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## Newsletter September 2019

Welcome to the third newsletter for 2019.

STOP PRESS! Please note that the submissions deadline for ICMH8 has been extended to 30 October 2019. So don't delay, start planning your trip to Porto in 2020. See <https://imha2020.com/>



A view of the historic city of Porto

I am pleased that this Newsletter includes a biographical note from our previous President Emeritus Professor Lars Scholl. Lars was one of the founders of the IMHA and a long standing supporter of maritime history.

I urge you all to become active members by submitting your research to IJMHA and sending news you would like to share to the newsletter. If you have any new books or publications you would like mentioned in the newsletter please send title, bibliographic information and a short summary or abstract.

If the haven't renewed your membership for 2019 please do so via our website <https://imha.info/>.

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

Again my thanks go to Dr Ian Chambers for his voluntary help with producing this newsletter.

From the President  
Professor Malcolm Tull

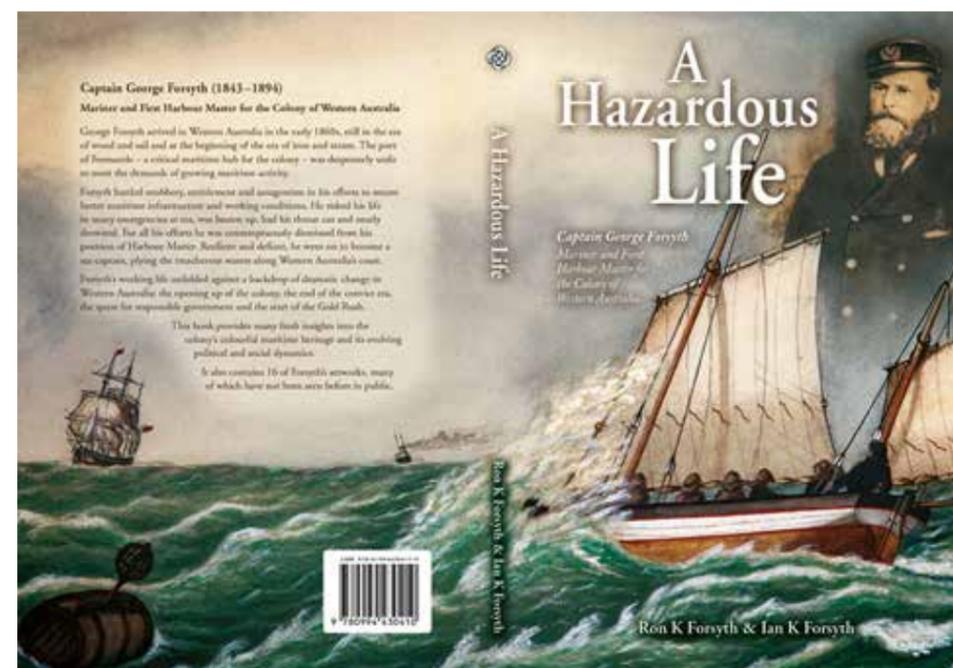
## New books

Prof. Fabio López Lázaro (University of Hawaii, USA) and Prof. