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INTERNATIONAL MARITIME HISTORY ASSOCIATION

Newsletter September 2018

Welcome to the third newsletter for 2018.

I am pleased to report that the request for appreciations/reflections on Professor Skip Fischer has been a great success. The contributions are currently being edited by Ingo Heidbrink and will soon be published in the IJMH.

A number of members attend the World Economic History Congress held in Boston at the end of July. It's good to see our members' actively engaged in international conferences.

The next Oceans Past Conference is fast approaching. The theme is: 'Tracing human interactions with marine ecosystems through deep time: implications for policy and management.' It will be held in Bremerhaven, 22 - 26 October 2018. For details see: <https://www.awi.de/OPP7>.

There is some excitement in Australia about the possible discovery of Captain Cook's HMS *Endeavour* off the east coast of the USA. The Australian National Museum is planning an exhibition to mark the 250th anniversary of Cook's arrival in Australia in 2020. So let's hope by then the wreck is definitely confirmed to be the *Endeavour* and complications such as who owns the artifacts are resolved.



Replica of HMS *Endeavour*.
Taken from the deck of the Queen Mary 2 by Ian Chambers.

I would like to thank Dr Ian Chambers for his help with producing this newsletter. Our Newsletter depends on members supplying us with their news. So please send information on your research, publications, conferences, links to useful online resources etc.

Please do not hesitate to contact me if you have any suggestions for improving or contributing to the IMHA.

From the President
Professor Malcolm Tull

“The Last Ice Age”: The trade in natural ice as an agent of modernization and economic integration in the 19th and early 20th century

This is a recently launched (April 2018), international and interdisciplinary research project, with maritime history as a key discipline. The main partners in the project are the Norwegian Maritime Museum/Norwegian Museum of Cultural History (project owner), The University of South-Eastern Norway, The University of Hull in the UK and Old Dominion University in Norfolk VA, USA. The Norwegian Research Council (FRIHUMSAM 275188) has awarded funding for the project for four years.

One *post doc* scholar and three PhD student have been recruited to the project. There will be a kickoff conference for the project in Oslo in November 2018, please confer below for further information.

The primary objective is to study international and overseas trade in natural ice in a wider context of transport history, technological and logistic developments, and changes in consumer patterns and environmental factors in the latter half of the 19th and early decades of the 20th century. The project will produce and disseminate new insights into technological innovations, and economic integration, both contributing massively to urban culture and city life in this period.

Secondary objectives are, through this broad approach, and by teaming up with some of the internationally leading scholars within the field of maritime history, professors David Starkey and Ingo Heidbrink and their associates and students, to inspire and revitalize Norwegian academic research in maritime history. This it does by attracting students to this field of research and offer them an opportunity to work in an international and cross/interdisciplinary setting - and to strengthen the Norwegian Maritime Museum as a research institution in accordance with current museum policies.

The investigation of the trade in natural ice will be divided into four main strands, executed by four partly overlapping teams. The findings of the four teams will mesh together to provide a holistic analysis of an extractive and commercial activity that had wide-ranging ramifications for the growth of an array of industries, and the evolution of broad consumption patterns, in Europe and North America.

The kickoff conference will take place at the Norwegian Maritime Museum in Oslo, Norway on November 13th. This will include presentations by the project collaborators and discussions of projects underway, as well as contributions from specially invited guests. If you are interested in attending or in more information, please contact either professor Per G. Norseng at per.g.norseng@marmuseum.no or Phd candidate Eyvind Bagle at eyvind.bagle@marmuseum.no.

Please also refer to facebook.com/groups/lasticeage/

International Conference on “Environmental History of the Pacific World” Held at SYSU

Source: Department of History

Written by: Department of History

Edited by: Wang Dongmei

From May 24 to 26, 2018, the International Conference on “Environmental History of the Pacific World” was held on Guangzhou South Campus, Sun Yat-sen University (SYSU). The event was jointly organized by the Department of History at SYSU, Rachel Carson Center for Environment and Society at Munich University, Germany, and Center for Ecological History at Renmin University, China. A total of more than 30 scholars from 10 countries and regions attended the conference.

