



Newsletter June 2016

Conference: Society and the Sea

Dates: 15-16 September 2016

Location: Greenwich Maritime Centre, University of Greenwich, London, UK.

The Greenwich Maritime Centre at the University of Greenwich is holding its first international interdisciplinary conference on the theme 'Society and the Sea'.

It is well established that the sea plays a fundamental role in the lives of millions of people worldwide. However, beyond people who have a direct connection to the sea, there is limited awareness of the importance of the oceans for society and the range of opportunities it offers. Maritime issues are highly complex and require multi-disciplinary and multi-stakeholder approaches to create innovative solutions.

The Society and Sea conference will bring a spotlight on some of the key maritime challenges and solutions facing society today. The conference is wide ranging and will draw from science and technology through to the arts and humanities to bring novel perspectives on some of the most pressing challenges for the maritime world.

It will be an ideal opportunity to build networks and learn about some of the key issues of the day.

The conference will take place in the unique setting of the Old Royal Naval College in Greenwich, home to the University of Greenwich.

Further info: [http://www.gre.ac.uk/society-and-the-sea?ct=t\(Greenwich Maritime Centre Newsletter5 9 2016\)&mc_cid=6d0bc91823&mc_eid=d048eb1108](http://www.gre.ac.uk/society-and-the-sea?ct=t(Greenwich+Maritime+Centre+Newsletter5+9+2016)&mc_cid=6d0bc91823&mc_eid=d048eb1108)

Maritime history scholars around the world: Lars U. Scholl



Lars U. Scholl was professor of maritime history at the University of Bremen and director of the German Maritime Museum in Bremerhaven (Germany).

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

My interest in maritime history began in the mid-1970s when I was writing my Ph. D. thesis on the rise of the profession of engineers in Germany (1815-1873). During my research I came across the first shipbuilding engineers in Germany. As a formal training was not possible in Germany many engineers went to Great Britain. In other instances British engineers

were hired to work in Germany. One particular case which caused a special interest was a Cornish engineer. Nicholas Oliver Harvey, of the Harveys of Hayle engine builders, shipwrights and merchants of Cornwall, married into the Haniel family in Duisburg who besides other activities started a shipping business on the river Rhine.

Harvey and the Haniels established close ties to the shipbuilders John Cockerill in Seraing in Belgium, to Moritz Roentgen in Rotterdam, and to his cousin Wilhelm Strack in Rostock on the Baltic. These engineers were among the first to build steamships on the European continent. For several years I concentrated on inland waterway shipping especially on the Rhine as the transfer of technical knowledge from England to the continent was so easily to be studied.

When I took over a research position at the German Maritime Museum in 1979 the focus of my research interest gradually turned away from inland navigation. A monograph on cable towage of ships on the Rhine ended this episode. As a curator for 19th and 20th centuries German maritime history, I began to focus on shipping and shipbuilding on a national scale. Two events in the mid-1980s were important for my future career.

In 1984 I was invited to Japan to give a paper on shipping business in Germany alongside eminent maritime historians from Canada, Denmark, England, and the USA. There I met Peter Davis from Liverpool and Keiichiro Nakagawa from Tokyo who two years later organised a conference in Berne, Switzerland, where IMEHA was founded. Skip Fischer and Helge Nordvik took over responsibilities for a newsletter, and in 1989 they began to publish the International Journal of Maritime History. Ever since I have been actively involved in our organization as a member of the Editorial Board and since 2012 as president. To make German maritime history more visible internationally was one of my aims. On a national level I have chaired the German Commission of Maritime History for the last two decades.

Maritime history was - apart from occasional seminars - not taught at German universities. I began my teaching career at the University of Hanover 1980, switched over to Hamburg in 1989, and to Bremen in 2004. I recruited most of my Ph D students during my years in Hamburg. Unfortunately not many of them were able to find matching positions in Germany afterwards, so they were lost for maritime history.

What is particularly fascinating about maritime history?

Maritime history has so many interesting facets that I am always very curious to discover new themes. Besides business history of shipping and shipbuilding and their political implications marine art is one of the subjects which I love to write

about and which I devoted quite a number of special exhibitions. I was in the lucky position to build up an impressive collection of paintings at the German Maritime Museum. Maritime business is international and maritime history has to be studied in an international context. In the German Maritime Studies which I founded in 2005 English articles and monographs were published alongside German papers.

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

In over 40 years of being historian by profession involved in teaching and research I have been able to build up a large library of maritime publications in many languages. For decades I have reviewed many books in various journals. I love to keep à jour with new publications. But some books have a special value for me: Gordon Jackson's *The British Whaling Trade* and the *History and archaeology of ports*, Ralph Davis' *The Rise of the English Shipping Industry*, Peter Davies *The Trade Makers*, and Jeff Safford's *Wilsonian Maritime Diplomacy*. The most outstanding recent German publication was Bert Becker's book on the shipowner and politician Michael Jepsen.

