



## Newsletter February 2016

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### **Inauguration of new research Center for Maritime and Business History**

New Research center established by the History Department of University of Southern Denmark (Odense), Fisheries and Maritime Museum (Esbjerg) and Danish Museum of Industry (Horsens).

Inaugural lecture by Professor Jeppe Nevers will be held at the University of Southern Denmark, Odense, on March 4, 15hrs.

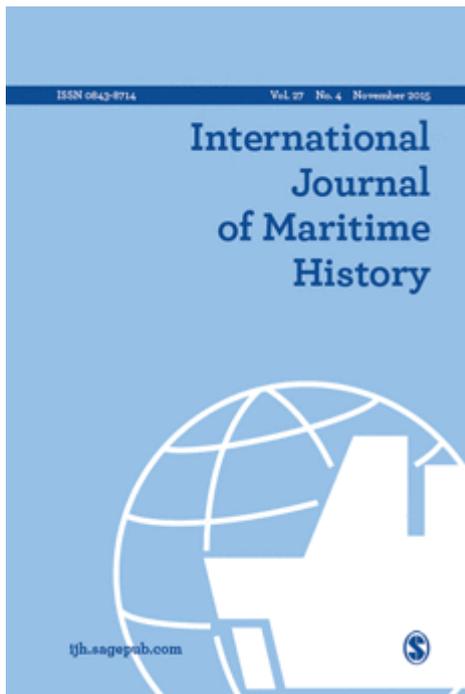
Further info at: [http://www.sdu.dk/Om\\_SDU/Institutter\\_centre/ih/Nyheder/CME](http://www.sdu.dk/Om_SDU/Institutter_centre/ih/Nyheder/CME)

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### **2016 subscriptions for the International Journal of Maritime History**

Available at: <http://www2.hull.ac.uk/fass/ijmh/membership.aspx>

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## **New volume of the International Journal of Maritime History**

Special Issue: Mobility in a maritime world: Working around, across and beyond the North Sea

Edited by: Sarah Bosmans, Richard Gorski and Joost Schokkenbroek

Contents:

David J. Starkey, Mobility in a maritime world: Working around, across and beyond the North Sea

Karel Davids, Local and global: Seafaring communities in the North Sea area, c. 1600–2000

Jelle van Lottum, Some thoughts about migration of maritime workers in the eighteenth-century North Sea region

Jan Parmentier, A touch of Ireland: Migrants and migrations in and to Ostend, Bruges and Dunkirk in the seventeenth and eighteenth centuries

Christina Folke Ax, Greenland whalers and life on a Wadden Sea Island in the eighteenth century

AnnaSara Hammar, How to transform peasants into seamen: The manning of the Swedish navy and a double-faced maritime culture

Jeroen ter Brugge, Migrating fisherman: A comparison between the Dutch fishing ports of Scheveningen and Vlaardingen

Martin Wilcox, 'The want of sufficient men': Labour recruitment and training in the British North Sea fisheries, 1850–1950

Matthias van Rossum, The 'Yellow Danger'? Global forces and global fears in the North Sea and beyond (1600–1950)

Per Kristian Sebak, Constraints and possibilities: Scandinavian shipping companies and transmigration, 1898–1914

Stig Tenold, Globalisation and maritime labour in Norway after the Second World War

Meredith Greiling, Sacred vessels: British church ship models

Lisa Hellman, Life in the foreign quarters of Canton: The case of the Swedish East India Company in the long eighteenth century

Ale Pålsson, Political culture in St. Barthélemy 1800–1820

Harry Svensson, The naval city of Karlskrona and its Jewish entrepreneurs

Virginia Hoel, The Norwegian Seamen's Mission in two North Sea ports 1864–1920: A national 'home' in an international maritime world

Jo Byrne, After the trawl: Memory and afterlife in the wake of Hull's distant-water fishing industry

Subscription available at: <http://www2.hull.ac.uk/fass/ijmh/membership.aspx>

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## **Maritime history scholars around the world:**