Professor Chen Chunsheng, Secretary of SYSU Party Committee and Vice President of Association of Chinese Historians, attended the roundtable discussion of “The Future of Environmental History” and delivered a welcome speech. On the evening of May 24, the roundtable was held at the Scholar Hall in SYSU Library, which was hosted by Professor Xie Shi, Chair of the Department of History at SYSU. The guest speakers included Professor John MacNeill, President of the American Association of History; Professor Christof Mauch, Director of the Rachel Carson Center for Environment and Society; Professor Donald Worster of the American Academy of Arts and Sciences; Professor Poul Holm, Trinity University, Ireland; and Associate Professor Hou Shen, Renmin University of China. Dozens of teachers and students from SYSU’s Department of History participated in the discussion. In his speech, Professor Chen Chunsheng pointed out that Sun Yat-sen University is at a new starting point in its historical development and has been making efforts to promote cooperation and exchanges with world-class universities and institutions. In order to serve the needs of the country’s development strategy, SYSU has continuously deepened comprehensive interdisciplinary research on major topics such as marine and environmental issues. After the roundtable, Professor Chen Chunsheng, on behalf of SYSU, accepted academic masterpieces donated by renowned historians.



Group Photo

Assistant President Song Shanping attended the opening ceremony of the conference held on the afternoon of May 24 and delivered a speech on behalf of SYSU. She expressed warm congratulations on the convening of the conference, pointing out that Sun Yat-sen University has always paid attention to the research on ocean-related issues. She wished that Sun Yat-sen University would continue to maintain close exchanges and cooperation with world-class universities. Professor Xia Mingfang, co-organizer of the conference and director of the Center for Ecological History at Renmin University of China, expressed his sincere recognition and gratitude to Sun Yat-sen University for organizing this high-level academic conference.

The full day of May 25 and the morning of May 26 were group sessions. The conference organizers discussed the participating papers in groups based on research fields and themes, including “Mapping the Pacific Ocean”, “Ways to Understand Land and Sea”, “Fisheries in a Limited World” and “Resource Competition in War and Peace”. Finally, Professor Poul Holm made a concluding presentation entitled “Reflection on the history of fisheries and aquaculture in the Asia-Pacific region”. While fully acknowledging the progress at the current meeting, he also suggested that the study of marine environmental history, including polar history, still needed to be strengthened and that the oceans would become a new focus in the study of environmental history.

It was generally agreed that the historical study of the Pacific history should focus on a multidisciplinary perspective, and that geographical exploration, climate change and exchanges and conflicts around the exploitation of marine resources were important drivers of historical change in the Pacific in recent and modern times.

The International Conference on “Environmental History of the Pacific World”, embodies and further expands the international academic influence of the Department of History at SYSU, and provides new insights into the environmental problems confronting the global social development.

Forum Navale

Forum navale is the journal of the Swedish Society for Maritime History, with the aim of contributing to the field of maritime history, especially Swedish, in all maritime related matters. The journal accepts scientific articles, which are subjected to double-blind peer review, as well as popular science articles. It also features book reviews of recent books within the scope of the journal, as well as commentaries on maritime art, documents, symbols and artifacts. Articles, reviews, and commentaries for publication in *Forum navale* should be written in Swedish or English.

More information and open access back issues available at: <https://sjohistoriskasamfundetenglish.wordpress.com/forum-navale/>



The British Commission for Maritime History

King's Maritime History Seminars, 2018-19



18 October 2018,

“Doing the Work of the Imperial Government”: The Royal Navy and the Suppression of Chinese Piracy in the Nineteenth Century

Nathan Kwan, King's College London

1 November 2018,

Facing the “Vortex of Militarism”: Gladstone, the Liberals and the Politics of Naval Expansion, 1888-94

Peter Keeling, University of Kent

15 November 2018,

“A Drop in the Ocean?": Insurance, Maritime Law and the French State, 1668-c.1700