The National Maritime Museum in Bremerhaven – one of the eight research museums within the Leibniz Association

The museum is the central research museum for the contextual study of maritime history and culture in Germany from prehistoric time to the present. Apart from collecting, recording and documenting objects and exhibits special emphasis is laid on scholarly research into the collections of the museum. The mediation of the research results by means of permanent and temporary exhibitions, lectures, publications and teaching at university level are the main objectives. The museum has its own publishing department. The Leibniz Association, funded by the Federal Government, wants to promote the high-profile places and use them strategically to transfer research outcomes to society. Most important research projects recently dealt with the Hanse Cog of 1380, with the Social Insurance for Seamen, with the business history of the Rickmers family, with the Nitrate Trade from Chile to Germany and with Germany's Impact on the Rice trade before WW I. A two volume History of the North Atlantic Fisheries was completed in 2012. In the same year Patrick Salmon's Ph D thesis *Deadlock and Diversion. Scandinavia in British Strategy during the Twilight War 1939-1940* as published in the series *German Maritime Studies*.

New book: Scottish Arctic Whaling

New book on 18th and 19th century Scottish Arctic whaling, including the significant impact Scots had on the Newfoundland harp seal fishery and Eastern Canadian indigenous-based whaling at Cumberland Gulf, Baffin Island.

Chesley W. Sanger, *Scottish Arctic Whaling*, John Donald, Edinburgh, 2016, 240pp, b/w line diagrams throughout; 8pp b/w plates, ISBN 9781906566777, £ 20.00

Hundreds of whaling vessels, sailing mostly from sixteen east-coast Scottish ports, harvested more than 20,000 bowhead whales at East Greenland, Davis Strait and Baffin Bay during the eighteenth and nineteenth centuries. And they did so under almost unimaginably demanding and hazardous conditions. More than

110 vessels were lost, while others were often detained within the pack-ice, causing the whale men to suffer starvation, disease, scurvy, frostbite and death. Besides its impact on Scotland's economy and history, the industry also influenced greatly two Eastern Canadian maritime activities; Newfoundland sealing and Cumberland Gulf indigenous-based over-winter whaling.

Available at: www.birlinn.co.uk

New book: Perspectives on Oceans Past: A Handbook of Marine Environmental History

- First book dealing with theoretical backgrounds of marine environmental history
 - Equips readers with broad understanding of the major concepts and methods from science and history used in and applied to marine environmental history
 - Written by some of the leading scholars in the field of marine environmental history
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- Includes and summarizes topics on modelling approaches, gendered perspectives, and more

- Looks at possible future developments in marine environmental history

Contributions from: Kathleen Schwerdtner Manez, Emily Klein, Ruth Thurstan, Poul Holm, David Orton, Bo Poulsen, Georg Engelhard, Marta Coll, Heike K. Lotze, Joseph Christensen, Sarah Buckley, John Pandolfi, Cristina Brito, Nina Vieira and Anett Pauwelussen. Thanks to all for making this possible!

Available at: <http://link.springer.com/book/10.1007%2F978-94-017-7496-3>

Resource on the Scottish Continental Herring Trade 1810-1914

<http://www.scottishherringhistory.uk/>

Launch of Greenwich Maritime Centre

The Greenwich Maritime Centre (GMC) had its official launch on the 8th March. Over 100 people attended the event which started with welcomes from Dr June Balshaw (Head of Department for History, Politics and Social Science) and Michael Everard (Former chairman of F.T Everard and president of BIMCO among many other achievements). The new Director of the GMC, Dr Tim Acott introduced the centre and described its goals and future plans. Dr Adriana Ford and Dr Chris Ware talked about the breadth of research and teaching activities encompassed by the centre. After the formal talk there was a lively drinks reception accompanied by the Camilli String Quartet. Conversations and discussion continued deep into the evening reflecting the enthusiasm of a broad range of individuals and organisations who wanted to learn about the GMC. GMC will host its first conference in September 2016. The launch event coincided with the first GMC art exhibition showing a collection of work by photo-journalist Vince Bevan titled Landscapes of Fishing. The exhibition is open to the public and will run in the Heritage Gallery until the 24th March.

Futher info: [https://maritimeatgreenwich.wordpress.com/category/gmc-news-and-events/gmc-launch/?ct=t\(Greenwich Maritime Centre Newsletter5 9 2016\)&mc_cid=6d0bc91823&mc_eid=d048eb1108](https://maritimeatgreenwich.wordpress.com/category/gmc-news-and-events/gmc-launch/?ct=t(Greenwich+Maritime+Centre+Newsletter+5+9+2016)&mc_cid=6d0bc91823&mc_eid=d048eb1108)

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

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.