### **Skip Fischer**

#### ***How, when and why did you find an interest in maritime history?***

I became interested in maritime history even before I knew what maritime history was. Let me explain: As a graduate student I was attempting to explain why Nova Scotia, alone among the English-speaking English colonies in North America, opted to remain loyal during the American Revolution. My hypothesis was that the answer, contrary to accepted wisdom at the time, was likely economic. More particularly, I had a hunch that it had something to do with dissatisfaction by the merchant class over their to loosen the grip of Massachusetts merchants over the fish trade. Given the dearth of other types of documents, I decided to examine the surviving Naval Office records for the port of Halifax which provided complete data on Nova Scotia's imports and (more important) exports. The computer database that I created showed clearly that the closure of the port of Boston in 1774 marked a turning point in the commercial history of Halifax and provided a large part of the answer to my question. A few years later I was recruited by Memorial University of Newfoundland to become part of a large-scale quantitative effort to explain the rise and decline of the eastern Canadian shipping industry. I can still remember my amazement when the late David Alexander told me that because of my use of Naval Office records I was a "maritime historian," something that truly had never dawned on me before.

#### ***What – in your opinion – is particularly fascinating about maritime history?***

Question 2: I was trained originally as an economic historian interested particularly in early American history. But as I became more involved in maritime history it dawned upon me that maritime history offered promising solutions to two of the most vexing problems in economic history. First, the tendency by many scholars to examine either production or consumption but, with some notable exceptions, to treat infrastructure as a given; and second, the stultifying tradition of training new scholars within traditions of national historiography. As arguably the most international of all sub-disciplines, maritime history offered opportunities to overcome both of these barriers.

***Which maritime history books have made a “lasting” impression on you? Why?***

Question 3: If I was asked to name the ten most important books ever written in maritime history, I am certain that I would spend so much time changing my mind that it is doubtful that such a list would ever be compiled. But to identify the ONE book that has had the greatest impact on the way I think about maritime history is much easier: it is Ralph Davis' magnificent *The Rise and Fall of the English Shipping Industry in the Seventeenth and Eighteenth Centuries*. When we published a new edition of the book as part of the IMEHA's *Research in Maritime History* series I must have read and re-read the book a dozen times during the editorial process--and amazingly, I discovered new insights each and every time!

***What are the main questions maritime historians still have to find answers for?***

I am pretty certain that older maritime historians are tired of hearing my list of questions that still need answers. But for those fortunate enough to have escaped my carping, I think the most important questions fall under the heading of comparative history. The late American historian Carl Bridenbaugh once claimed that all history by definition must be comparative.

While that is pushing the point too far, I continue to be frustrated by the persistent claims of "uniqueness" by maritime historians who really have no idea whether or not some phenomenon they have discovered is truly distinct.

Before making such claims maritime historians need to break out of the constraints imposed by language and national historiography and to begin asking more comparative questions.

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**New book: *Pirate Nests and the Rise of the British Empire, 1570-1740***

By Mark B. Hanna

Publisher: UNC Press

Available at: <http://uncpress.unc.edu/books/12640.html>

## **CFP: Transport history conference**

### **Mobilities: Space of Flows and Friction**

T2M Mexico City 2016 Conference

Mexico City, 27-30th October 2016

Further info: <http://t2m.org/conferences/2015-mexico-city-mobilities/>

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## **CFP: New Ports, Pioneer Ports, XIVth-XXIth Centuries**

4th INTERNATIONAL CONFERENCE OF THE RESEARCH NETWORK « THE  
GOUVERNANCE OF ATLANTIC SEAPORTS (XIV-XXI CENTURIES)

Lorient - France

6-7-8 October, 2016

The fourth international meeting of the research network “The Governance of Atlantic Seaports (XIV-XXI Centuries)” will be held at the Université de Bretagne Sud at Lorient as part of the 350th anniversary of the establishment of the Lorient port to facilitate the French East India Company. The subject of the conference will be the creation of ports from the XIVth to the XXIst century. Lorient was a long-distance port trade with Asia, a coastal port trade with the Atlantic seashore, a high-tech naval base and an arsenal, as well as France’s second most important fisheries base. Home as well to pleasure craft and to large sailing ships, Lorient has undergone original trajectories and many changes over time, including its recovering from the devastation of World War II. Two days of academic conference will be followed by a visit to the Lorient roadstead and to the citadel of Port Louis, whose origins date back to the XVIth century and which now houses the museums of the Navy and of the French East India Company.

### **VENUE**

Université Bretagne Sud

Faculté de Lettres, Langues, Sciences Humaines et Sociales

4, rue Jean Zay - 56100 LORIENT - FRANCE

[www.univ-ubs.fr](http://www.univ-ubs.fr)

- o Proposals will be evaluated by the Scientific Committee
- o They may be submitted in any one of the network languages: Spanish, French, Portuguese or English.
- o Only one proposal per participant will be accepted
- o March 15, 2016 is the deadline for submission of the title, authors' identification (position, institution, laboratory, email) and an abstract of 500 words.
- o Speakers who do not belong to the Governance Network are kindly asked to send their proposals with a brief CV of 200 words.

