



## Newsletter February 2015

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### **Subscription for International Journal of Maritime History in 2015**

For just £55 you can order volume 27, issues 1-4, of International Journal of Maritime History (2015) as well as online access to the full back catalogue of the journal. Payments may be made by credit or debit card through the online payment service at:

<http://shop.hull.ac.uk/browse/product.asp?compid=1&modid=1&catid=211>

Enquiries: [ijmh@hull.ac.uk](mailto:ijmh@hull.ac.uk)

<http://www2.hull.ac.uk/fass/internationaljournalofmarit.aspx>

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### **CFPs: Connected Oceans: New Avenues of Research in Oceans and Maritime History**

Venue and dates: University of Porto, 8 – 12 June 2015

The conference “Connected Oceans – New Avenues of Research in Oceans History” will be held in Porto (8-12 June 2015), sponsored by the University of Porto; the Transdisciplinary Culture, Space and Memory Research Centre (CITCEM); the

International Maritime Economic History Association (IMEHA); and the Erasmus Mundus doctoral programme Text and Event in Early Modern Europe (TEEME).

In 2006 Kären Wigen wrote in a forum on “Oceans of History” that “maritime scholarship seems to have burst its bounds; across the discipline, the sea is swinging into view” (American Historical Review, CXI, No. 3 (2006), 717-721). The time has now come to sum up the last ten years of research on maritime history, revise the current tendencies and identify new trends for the future.

This conference aims at debating new perspectives and avenues of research in the current historiographical production related to the Pacific, Indian, and Atlantic Oceans, as well as the Mediterranean, the Baltic and the North Seas. Papers should be focused on a maritime approach and based on the concept of maritime history in its widest sense: a field of research which encompasses all the dynamics resulting from, and required by, the ways humans interact with the sea (Frank Broeze, The Great Circle, XI, No. 1 (1989), 1-13).

The goal of the conference is to bring senior and junior researchers from a variety of backgrounds and across all periods together to open up new perspectives on maritime history. Multidisciplinary approaches, presentations of on-going or concluded team research projects, and proposals by postgraduate students or early career researchers are therefore welcome.

Participants are invited to submit proposals for individual papers of 20 minutes. Abstracts of 500 words should be sent in English and no later than 30 March 2015 to [connected.oceans2015@gmail.com](mailto:connected.oceans2015@gmail.com). Please include affiliation and contact details, as well as a short biographical note (of max 200 words). All submissions will be reviewed and applicants will be contacted before 30 April 2015.

For further information: <https://connectedoceans.wordpress.com/>

The Organising Committee

Amélia Polónia, U. Porto / CITCEM

Álvaro Garrido, U. Coimbra / CEIS20

Amândio Barros, IPP – ESE / CITCEM

Ana Sofia Ribeiro, CIDHEUS / CITCEM

**Call for Papers: XVIIth World Economic History Congress (Kyoto, Japan, 3-7 August 2015)**

Session S10100 - The Asian Seas: a stage for cooperation and self-organization in the First Global Age (1500-1800)

Recent historiographical debates on Early Modern merchant networks have developed into two mainstreams. The first is related with the seminal work of P. Curtin on “cross-cultural trade”. This approach maintains that in order to maximize their profits, merchants established business partnerships and trade interactions with agents from different geographies, religions and cultures. A more recent theoretical perspective sustains that Early Modern European empires were built as much by the formal structures involved in trade monopolies as by the initiative of private agents, which frequently escaped public control and fostered trading activities with formal “enemies”. Acting as “free-riders”, these agents established contacts free of any institutional or national control or guidance. Cooperation and self-organization arise as key concepts in the understanding of the functioning of such systems. This panel will run under these theoretical premises.

The Indian Ocean is a perfect laboratory for trans-national and trans-cultural commercial exchanges. Muslim, Hindu, Armenian, Chinese, Japanese, Korean and other merchants tried to trade with each other, cooperating in business partnerships and creating a self-organized system in order to increase their profits. At the dawn of the Early Modern Era, Europeans disrupted the existent structures and directly interfered with pre-existent trade dynamics. Even if institutionally-driven commercial systems were created - the Portuguese state monopoly on spices, or the VOC or EIC trade monopolies, for example – individual agents soon realized that they would maximize their revenues by interacting with local and foreign merchants in the region.

This session aims at analyzing how the presence of European agents forced an adaptation of the trading functioning system, describing how Europeans fostered business relationships with Asian agents, despite the constraints imposed by the European rulers to such self-organized trading mingling. On the one hand, the

session will highlight mechanisms and rules of fostering and sustaining trading and trust relationships between agents from distinct cultural backgrounds. On the other hand, it will aim to a comparative approach with other economic spaces, as the Atlantic world, with which the East became irrevocably connected, although always based on the Asian seas.

Call Deadline: 31th. March 2015 . We plan to shortlist by the end of April 2015

Submissions must include title, a 500 words abstract of the paper, 3 to 5 key-words and a short CV (200 words) with contact address.

Full papers up to 5000 words are expected for circulation by 30 June 2015

Organisers: Amélia Polónia (University of Porto/ CITCEM); Ana Sofia Ribeiro (CIDHEUS/ CITCEM)

Contact Person.: Amélia Polónia ([amelia.polonia@gmail.com](mailto:amelia.polonia@gmail.com))

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### **New book: 750 years of Harbour Cranes in Antwerp**

Jef Vrelust (ed.), 750 years of Harbour Cranes in Antwerp, Antwerp, 2014, 156p

The first written record of a crane at the port of Antwerp dates from 1263 when the city council placed a wooden treadwheel crane at merchants' disposal. 750 years later, this is a service that the Port Authority of Antwerp continues to provide. For centuries, Antwerp's cranes were operated using manpower. Their design and manner of operation evolved at lightning speed from the late nineteenth century onwards in line with technological developments: steam, hydraulic pressure, electricity...

When the city decommissioned its hydraulic cranes in 1974, it resolved to create a 'technological archive': in other words, a museum collection of harbour cranes. Presently, the MAS manages the largest and most diverse museum collection of harbour cranes in the world: eighteen cranes built by fifteen firms from Belgium and abroad. Most of these cranes have been awarded protected heritage status, while

the floating crane enjoys maritime heritage status.

This richly illustrated book provides for the first time an overview of 750 years of harbour crane history in Antwerp. Experts describe the developments in crane and harbour construction and discuss the crane's function as the essential link between quay and ship.

Published bij Bai for the Museum aan de Stroom,  
Hard cover, available in English ISBN 978-90-8586-667-1 and Dutch ISBN 978-90-8586-666-4

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### **Oceans Past V Conference**

Conference dates: 18-20 May 2015.

The meeting will be held at Tallinn University, Tallinn, Estonia.

Marine science has taken a historical turn during the past two decades. Individual studies and global initiatives such as the History of Marine Animal Populations (HMAP) and the Sea Around Us programmes have led to a large number of research projects in diverse socio-ecological systems, from coastal European marshes to Pacific islands to Atlantic fisheries.

Meanwhile, in what could be dubbed a sea change of history, environmental historians are also studying human engagement with the underwater realm. Historians, including archaeologists, sociologists, and geographers, have engaged with marine scientists in an interdisciplinary effort to bring together the long-term study of human and animal worlds. Thanks to this collaborative effort, researchers have not only identified, but in many cases resolved, the problem of the 'shifting baseline' by pushing back the chronological limits of our knowledge.

This conference, the fifth in the Oceans Past series, will provide a forum where the latest research in marine environmental history and historical marine ecology can be presented and debated, and easily accessible to all researchers and policy makers.

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Following the conference, the ICES Journal of Marine Science will host a dedicated theme issue on historical marine ecology / marine environmental history. Check link for inspiration on publishing with ICES Journal of Marine Science:

<http://ices.dk/publications/Documents/How%20to%20get%20published%20in%20the%20ICES%20Journal%20of%20Marine%20Science.pdf>

To register, please follow the this link:

[http://registration.tlu.ee/index.php?option=com\\_rsevents&view=events&layout=subscribe&cid=62:international-conference-oceans-past-v](http://registration.tlu.ee/index.php?option=com_rsevents&view=events&layout=subscribe&cid=62:international-conference-oceans-past-v)

Conference flyer can be downloaded here:

[http://pixiweb.dk/dokumenter/Oceans\\_Past\\_flyer\\_final.pdf](http://pixiweb.dk/dokumenter/Oceans_Past_flyer_final.pdf)

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## **Call for papers: 6th EOGAN conference "Tackling the new: energy archives and research beyond oil"**

The sixth conference of the European Oil and Gas Archives Network (EOGAN) will be held at Maersk Headquarters, Copenhagen, on May 28th and 29th, 2015.

EOGAN is a network for people working to preserve and promote the use of oil and gas-related records - people from [1] oil and gas archives, business archives related to oil and gas, [2] museums with an interest in energy and [3] universities and research centres working on topics related to oil and gas. The EOGAN conference serves as a platform where persons working in these institutions can meet and exchange ideas in an informal manner.

The title of the 2015 Copenhagen meeting is: "Tackling the new: energy archives and research beyond oil"

Papers are invited for the following sessions:

A. Danish energy history: Companies, records and research: Papers on Danish energy history, on Danish records management within the energy sector and on archival sources.

B. Oil & Gas companies beyond oil and gas: involvement in new energy sources. Energy, sustainability and reputation management at present and in a historical perspective.

C. Capturing the new energies. Global records management, digital records, social media and multiple provenance.

D. Oil & Gas archives portal. Round table session on legal and technical requirements for joining a common portal for archival description and digitised items.

E. Energy History. Papers dedicated to research on any aspects of energy history in Europe. In particular, we welcome papers that focus on methodology and usage of original sources from business archives.

The conference is open to persons who want to share their thoughts and ideas about these topics. There will be plenty of time for (informal) discussion. The conference language will be English.

We invite you to submit papers on the topics mentioned above. They can be interpreted broadly. Please submit your an abstract of 100-250 words and a working title to: [w.heijveld@maritiemmuseum.nl](mailto:w.heijveld@maritiemmuseum.nl) by February 15, 2015.

For more information or questions, please contact:

Wouter Heijveld (Maritime Museum Rotterdam), [w.heijveld@maritiemmuseum.nl](mailto:w.heijveld@maritiemmuseum.nl)

Torkel Thime (Norwegian Oil and Gas Archive, Stavanger), [toth@arkivverket.no](mailto:toth@arkivverket.no)

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### **Call for Papers ‘Entrepreneurs at sea’, Panel at the XVIIth World Economic History Congress**

Call for Papers ‘Entrepreneurs at sea: sailors' trading practices and legal opportunities in the first globalization (15th-19th centuries)’, Panel at the XVIIth World Economic History Congress, Kyoto 3-7 August 2015

The role of international trade in bringing about early modern globalization is generally recognized, but scholars tend to focus on activities by merchants. Seamen were also involved in forms of commerce, an involvement facilitated by the fact that they, unlike traders, always travelled with their merchandise. Hardly any research has been done on this topic, so we do not have a good idea about the functioning of

this aspect of international commerce or the way in which bodies of law tried to regulate it. This is all the more remarkable considering the crucial role these seamen played in early modern transnational economic development.

Historians of globalization have become very interested in considering how this historical process brought about changes in more localized legal systems. But instead of looking at ways in which law developed itself to function on a more global scale, we will focus on the issue of how a landscape of different legal systems offered entrepreneurial activities for many transnational actors. Rather than looking at the usual suspects, we will discuss the economic role played by seamen as traders. To this purpose, we will rely mainly on legal source material (from courts, notaries, etc.), in which many sailors can be found. It was exactly the uncertain nature of the international reach of local law that provided these seamen with a framework within which they could conduct small-scale trading. More than a testing ground for nations to each develop their own laws, the movement of people and goods in an international space was a partial result of a varied legal infrastructure. It is through this diversity that development occurred. We want to explore the idea that the absence of a completed legal globalization proved to be a fruitful foundation for an early modern commercial globalization, not brought about from the top down, but rather installed through the economic actions of a large number of individuals and groups from the bottom up.

This session has arisen out of the ERC-funded project 'Sailing into Modernity', led by Dr. Maria Fusaro (University of Exeter), which aims to provide a new analysis of the economic transition in early modern Europe employing tools from legal, economic and social history. While this session takes up a comparative perspective, the core of our panel focuses on the Mediterranean basin, because this was the first area in which different European models clashed, with implications for subsequent global developments. This clash must be considered a crucial element in the maritime navigation which concurrently took off to conquer the Atlantic and Indian Oceans, giving rise to early modern globalization. In this panel, we will present our main results, but we also want to foster a dialogue that will further open up the topic. For this purpose we issue an open call for participants with expertise on other regions to

enable a truly global comparison of sailors' economic practices.

We particularly invite proposals that deal with:

- Sailors' wages & contractual conditions
- Legal structures & wage litigation
- The private trade of seamen
- The role of victuals, lodging and prize money in remuneration
- Sailors as wage labourers, opportunity-seekers or adventurers
- Role of seamen's wives and the family in transferring wages & trade profits home
- Participation of seamen in social & professional, domestic & foreign networks
- Imprisonment & liberation of seamen
- Skippers, officers and seamen as ship-owners

We invite proposals which deal with any area of the globe, and especially welcome those with a comparative perspective. Proposals should be sent to:

[m.fusaro@exeter.ac.uk](mailto:m.fusaro@exeter.ac.uk) before 31/01/2015.

