagues and will touch all of the many colleagues around the world who knew her as a colourful and meticulous scholar of the maritime and marine environmental history of the Eastern Mediterranean.

Ruthy graduated with an MA in 1982 (Haifa) and received her PhD in 2000 (Hebrew University of Jerusalem in collaboration with the Faculty of Architecture of the University of Venice).

Ruthy was an indefatigable networker who helped promote research collaboration. In 2004, she co-founded the Mediterranean Maritime History Network. From 2004 to 2010, she was a member of the History of Marine life (HMAP) project, and chaired the Scientific steering group on the population of marine life in the Black Sea and the Mediterranean Sea of HMAP. From 2005 to 2011, she served as chairman and coordinator of the Venetian and North Hadirati Lagoon project. She also served as Israel's representative from 2008 to 2010 on the Committee for the Finance of the International Naval History Association (ICMHA). From 2007 to 2012 Ruthy was a member of the editorial board of the International Journal of Maritime History (IJMH), and from 2012 to 2016 she served as Treasurer of the International Association for Economic History (IMEHA).

Dr Gertwagen was a specialist of the history and maritime archaeology of the Mediterranean Sea (6th–16th centuries). She pioneered the study of the construction and maintenance of ports in the Byzantine realm, She published widely on the economy, trade, piracy, and naval warfare, of the Mediterranean and Black Sea. She conducted major architectural surveys of the port cities and their remains above land and under water in the former Venetian Empire at the Ionian Sea and the Aegean Sea. In Israel, she conducted rescue excavations in Acre and excavations in Tel Hanion and Beit Shean; she also conducted underwater rescue surveys in Acre.

Poul Holm
Trinity College Dublin