Paper proposals should be sent to: [gobernanza@geo.uned.es](mailto:gobernanza@geo.uned.es)

#### ORGANIZATION

LABORATOIRE CERHIO CNRS UMR 6858 CNRS, Université Bretagne Sud - Lorient

[www.univ-ubs.fr/cerhio](http://www.univ-ubs.fr/cerhio)

#### ORGANIZING COMMITTEE

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- o Marta García Garralon (Centro Asociado Madrid-UNED)  
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o Bruno Marnot (CRHIA, University of La Rochelle, deputy director of GIS CNRS / INSHS History and Marine Sciences) [bruno.marnot@univ-lr.fr](mailto:bruno.marnot@univ-lr.fr)

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o Mariana Zapatero (Universidad Católica Argentina) [mariana.zapatero@gmail.com](mailto:mariana.zapatero@gmail.com)

#### TOPICS TO BE ADDRESSED

- The Conference will address four topics: the creation of a port, the major enlargement of an existing port, the rapid transformation of a small port into a big harbour, or the temporary establishment of a port for economic or military reasons.
- The analysis includes commercial harbours and naval bases, as well as mixed ports. The concept of an “Atlantic port” refers to its location on the Atlantic Ocean or its extensions in the Channel, the North Sea and the Caribbean Sea. This includes the ports of the European, the African and American Atlantic littoral, as well as the metropolitan European and the African and American ports both as colonial ports and after their independence.

#### Suggested topics:

I - The circumstances of the choice: creating a seaport

- The responsibility and the correspondent political, economic and military context of the decision
- The opening of major global maritime routes through European colonization
- Changes in communications with the hinterland: river access facilities, channel building, improvement or building of new roads, the railway lines

- The evolution of the commercial fleets, the techniques of transport and the handling of goods
- The difficulties of estuarine ports and the creation of outer harbours
- Illegal trade and piracy
- The birth of a separate war navy and the need for arsenals
- Ephemeral ports in landing operations
- The sea and its connections with tourism and the emergence of a leisure economy: the proliferation of marinas, the evolution towards gigantic cruise ships.

## II - The creators and their tools

- The craftsmen in the creation of a port and its urban environment: carpenters, contractors, surveyors, architects and military engineers. Training, diversity, experience, geographical mobility, transfer of knowledge. Model of ports in a shared culture?
- Naval requirements in site selection: good position towards the prevailing winds and currents, safe moorings for shelter from storms, limited reefs, deep water roadstead and risk of stranding on beach, sources for supplies, forest cover for easy access to the woods near high reliefs facilitating defence.
- The land-sea connection in the implementation of seaports: the use of coastal indentation or the artificial projection at sea
- Building techniques, materials, industrialization processes, prefabrication.
- Mobilization of labour: European contributions, indigenous mobilization, use of slavery, the slave trade and Asian migrations.
- The availability of spaces and their legal and fiscal regimes.

## III - From the port to the city: societies and maritime landscapes of pioneering cities

- Spontaneous port cities, planned port cities. Planning on preliminary plans or simple consequence of a shared mental framework.

- The relationship between the naval qualities of a site and its availability to urban expansion: convergence or contradictions. Problems to solve.
  - Structuring elements in the emergence of a port city: handling facilities (from the beach to the docks), merchant buildings, fortifications, religious buildings, buildings of political power.
  - From the port precinct to the emergence of a city: a frontier-like transitional phase.
  - Policy problems in an emerging port city.
  - The wrong choices, the failures and the displacements of a port
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## **New book on history of marine insurance**

Marine Insurance - Origins and Institutions, 1300-1850

Edited by Adrian Leonard

Publisher: Palgrave Macmillan

Available at: <http://www.palgrave.com/page/detail/marine-insurance-adrian-leonard/?isbn=9781137411372>

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## **Call for Papers: Naval Arsenals (1500 - 2000)**

International Conference organised by the IUF and CEMMC within the framework of the research programme "Urban models, models of urbanity, 16th c – 20th c."