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### **New edition of "The Great Circle" out now**

Contents:

GARE, Deborah: A Book of Empires The Journal of the Mary Ann Friend, 1829-31

Van WAARDEN, Betto: Trials and Tribulations of Transfer: Issac Tisingh and the Transfer of Knowledge from Japan to Europe in the late Eighteenth Century

MULLUMBY, Mathew: Ship to Shore: George Grey's Epic Coastal Explorations in Western Australia 1837-39

FOSTER, Leonie: Shipwrecks and the White Australia Policy

+ book reviews

Further info: <http://aamh.asn.au/great-circle/>

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## **Call for Papers 12th Conference of the European Sociological Association 2015,**

25.-28.8.2015, Prague RS7 – Maritime Sociology

In general, there are many reasons to focus research on maritime spaces. Maritime spaces include oceans as well as coastal areas, spaces which are at risk nowadays. Ecological crises (overfishing, decline in biodiversity, climate change, ocean pollution), economic crises (de-industrialization, whaling moratorium, structural change, development of alternative industries) and cultural crises (destabilization of collective identities of seaside and island inhabitants, cultural practices of sharing, inhabitants' knowledge, local traditions, transformations of maritime professions) cumulate in these maritime spaces. So far research on maritime issues is dominated by natural science disciplines. The protection of maritime natural sources and the need for sustainable development demands research on the 'human factor' and a sociological perspective on maritime spaces

1. General Session: History and Future Perspectives of Maritime Sociology
2. Maritime Professions and Inequality
3. Sociological Imagination on Maritime Issues: Sustainable Development and the Sea
4. Knowledge of the Sea: Integrating local and indigenous knowledge with scientific knowledge
5. Sea and Culture: The Construction of Identities in Seaside-Communities and Port Cities

For the complete text of the CFP please see:

<http://esa12thconference.eu/rs7-maritime-sociology>

Abstracts must be submitted online to the submission platform, see below.

Abstracts sent by email cannot be accepted. The Research Stream coordinator will organize the peer-reviewing of the abstracts; the letter of notification will be sent by the conference software system in early April 2015.

Abstract submission deadline: 1st February 2015

Coordinators

Agnieszka Kołodziej-Durnaś, University of Szczecin, Szczecin, Poland,  
[akodu@whus.pl](mailto:akodu@whus.pl)

Frank Sowa, Institute for Employment Research (IAB), Nuremberg, Germany,  
[frank.sowa@iab.de](mailto:frank.sowa@iab.de)

Abstract submission platform: [www.esa12thconference.eu](http://www.esa12thconference.eu)

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### **CFP: International Maritime History & Culture Conference 2015**

Venue: Dalian Maritime University, China.

Dates: June 25th-28th, 2015

Sponsors: Maritime History & Culture Research Center, Dalian Maritime University.

We are pleased to announce that the International Maritime History & Culture Conference (IMHC) 2015 will take place at Dalian Maritime University (DMU), Dalian, China on June 25th-28th, 2015. The year 2015 marks the 70th anniversary of victory in World War II, in which the seamen around the world made great sacrifices in the service of their own nations. The international maritime history and culture conference aims to review their history and inherit their spirit.

The conference is scheduled to coincide with the annual World Seafarers Day on June 25th. This conference will provide scholars with an opportunity to share their latest academic achievements and develop friendships on Maritime History & Culture. Dalian Maritime University, located in the beautiful coastal city Dalian, is one of the key universities in Liaoning Province and is a multi-disciplinary university with students from all over the country. The University enjoys a long history of over 105 years. We hope that the conference will be a fruitful and grateful event for all of the participants, and we are looking to seeing you at the beautiful campus of Dalian Maritime University.

Mr. Han Qing

President of IMHC

#### **SYMPOSIUM TOPICS:**

- Merchant seamen in World War II.
- Maritime Cultures.

- Underwater Archaeology.
- Other Related Topics.

Conference language: English

Website: <http://202.118.89.19/meeting/>

E-mail: [imhc2015@163.com](mailto:imhc2015@163.com)

#### DEADLINES AND IMPORTANT DATES

Title and Abstracts Due (One page): 31st March, 2015

Full papers Due: 30st April, 2015

#### REGISTRATION

Deadline: 31st May 2015

Fee: USD \$150

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#### **Resource: Yearbook of Fisheries and Maritime Museum available online**

Edited by Morten Hahn-Pedesen

Published by Fisheries and Maritime Museum, Esbjerg, Denmark

Online archive is available for the period 2002-13, at: <http://www.fimus.dk/sjaeklen-museets-arbog-online-og-til-download>

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#### **CFP: War on Land and Sea: Agincourt in Context. An international conference for the 600th anniversary of the battle of 1415**

Dates: 31 July - 3 August 2015

Venue: University of Southampton

Deadline for papers: April 29, 2015

Further info: <http://royalhistsoc.org/calendar/war-land-sea-agincourt-context-international-conference-600th-anniversary-battle-1415-call-papers-deadline-29-april-2015/>

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## **New book: Seafarers at War**

Edited by Morten Tinning

Publisher: Danish Maritime Museum

Covering periods from 1675 to 1988

In Danish

Info: <http://mfs.dk/da/om-museet/vennerne/aarbogen>

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## **New thesis on ports, dock workers and labour market conflicts**

By Jesper Hamark, University of Gothenburg, Sweden

Old myths revealed and one puzzle solved about the history of dock workers and ports

Recent research by Jesper Hamark, University of Gothenburg, uncovers two myths: that dock workers are more strike-prominent than other groups and that the productivity in the harbour of Gothenburg decreased before the container. Not only is two myths revealed, but a puzzle is also solved by Jesper Hamark – how Swedish exports continued during the 1909 General Strike, despite the fact that also dock workers laid down their tools.

So, dock workers are not more strike-prominent than other groups – which recently disserted Jesper Hamark shows.

- Rather was dock workers position in the industry the reason for why dock workers appear to strike more often than others. Most parts of the society was, and still is, dependent on the functions of the dock, why a strike at the dock could have tremendous consequences for the entire society, says Jesper Hamark.

Furthermore, the productivity in all harbours did not decrease before the use of the container. By using two new measurement techniques for productivity, Jesper Hamark shows that productivity in the harbour in Gothenburg was relatively slow

but positive, and not negative as previously thought when measuring other similar harbours.

- Productivity change is measured in two ways: first, as gross output in stevedoring and, second, as value of cargo, both in relation to working hours. It seems reasonable that these ways of measuring will show that similar development occurred in other harbours; especially since the harbour in Gothenburg can be seen as a “regular” harbour, says Jesper Hamark.

From two myths to a puzzle – how could Swedish export continue despite striking dock workers 1909? The answer by Jesper Hamark spells seamen.

- Swedish seamen were poorly unionized – an excellent condition for strikebreaking – and employers used the Law of the Sea to force enrolled seamen to do the work of striking dock workers. Strikebreaking in the ports probably had a decisive outcome on the entire conflict, says Jesper Hamark.

Source: [http://www.lighthouse.nu/news/012015/old-myths-revealed-and-one-puzzle-solved-about-history-dock-workers-and-ports?utm\\_source=apsis&utm\\_medium=nyhetsbrev&utm\\_content=unspecified&utm\\_campaign=unspecified](http://www.lighthouse.nu/news/012015/old-myths-revealed-and-one-puzzle-solved-about-history-dock-workers-and-ports?utm_source=apsis&utm_medium=nyhetsbrev&utm_content=unspecified&utm_campaign=unspecified)

The thesis is available at:

[http://www.lighthouse.nu/sites/www.lighthouse.nu/files/ports\\_dock\\_workers\\_and\\_labour\\_market\\_conflicts.pdf](http://www.lighthouse.nu/sites/www.lighthouse.nu/files/ports_dock_workers_and_labour_market_conflicts.pdf)

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## **About the IMEHA Newsletter**

The IMEHA Newsletter is published by the International Maritime Economic History Association (IMEHA) with the aim of promoting maritime history globally and strengthening collaboration between maritime researchers. Edited by the Executive Board of IMEHA, the IMEHA Newsletter features brief news on upcoming conferences, book releases, scholarships, job-announcements etc. within the field of maritime history. The Newsletter appears a couple of times per year.

All scholars who wish to make announcements to colleagues about maritime history issues are encouraged to do so through the IMEHA Newsletter. If you have news

that you would like to share, please provide this by e-mail to IMEHA Executive Board Secretary René Taudal Poulsen at [rtp.ino@cbs.dk](mailto:rtp.ino@cbs.dk)

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

If you do not wish to subscribe to the IMEHA Newsletter please send an e-mail to René Taudal Poulsen and your e-mail address will be deleted from the list of subscribers

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