



Newsletter May 2016

New book on eighteenth century Dutch seamen

Jaap R. Bruijn, *Zeegang. Zeevarend Nederland in de achttiende eeuw*, Walburg Pers, Zutphen 2016, 319 p. ill., ISBN 9789462 490987, € 29,75

Seamen on Dutch eighteenth-century ships are the topic of this book. On board fishermen, whaling vessels, as well as on men-of-war, East-Indiamen and ships of the mercantile marine. How did they become a seaman, at what age, how did they find a ship and on what conditions? Life and work on board, but also the home front have their own chapters. Autobiographies of ten seamen have been interwoven into the text.

Available at: <https://www.walburgpers.nl/winkel/geschiedenis/zeegang/>

New Book: Schifffahrt und Handel / Shipping and Trade (Festschrift for Lars U. Scholl)

Deutsche Seefahrtsgeschichtliche Kommission (Hrsg.)

Schifffahrt und Handel / Shipping and Trade: Vorträge, gehalten anlässlich der Verabschiedung von Lars U. Scholl in den Ruhestand im März 2012

Edition Falkenberg, Bremen

ISBN: 9783954940783

44.90 Euro

Deutsche Maritime Studien / German Maritime Studies, Bd. 24

<http://www.edition-falkenberg.de/produkt/schifffahrt-und-handel-shipping-and-trade>

7th IEMHA Conference Programme & Events

The 7th IEMHA conference in Perth, Western Australia has attracted a wide range of papers. An exciting programme of events has also been put together for registrants including a visit to HMAS Stirling (Australia's major naval base in the Indian Ocean), the State Maritime Museum and an exclusive viewing of an exhibition of privately owned historic art work and artefacts put together for conference delegates. The exhibition will include the launch by the Consul for the Kingdom of the Netherlands of a special Dirk Hartog issue of the The Great Circle to celebrate the 400th anniversary of the explorer's landing in Western Australia. Go to

www.icmh7.com.au

Maritime history scholars around the world: Rila Mukherjee



University of Hyderabad, India



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

I liked the sea from childhood. My father liked holidaying by the sea, but my mother liked mountains. So, in the autumn, during what is known as the Puja break in India, we went to the Himalayas—to Darjeeling or Mussorie or Shimla—mountain resorts which we still call hill stations in India as the British did.

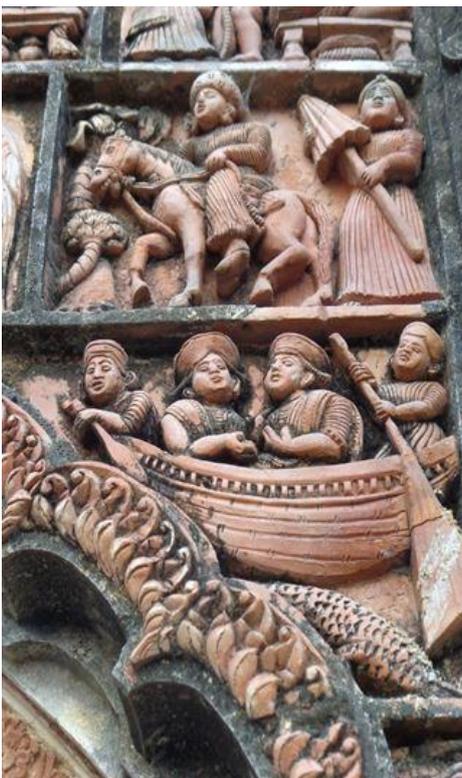
But every summer was spent by the sea at Puri, in Orissa, an overnight train journey from Kolkata, where I grew up. We used to come back totally tanned after one whole month of bathing in the sea, lazing around, reading books, long walks on the beach in the evenings and eating a lot of fresh sea food. When I was a child there was not the fashion of taking several short breaks as there is now, and from which we come back even more exhausted. One month during summer, and one month over Puja or Christmas was the norm. It was a privileged childhood.

The Bay of Bengal at Puri is a very frightening sea, with waves as high as ten feet plus during the monsoons. But it has the best surf ever. It's colour is a deep blue in the mornings and a vivid green in the afternoons. I was always curious as to what went on across—and below—this vast space that was so frighteningly changeable. Could it have a history? So my holidays by the sea roused an interest in the dynamics of this space, in short in its history.

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

For me, it is the ways in which people make sense of this space and the various ecologies around it. Coastal peoples are very different from inland inhabitants, although we say that in India we look more to the interior rather than to the sea. I don't think that is quite correct, see this photo I took of the beach at Mandarmoni, a coastal resort town not far from Kolkata. The photo advertises a beach spa, and legitimises itself by its proximity to a resort called The Sana Beach. But surprisingly it adopts Kali (Goddess of destruction) as its icon! Hardly suitable for a beauty parlour and spa! Moreover, Kali has never been associated with the sea, and she is most certainly not a marine goddess. So here we see the maritime and the continental spheres meshing very well.

See also this eighteenth century terracotta frieze from a Shiva temple in inland Sirbati in West Bengal, showing Europeans arriving in Bengal. The sea is ever present in Bengali life and culture.



(These photos were taken by me in November 2015 and February 2016, respectively).