University Bordeaux Montaigne, FRANCE

"It is an enclosure within which is contained a sea port belonging to the government, where it has its ships and everything needed to build them, to maintain them, to arm fit them out them, to disarm strip them and to repair them." Thus, in 1783, the Methodological Encyclopaedia of the Navy defined an arsenal, before specifying that "it is felt that the regulation of all the operations of an arsenal, its administration, the accounting of the immense riches that it contains, are all objects of major importance." Historians have been conscious of this "major

importance" and for some time now have been interested in these establishments, for to study the arsenal is to understand the preparation made for war, a common and transversal thread of naval historiography. This unit also lends itself to "total history", that is simultaneously economic, social, financial, technological, industrial, geographical, strategic, maritime ... Naval arsenals are therefore well known and the study of them has mostly been carried out within the framework of major theses, each institution having found "its" historian. Thus it is possible today to go beyond this monographic division in order to compare French examples and then to contrast them with their European equivalents and to propose, in the context of this conference, a transversal reading of the history of arsenals, beginning with a few themes which seem to us to be particularly rich.

A few lines of research will be of particular interest.

- The Navy arsenal, between war and peace. Studies made of arsenals show that these spaces are characterised by violent irregularity in their rhythm of life: places that were teeming and overcrowded just before the departure of a major squadron would then have to face the economic doldrums when peace was established and many people had to be laid off. Special interest will therefore be paid to arming fitting out as well as disarming stripping vessels. How was it possible to make a flow of materials and people, whether crew members or skilled workers, converge in the same place at the right time? What were the attractive socio-economic areas hinterlands of the arsenal? Within that space, how was it possible to ensure that thousands of people could live for several weeks at a time, with all the social and logistics problems that that entailed? The arsenal was at the heart of the Navy's efforts but it could also be the site of confrontations and in particular it could be a target. With that in mind, how should it face such a challenge of being always prepared and able to defend itself? How was it integrated into naval strategies? This issue will lead us to pay particular attention to those arsenals established in colonies and also to question the image of the naval strength that was thus projected? How could operational potential be maintained when there was no arsenal available outside metropolitan territory or close to combat zones? When the fleets returned how were the vessels disarmed, how did the crews reintegrate into their home ports, and what about the submission of accounts? Over the longer term, when a war was over, what was to be done with a fleet in peace time when funds were often drastically cut? How was life sustained, often in an artificial manner, in

arsenals? What about the safeguarding of skills, whether they were in construction and navigation or else in administrative competence (management of flows, control of the network of suppliers, administrative procedure for checking and control...)? If we broaden our gaze by examining these not from the perspective of the arsenal but from that of the central powers, society or the country in general, we can try to understand the place that arsenals held in the kingdom's naval and maritime policies. How could money spent on arsenals be justified in particular in peacetime, when their usefulness was becoming much less obvious? Could periods of peace be turned into periods of reconversion? Could the arsenal take on other missions, linked, for example, to trade or maritime safety? Could different uses be made of the boats and their fittings? Is it possible to talk of "a policy for arsenals", whether it was economic, social or geostrategic?

- The Navy arsenal at the heart of the state apparatus? The Navy arsenal is a vital element in the military-industrial complex which supposes strict dependency on central power which might take different forms at different times in different countries. We are therefore interested in questions of "governance". How were these strategic spaces considered by the state seeing that they were the site of particular problems (risk of spying or sabotage) and where classic problems took on a particular importance ("feelings", strikes, social conflicts)? In these cases, particular attention will be paid to the relations between colonial arsenals and the metropolitan authorities. Moreover, is the central power the only decision-maker or can we identify the influence of other pressure groups, whether they were economic lobbies or local and regional counter-powers? In the case of modern France Daniel Dessert has insisted on the essential role played by the Navy Intendant, a veritable "naval proconsul". If the roles and the careers of these men are relatively well known, it would nevertheless be pertinent to compare them to their European counterparts to examine their training and their career paths, their skills and their authority. In order to better identify their place, we will consider their relations with their superiors (sovereigns, ministers ...) and their subordinates and also with those who would be their equals or their rivals (military officers, civil administration, urban powers) as well as their relation to administrative methods.

- Financing and supplying the arsenals. Arsenals were probably the first kind of industrial concentration of the modern age, which supposes considerable financial, material and human means. It is not just a question of seeing how the means of

financing an arsenal were found - or not - and how this effort was maintained over the long term but also of understanding how, in real terms, it was possible - or not - to transport the money in time there where it was needed.