Lewis Wade, University of Exeter

29 November 2018,

The Abolition of the Admiralty and the Handover of Strategic Maritime Doctrine to the USA, 1945-1964

James W.E. Smith, King's College London

PROCTOR MEMORIAL LECTURE*

13 December 2018,

Top Predators: Privateering, Trawling and Marine Environments

David J. Starkey, University of Hull

*Please note: the Proctor Memorial Lecture is hosted by the Lloyd's Register Foundation, Heritage and Education Centre and takes place at Lloyd's Register, 71 Fenchurch Street. To be admitted, you **must** have registered in advance via Eventbrite at the following link where you will also find more specific information: <https://www.eventbrite.co.uk/e/proctor-lecture-tickets-50390077077>

10 January 2019,

From Afghanistan to the Arctic: British Maritime Strategy in the Twenty-First Century

James Bosbotinis, J.B. Associates

24 January 2019,

Managing Risk in England's Earliest Transatlantic Enterprises: the Newfoundland Fisheries, 1550-1630

Josh Ivinson, University of Cambridge

(Continued)



The British Commission for Maritime History

King's Maritime History Seminars, 2018-19
(Continued)



7 February 2019,

From Whence Came the Royal Navy Fleet of 1939?
Alexander Clarke, Kingston University

21 February 2019,

“Cast your bread upon the waters...”: The Rev. John Cynddylan Jones and the Ships of Evan Thomas, Radcliffe & Co., Cardiff
David Jenkins, National Museum of Wales

7 March 2019,

Empire of the Rising Sun and Empire of the Owl: A Comparative Approach to Sea Power as Cultural Identity in Imperial Japan (1868-1941) and 5th Century BCE Athens
Kunika Kakuta, King's College London

25 April 2019,

Protecting the Mediterranean: Ottoman Responses to Maritime Violence in the Eighteenth Century
Michael Talbot, University of Greenwich

9 May 2019,

The Air Debate: Naval Ideas of Air Power in the Inter-War Period
Neil Datson, Independent Scholar

23 May 2019,

“False Shipwreck'd Sailors”: Shipwreck Imposters and Charity in Nineteenth-Century England
Cathryn Pearce, University of Portsmouth

*Seminars take place on Thursdays from 17:15-18:30, in rm K6.07, Dep't of War Studies, KCL, Strand, WC2R 2LS (6th Floor, King's Building), with the exception of the Proctor Memorial Lecture. Attendance is free and open to all, but to ensure entry you must register in advance via the War Studies events page, which can be found here: <https://www.kcl.ac.uk/sspp/departments/warstudies/events/index.aspx> (or by googling 'war studies events kcl'). Locate and click on the specific seminar to find the registration link.

This seminar series is hosted by the 'Laughton Naval History Unit' of the 'Sir Michael Howard Centre for the History of War' in the Department of War Studies, King's College London. It is organised by the British Commission for Maritime History (www.maritimehistory.org.uk) in association with the Society for Nautical Research (<https://snr.org.uk/>).

For further information about the King's Maritime History Seminar, contact Dr Alan James, War Studies, KCL, WC2R 2LS (alan.2.james@kcl.ac.uk).

Naval Dockyards Society

Web: <https://navaldockyards.org/>

Facebook: Naval Dockyards Society

CALL FOR PAPERS Conference: Saturday 30 March 2019 National Maritime Museum, Greenwich

'We stand on guard for thee.'* Dockyards and Naval Bases in North America, the Atlantic and the Caribbean

This one-day conference will examine the role of naval bases in North America, the Atlantic and the Caribbean. Some suggested themes follow but applications are invited on new research or a new interpretation of any related topic.

Were bases built to defend colonies, to control colonies, or to act as springboards for attacking the enemy? How useful were bases in the 17th-20th centuries? Some bases expanded in the world wars. How much was this for local defence and how much to defend convoys?

Naval bases developed over time: Havana Cuba, Port Royal Jamaica, Bermuda, English Harbour Antigua, Anguilla Leeward Islands, Fort St Louis Martinique, Guadeloupe, Caracas Venezuela, Curaçao Lesser Antilles, Louisbourg, Quebec, Esquimalt, Annapolis, Halifax, Brooklyn, Newport Rhode Island, Washington, Philadelphia.

How did national bases differ? How developed were they? How were they organised? What was the financial burden to the home country? How dependent upon their hinterland were they? To what extent did they develop their own operating practices? How have their heritage opportunities been developed?

*Chorus of 'O Canada', Canadian national anthem, written 1880. Its sentiment could represent that of any naval base for its territory.

If your proposal is accepted, the NDS will pay standard UK travel expenses (not international flights), your conference fee and lunch, publish it in our *Transactions* and give you a complimentary copy. Your talk will be 20-40 minutes. The published paper will be 6-10K words long, required three months after the Conference for editing. Please send your title and 300-word synopsis (and any queries) by 30 October 2018 to: Dr Ann Coats, avcoatsndschair@gmail.com

Shipping during the Industrial Revolution:

Newly Accessible Data from *Lloyd's Registers*

Peter M. Solar

Université Saint-Louis--Bruxelles

and

Aidan Kane

National University of Ireland Galway

Thanks to a grant from Lloyd's Register Foundation and with the support of our universities, we have prepared a searchable database of information from selected volumes of *The Register of Shipping* (hereinafter *Lloyd's Register*) published between 1776 and 1860. This resource is now available to researchers on the Duanaire site:

<http://www.duanaire.ie/maritime/lloydsregister/>.

Here we lay out the methods used to construct the database and provide a few illustrations of how it might be used.

Lloyd's Register is well-known source to maritime historians, but has been awkward to use. Knowing a vessel's name opens up a range of standard information about its master, owner, tonnage, rigging and use, as well where and when it was built, sheathed or doubled, repaired and surveyed. But if one is looking for a particular master or owner without knowing the name of the vessel, the only options are to peruse entire volumes or to search their digitized versions. Given the prevalence of abbreviations in the *Registers* and the irregularity of the printing in the early volumes, such searches are not very reliable. More systematic research on masters, owners or ship characteristics requires labourious extraction of the data by scanning or searching, and has rarely been undertaken.¹

Our database has been created third-hand from original *Registers*. In the 1950s or early 1960s the Lloyd's Register firm made a concerted effort to assemble a complete set of the early *Registers*. As can be seen from the original volumes, now held in the British Library, they came from many different subscribers. No volumes for 1777, 1785, 1788 and 1817 were ever located. In 1963 the volumes collected by Lloyd's Register were used by Gregg Press to create a reprint edition, and this reprint series is held by many libraries. In recent years Google and others have digitised these reprints and made them available online. Our database has been constructed in the first instance from transcriptions into EXCEL files of information from these scanned volumes.² We started with 1776, the first complete volume, continued with 1779 and 1784 since the 1780 volume was incomplete and there was no volume for 1785, and then took the volume for every fifth year from 1790 to 1860.

A typical entry in *Lloyd's Register* has two lines. The main line contains standard information on each vessel: name, rigging, sheathing and/or doubling, master's name, tonnage, place where built,

year when built, owner's name, place where surveyed, use and classification. Until 1833 this line also contained the vessel's draught and from 1834 the port to which it belonged and the number of years during which it had its current classification. The second, subsidiary line includes incidental information on decking, repairs, hull timber, guns and whether the vessel was a "constant trader" or the property of newly independent Americans. Since the information on the subsidiary line was intermittent and difficult to code, the transcriptions contain only the information on the main line, with the exception of draught and years of current classification.

This data was then thoroughly checked against the *Register* scans. In doing so we found that the reprint edition contains many duplicate pages, which were then eliminated from the database. Entries that were illegible in the scans were checked against hard copies of the reprint series and, if necessary, against original volumes in the British Library. Entries that were still illegible were either left blank or question marks were used to indicate characters that could not be read. Given the number of entries and the irregularities of late eighteenth and early nineteenth century typography, transcription errors may remain and we welcome corrections.

The database contains 215,722 entries, with the numbers of observations for each year shown in the Table 1. There are two clear breaks in the series. The numbers of entries grew gradually until 1800, then increased by more than 50 per cent to 1805. The entries remained the range from 15,000 to 18,000 until 1830, after which they fell off to 10,000 to 12,000. The breaks correspond to the rise and demise of a competing publication, *The New Register Book of Shipping*, the volumes of which were sometimes known as the Red Books as their binding distinguished them from the existing Green Books. Competition clearly led to the incumbent becoming more active in the early 1800s. The two publications coexisted until their merger in 1833. The years from 1834 to 1838 was clearly a transitional period. During these years many entries contained only the ship name, master's name, tonnage and the port to which the ship belonged, and it clear that the list of ships was being culled.

Table 1
Ships in Lloyd's Registers, 1776-1860

1776	7527	1820	15137
1779	6786	1825	14803
1784	8157	1830	17681
1790	7790	1835	13936
1795	8450	1840	12882
1800	9616	1845	12735
1805	15425	1850	10599
1810	15174	1855	10720
1815	17062	1860	11242

The prevalence and multiplicity of abbreviations in the *Registers* makes the basic transcriptions less than a useful tool. Ship names were generally, though not always, spelled out. But even here there were variants: Saint and St; Duke, Duke of; M', Mc and Mac. Master, owner and place names were usually abbreviated unless they were less than six or seven letters. Abbreviations could vary considerably. An extreme example is Newfoundland, a place name that was abbreviated in 58 different ways.

¹ Exceptions include Joseph A. Goldenberg, 'An Analysis of the Shipbuilding Sites in Lloyd's Register of 1776', *Mariner's Mirror*, 59, No. 4 (Nov. 1973), 419-435; Goldenberg, *Shipbuilding in Colonial America* (Charlottesville, 1976); Peter M. Solar and Klas Rönnbäck, 'Copper Sheathing and British Slave Trade', *Economic History Review*, 68, No. 3 (August 2015), 806-829.

² The transcriptions were very capably done by Verasia Infosoft Pvt Ltd. We thank Mayank Dataniya and Ashish Raval for coordinating this work.

In order to facilitate searching and analysis, we have created standardized and fully spelled-out ship, personal and place names from the abbreviations. In the case of ship names, this was done by reviewing related names, an exercise which revealed some inconsistencies in the original *Registers*. For example, a vessel built in Workington in 1811 was listed as *Carrick* in 1815 and 1820 and as *Carricks* from 1825 to 1845. It also brought out further errors to be corrected in the transcriptions. The standardizations of personal and place names were more effective for place names than for personal names. The place names were reduced by 50-60 per cent; the personal names only by 19-24 per cent. Users are advised to consult ancillary files on the website that show the correspondences between abbreviations and standardized forms. Moreover, there are many abbreviations that have stumped us, including a thousand or so places for which we would welcome help from the geographically curious. In any case, the expanded entries in the database for individual vessels show both initial and standardized ship, personal and place names.

We have grouped place names by region, both region of the U.K. and region of the world. By reference to contemporary maps and gazetteers, we have done our best to situate some very obscure places, often with names different from those used today. One complication to this regional classification is that over time the places where vessels were built became more specific. In the late eighteenth century they were often given as regions (Wales, New England) or countries (America, British, Sweden) rather than ports. Another complication concerns places in different regions with the same name: Boston, Lincolnshire and Boston, Massachusetts; Newport, Wales and Newport, Rhode Island, etc.

We have standardised the presentation of the years in which vessels were built. In the late eighteenth century they were recorded as two digit numbers. In the early nineteenth century the age of the ship was given instead of the year in which it was built. Comparisons with earlier and later volumes when dates were given shows that the age was calculated from the date of the volume. From the 1830s four digit numbers were used for the year of build. All of the earlier data has been standardised to four digits.

The database makes it much easier to access the information in Lloyd's Registers for many sorts of research. Suppose, for example, that you were looking for a Robinson who was master of a ship bound for the West Indies around 1815. Filtering the database on these characteristics would yield the *Berlin* bound for Jamaica and the *Canada* for St Croix. Someone interested in shipbuilding at Hull would find 21 vessels built there in 1784 and 20 in 1795, and could then download the information and analyze the tonnages, riggings and potential uses of the ships built. An investigation of the shipping to Arkangel in the early 1820s would show that 43 vessels listed as being bound there in 1820 and 48 vessels in 1825, yet only five of these vessels were listed in both years.

Frank Broeze Prize for Outstanding Doctoral Thesis in Maritime History

Professor Frank Broeze was one of the leading maritime historians of his generation. In his honour, the International Maritime History Association has instituted the **Frank Broeze Prize** to be awarded to the author of a doctoral thesis which, in the opinion of the panel, makes the most outstanding contribution to the study of maritime history. As befitting Frank's visionary approach to the field, maritime history encompasses all aspects of the historical interaction of human societies and the sea. The panel of judges will therefore consider works that focus on the maritime dimensions of economic, social, cultural, political, technological and environmental history.

The **Frank Broeze Prize** carries with it a cash award of €500 and free registration at the Eighth International Congress of Maritime History in Porto, Portugal, 2020. To be considered for this prestigious award, those who have completed a doctoral thesis between 1 September 2015 and 31 August 2019 are invited to submit a copy of their thesis for consideration. If the thesis is written in a language other than English, the entrant should provide a summary of their work (minimum 10,000 words) in English.

The judges will apply the following criteria in deciding the winner of the prize:

- Contribution to knowledge and understanding of the maritime past
- Originality of approach, source material and/or findings
- Depth and coherence of argument
- Choice and application of methodology
- Presentational and stylistic quality

For this competition, there will be a panel of five judges:

Maria Fusaro (University of Exeter); M.Fusaro@exeter.ac.uk

Gelina Harlaftis (Ionian University); gelinaharla@gmail.com

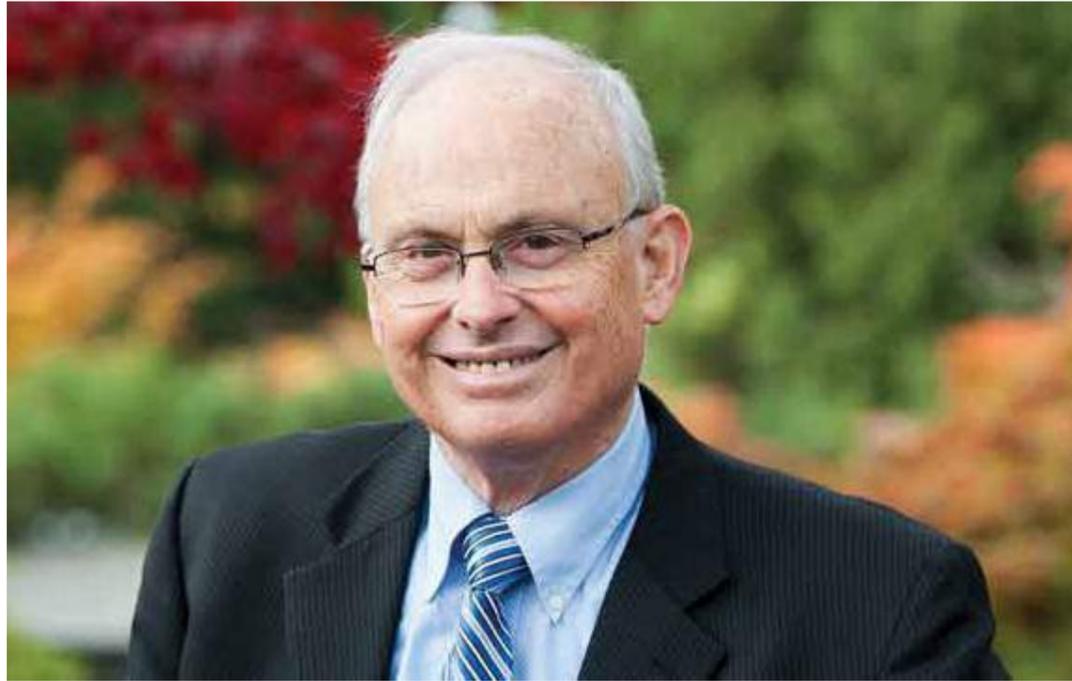
Ingo Heidbrink (Old Dominion University); IHeidbri@odu.edu

Graeme Milne (University of Liverpool); G.J.Milne@liverpool.ac.uk

Malcolm Tull (Murdoch University); m.tull@murdoch.edu.au

Eligible candidates should submit their entries, including a letter of support from their supervisor, via e-mail attachment to each of the panel members no later than 15 September 2019. The winner will be notified as early as possible in 2020, and the prize will be awarded at the Congress in Porto.

Richard W. Unger



Richard W. Unger trained as an economic historian. Born and raised in the United States (1942) he had a strong interest in science and expected when he went to Haverford College near Philadelphia to prepare there for a career in medicine. Though that interest did not disappear he completed a bachelor's degree in history, finding economic theory worth some time along the way. During those undergraduate days he worked on various aspects of the history of the medieval and early modern economy. After he completed his BA there was a short break to explore medicine further, working in a morgue as a lab technician. He went on to the University of Chicago, receiving an AM in late medieval and Renaissance history with economic questions almost always at the fore. He then joined the recently established program in economic history at Yale University. The original plan for doctoral work was to study international trade in northern Europe in the fifteenth century. That interest led to an investigation of the vehicles for trade and the discovery of the dramatic technical changes in ocean navigation in the fifteenth and sixteenth centuries which served to transform the world economy and maritime history. A dissertation, generously subsidized by the United States government, on Dutch shipbuilding was not even completed when he accepted the offer of a teaching position at the University of British Columbia in Vancouver. It meant moving to Canada though on a short term contract. Fortunately the move proved productive and he soon had a tenured position in the history department teaching medieval economic history. While active in the university's medieval studies program, research ranged more widely. His first book, *Dutch Shipbuilding before 1800 Ships and Guilds*, an expansion and extension of the doctoral dissertation followed soon after his post was made permanent. A second more general work on the role of ships in the economy came two years later. *The Ship in the Medieval Economy, 600-1600* received a very positive response and made possible greater involvement in maritime history, typically in conferences, both in North America and in Europe. Interested in the sources of information about medieval shipbuilding, he turned to examining illustrations of shipwrights and found that most of those which have survived from the

Middle Ages were connected to the story of Noah and the Ark. Pursuing art historical scholarship for information about technology yielded *The Art of Medieval Technology: Images of Noah the Shipbuilder*. Even though he was diverted for a number of years working on the history of Dutch and later European brewing from the early Middle Ages down to the end of the nineteenth century he never abandoned his interest in maritime history. He spoke frequently at conferences, organized a meeting on naval history and editing, with John Hattendorf, *War at Sea in the Middle Ages and the Renaissance* which came from the meeting, and publishing articles in volumes and journals including the *International Journal of Maritime History* which was good enough to accept two essays over the years. The essays tended to examine aspects of ship design and the impact of changes in ships on the development of navies, on the economy and on the politics of pre-modern Europe. Work on the size of merchant marines in early modern Europe led to work with the Dutch labour historian, Jan Lucassen, on questions of efficiency on board and eventually to a conference, this one also held in Portugal, which also yielded a volume of papers, *Shipping Efficiency and Economic Growth 1350-1850*. It brought together the long term interests in the pre-modern economy and in maritime history of the period. A second exploration of sources for evidence of changes in ship design led to a book on cartography, *Ships on Maps: Pictures of Power in Renaissance Europe*, which not only examined the vessels that turned up as illustrations on maps but also the evolution of mapmaking in medieval and Renaissance Europe and how depictions of ships at sea on maps fit into that development. A concern for the energy used to power vessels relative to that used in other sectors of the economy has led recently to work on energy history in general and the impact of energy use on the environment. Surprisingly, despite the size of vessels and their importance to the lives of people throughout the world in the years before steam ships sailing vessels used very little energy. They proved highly efficient in using what was available. While there have been detours and diversions, the central interest in the medieval and early modern economy and the role ships and shipping played in the ups and downs and long term success of that economy has remained the focus of the involvement with maritime history. Retired from teaching almost a decade ago he continues to speak at meetings on maritime history and to write on the topics that have absorbed him for six decades.

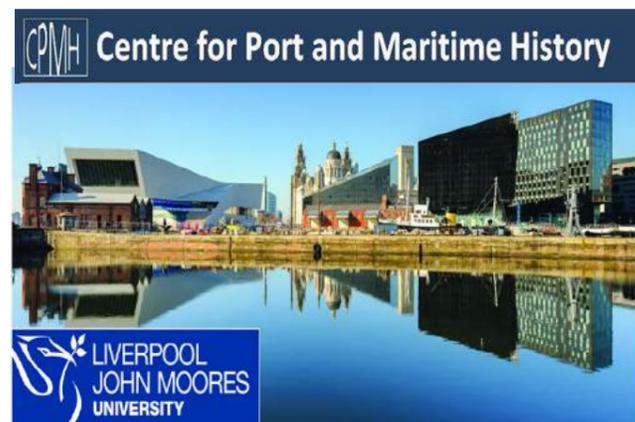


British Commission for Maritime History

New Researchers in Maritime History Conference 2019

Centre for Port & Maritime History and
Liverpool John Moores University, Liverpool
22-23 March 2019

Call for Papers



The British Commission for Maritime History, in association with the Centre for Port & Maritime History and Liverpool John Moores University, invites contributions to its twenty-fifth conference for new researchers. Hosted by Liverpool John Moores University, the conference provides a unique opportunity for new scholars to present their work in this historic port.

The Conference supports emerging scholars who wish to share their work in a supportive environment and build relations with other maritime historians. We encourage applications from postgraduate students and warmly encourage participation by independent scholars. Contributions can address all aspects of maritime history in its broadest sense.

Those wishing to offer a paper should complete the online form available from <https://goo.gl/forms/3NIAZhERbptxtSTK2> or from the website www.maritimehistory.org.uk

Please direct any queries to newresearchers@maritimehistory.org.uk

The deadline is 18 January 2019

Anyone interested in attending the conference without presenting a paper is also warmly invited to register an interest; further information will be sent to you in due course.

The BCMH is the British branch of the International Commission for Maritime History, founded in 1965 as a constituent of the International Congress of Historical Sciences. Its mission is to advance the education of the public in the subject of maritime history.

INDIAN OCEAN STUDIES CONFERENCE, PERTH Initial Announcement

A conference focused on Indian Ocean Studies will be held in Perth, Western Australia on Friday, 22 November to Saturday, 23 November, 2019.

The theme of the conference will be '*Trade in the Indian Ocean: Commodities, Ideas, People, Politics*'. The conference will be interdisciplinary, with a broad focus on historical and contemporary trade in the Indian Ocean, which encompasses the trade in commodities, ideas (philosophies and religions in particular), people (through the Indian Ocean slave trade for example), and politics (China's One Belt, One Road initiative for example). We welcome scholars with research interests in these broad areas to submit abstracts for consideration.

For further information about the conference and/or to express your interest in participating in the conference, please send an email to Dr Joshua Esler at: jesler@sheridan.edu.au



SHERIDAN COLLEGE
PERTH | WESTERN AUSTRALIA

About the IMHA Newsletter

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

All scholars who wish to make announcements to colleagues about maritime history issues are encouraged to do so through the IMHA Newsletter. If you have news that you would like to share, please provide this by email to Malcolm Tull at M.Tull@murdoch.edu.au