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

The first book on maritime history that I read was Ashin Das Gupta’s *Malabar in Asian Trade*. He started with imagining minarets and palaces that could be seen under the waters at Calicut, evoking immediately the feel of a bygone era that connected distant places. Long before network theory became fashionable, he was writing of a connected history. More recently, I liked *Mazower’s Salonica: City of Ghosts: Christians, Muslims and Jews 1430-1950* which was not really a maritime history of Thessaloniki but showed how—as its networks constantly shifted—a place changed its nature over time. Nationalism, religion, identity, ‘belonging’, these are not really ‘maritime’ themes, but that’s the kind of port history I would want to write.

I liked Daniel Nordman’s work on the Mediterranean, Philip Steinberg’s work on social constructions of the sea, and of course Martin Lewis’ essay ‘Dividing the Ocean Sea’ is a classic. I must admit I read more maritime geography than maritime history books.

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

Well, I’ll divide my answer between emerging themes and the queries they generate, and methods. The new maritime history is no longer the old imperial history. There has been a shift from traditional maritime history writing to a more inclusive oceanic history which incorporates diverse disciplines, not just history and most maritime historians are engaging with this trend. Of late, I have written on water histories, bringing rivers, estuaries and deltas into a maritime vision.

What we must decide as maritime historians is whether the histories of all ocean spaces are world histories, or to put it another way, can one write a world history of oceans and seas? The journal of which I am Chief Editor at present—*The Asian Review of World Histories* which is available online free of charge at www.thearwh.org—contained a piece by Michael Pearson on maritime history and world history in its January 2015 issue. It is really unfortunate that Michael is so unwell at present, he had so much more to contribute to oceanic studies.

I think I agree with what Maria (Fusaro) had to say in the April newsletter of IMEHA about wanting to see more comparative histories of oceans. Depending on the questions, issues and debates generated thereby, historians can then build up a

global maritime history project. Different histories can be generated depending on the lens we adopt. Maria is particularly interested in legal regimes, I am more interested in spatial perceptions of the sea and also in locating regime shifts and network transitions within the economy of oceanic spaces.

I would also like to take this opportunity to signal to readers of the IMEHA newsletter the current issue of ARWH (4.1) which is a special issue on ways of writing a digital global history based on Fra Mauro's World Map—well known to us all—as platform. It will be available in May 2016. I think historians will gain much from engaging with the new media which promises new ways and methods of validating sources and writing history.

These are some of the best ways forward right now in my opinion, but of course historians follow other, and different trajectories. It's all about where imagination takes us, at the end!

New book: Entrepreneurship and innovation at Stena

Eros, thymos, logos: a study of the spirit of entrepreneurship and innovation at stena

By Thomas Taro Lennersfors

Publisher: BAS ekonomisk förening

Stena is the result of entrepreneurship, growing from nothing to becoming one of Sweden's largest family enterprises and a well-known international actor in various business segments spanning from scrap trading to oil drilling. This book describes the development of the Stena

Sphere from 1939 to 2015, with a particular focus on the maritime parts of Stena. To further understand the entrepreneurial processes at Stena beyond the scrap and the ships, the book highlights the Stena Spirit. The study of this spirit of entrepreneurship is inspired by the ancient Greek philosopher Plato, and his tripartite division of the spirit into eros - desire, thymos - affect, and logos - thought, as well as more contemporary renderings of Plato's work by Bloom, Fukuyama, Sloterdijk, and Badiou. The book explores how the dynamics of the three agencies of

the spirit have been manifested throughout the history of the company, with a special focus on their manifestations within the realm of technology.

Available at: <http://www.bokus.com/bok/9789172463431/eros-thymos-logos-a-study-of-the-spirit-of-entrepreneurship-and-innovation-at-stena/>

US Naval War College: Hattendorf Prize awarded to German naval historian Werner Rahn

<https://www.usnwc.edu/About/News/April-2016/Hattendorf-Prize-to-be-awarded-to-German-historian.aspx>

Resource: Interactive Visualisation of Global Shipping

Interactive Visualisation of Global Shipping

UCL London has launched an interactive visualisation of global shipping.

Available at: <http://www.shipmap.org>

New book: Waves of Change - Globalisation and Seafaring Labour Markets

By: Shaun Ruggunan

Over 90 per cent of the goods we use - from our smartphones to the fuel in our cars - are transported by ships. The cargo shipping industry is the most globalised industry in the world, yet we know very little about the context in which these ships operate or the ways in which seafaring labour is organised. Drawing on evidence from South Africa and the Philippines, *Waves of Change* provides an account of

globalisation, seafaring labour markets and the state that allows us to understand how processes of globalisation unfold in this industry. The author shows that globalisation does not always mean a 'race to the bottom' for workers: labour solidarity and interventionist states shape globalisation as much as ship owners do. Scholars, policy makers, students and those with a general interest in globalisation and labour will find *Waves of Change* a revelatory account of an industry about which little is generally known.

Available at: <http://www.hsrcpress.ac.za/>

CFP: Research workshop: Pirates, warriors, traders, gods and monsters: the waters and their people in the Antiquity

Organizer: Ithaka's Association

Faculty of Humanities in the Autonoma University of Madrid, Spain.

Both attendance and active participation are free. Proposals are admitted in English, Spanish and Italian.

Further info: <http://grupoithaka.wix.com/grupo>

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.