How, administratively speaking, could a budget be managed when it might double or triple in the space of a few months in time of war? On the other hand, what are the solutions to be adopted when the money runs out? Moreover, besides carrying out their mission of naval construction and for repairing and fitting out ships how did arsenals manage to get into their stores the vast quantities of raw materials and half-finished items which would be completed in their workshops? We will study the concrete methods of controlling these logistical flows, the economic networks that they imply, their deployment on local, regional, national and even international level and the way they changed over time. Did arsenals help towards remodelling or even transforming economic geography by prospecting and exploiting new resources and improving means of communication? How did the exchanges between the arsenal and distant industrial sites operate, in particular when it was a questions of transporting very heavy pieces such as anchors, cannons, or later on, components for battleships?

- The arsenal, a world apart? In France, the arsenal is often considered as a town within a town. A closed space, theoretically separate from the town and home to a very specific population: an atypical socio-professional composition (a large number of military personnel, administrative staff, skilled workers), and heightened migration patterns which followed the rhythm of the arsenal's activity. We therefore need to take an interest in the life that went on inside the arsenal to envisage living and working conditions, confrontations and the ways of regulating this "co-habitation", trying to understand whether arsenal towns developed original cultures and identities, marked by the impact of war and state control, adapting to military presence, the feeling of risk ... It also seems necessary to put the question of the relation with the environment. In a port, how does an arsenal exist alongside other activities (the commercial port, the fishing industry and even pleasure boats)? We will also examine the complex relations which link the town and the arsenal which both occupied a lot of space but also supplied employment, a place which in theory was closed but which opened up every morning to floods of workers.

- Arsenals caught between adaptation and reconversion. Whatever the period, for arsenals the question has always been one of competitiveness or at least one of meeting the missions imposed on it. In the case of France, Le Havre rapidly lost its initial vocation while Rochefort saw its shipbuilding role regress because of problems in navigating the Charente river. From that point on, how do arsenals transform themselves to adapt to the missions to which they are assigned and what are then the consequences (modification of the built environment, infrastructures, especially in the port, specialisation or economic reorientation ...)? How far are they themselves the drivers of these changes? This question leads us to consider their role in the field of innovations, which should be envisaged from every point of view ('innovations in the organisation of work, fitting out and maintenance, navigation, storage of foods, medicine, pharmacy stores, surgery, botanic gardens ...). And when the arsenal fails or ceases to be an arsenal, what does the future hold for these spaces? We shall be particularly interested in the crises of conversion, especially in contemporary times, with their social and economic implications as well as those concerning the landscape (industrial wastelands, loss of vitality in the town, crisis for subcontractors, decline in population ...). We can also reflect on the ways that conversion works. The recent story of the Hermione, the transformation of the royal ropeworks at Rochefort into a museum space and the multiple events now associated with it demonstrate that a tourist-focussed conversion can be an option. For these arsenals, the question of heritage also arises in a constrained and atypical setting. Born of a political decision, many of them were built from scratch. They were the object of vast expenditure and have left behind some very imposing buildings, they were the setting for technical feats and home to constructions that were often unique pieces, according to the plans made for the whole, which have been modified, more or less, since that time but these plans are extremely instructive not just from the point of view of urban planning but also as far as the logic behind the organisation of work is concerned. Therefore they contain an architectural and an industrial heritage which can be easily exploited, more or less. But these arsenals were also potential targets and over time have been subjected to different kinds of destruction (bombing, accidental explosions) and modification to adapt them to the requirements of their new function, and those which are still active today respond to geostrategic logics which are not really compatible with a tourism vocation. We shall therefore take an interest in the current ways in which this heritage is recognised and valorised, whether it be architectural or industrial.

We are interested in receiving comparative studies and any proposals on arsenals in Europe, in its widest sense and including colonial examples.

Practical Information:

Contact : [carolinelemao@yahoo.com](mailto:carolinelemao@yahoo.com)

Date and venue : 19 to 22 October 2016, Bordeaux.

Scientific committee: Olivier Chaline, Philippe Chassaingne, Michel Figeac, Caroline Le Mao, Amelia Polonia, Jean-Pierre Poussou.

Deadline for proposals: 15 January 2016. Reply by 28 February.

How to submit a proposal: each proposal will consist of a summary (max. 3,000 characters) and a CV of the author (max. 2 pages).

Languages: French, English

Logistics: Accommodation will be at the organisers' expense; transport costs will be subject to agreement between the organisers and the speaker.

Presentation: each speaker will have 20 minutes. Speakers will be asked to prepare a PowerPoint in English giving the main themes of their presentation in order to facilitate discussion. The proceedings of the conference will be published. The length of articles included in this publication will be 35,000 characters, including punctuation and spaces.

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## **Call for host: ICMH8 – 8<sup>th</sup> IMEHA Congress of Maritime History (2020)**

The IMEHA (International Maritime Economic History Association) holds a Conference every four years which allows all of its members to share with the overall academic and non-academic community scientific and applied results in the field of maritime history, taken in its broadest sense encompassing all kind of relations that connect mankind with the sea. Political, economic, social, cultural and environmental history approaches are welcome, within a frame of interdisciplinary approaches running within a large scope of time (from Antiquity to the present) and space (micro, local, regional, global, world history).

The Conference was held on Corfu, Greece in 2004; Greenwich (UK) in 2008; Ghent (Belgium) in 2012 and will take place in Perth (Australia) in 2016. The Executive Board of IMEHA now launches an open call for proposals for the next Congress (2020). The proposals will be presented to the General Assembly of the Conference in Perth, where a decision on the location of the 2020 conference will be made.

### **Who can apply?**

1. Academic and research institutions from all over the world that can guarantee compliance with the items listed below as selective pre-conditions.  
Submissions should be accompanied by an institutional statement of approval and commitment of the host institution.
2. Non-academic institutions, whose interests are connected with maritime research and have a track record of Conference organisations, preferably connected with research institutions. An institutional declaration of commitment is also required.

### **Academic standards**

1. Discussion of cutting-edge topics on the field of Maritime History and its connections with other disciplinary fields.
2. High scientific standards offered by thematic panels organised by coordinators.
3. Submission of individual paper proposals organised into thematic panels under nominated coordinators.

### **Requirements for the IMEHA Congress**

1. A conference of at least three and a half days, including a General Assembly of the Association, a session to distribute awards, a general round table and at least two key-note speeches.
2. A venue involving between 150 and 200 attendants coming from all over the world, mostly from Europe and North America.
3. Adequate facilities able to accommodate, preferably in the same building, 3 to 5 simultaneous sessions.
4. Registration fees that should be consistent with the non-profit nature of the organisation.

5. Total organisation of the Conference, including all of the logistics and financial support and means.
6. Permanent liaison with the Executive Board of IMEHA.
7. Sound institutional background able to provide facilities, staff and funding.
8. Specialised and committed staff (including volunteers supporting the sessions).
9. Adequate scheduling, beginning at least two years in advance
10. Construction and access to the Conference webpage, including a remote platform of payment.

### **What should be provided by the Organising Institution**

1. An organising committee and staff.
2. The payment of the travel and accommodation costs of at least two key-note speakers, one of which is potentially from overseas.
3. A welcome reception to all the Conference attendants
4. A Conference Dinner
5. Coffee breaks and lunches for the three days of the Conference and all the attendants
6. The dissemination of publicity about the Conference (networks, webpages, press releases, publicity in other Conferences etc.
7. Fellowships to post-graduate students to attend the Conference and/or exemption from the registration fee.

### **Preferential criteria**

1. A city of a medium range with an international airport (ground travel should be minimised for those coming from abroad).
2. A city with an historical and cultural heritage, preferably connected with the sea and maritime experiences.
3. Ample and diversified accommodation in terms of quality and prices.
4. High quality conference venue facilities
5. Experience with the organisation of large international Conferences

### **The IMEHA Executive Board is expected to have a preferential vote on key-aspects:**

1. The main subject of the Conference

2. The registration fee and its modalities (full payment; discount for associates; discount to students)
3. The key-speakers
4. The scientific board constitution
5. The wording of the call for papers
6. The scientific programme

In order to make this feasible, at least three members of the Executive Board must be on the organising and/or the scientific board

### **Final remarks**

The Host Institution will commit to promote the IMEHA and its Journal, the IJM, during the process of the Conference organisation.

The financial administration of the process is totally under the responsibility of the host institution. IMEHA should not be expected to input or receive any financial resources.

Submission deadline: Submission of proposals will be accepted until March 31, 2016, by email sent to IMEHA Executive Board Secretary, René Taudal Poulsen, [rtp.ino@cbs.dk](mailto:rtp.ino@cbs.dk)

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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)

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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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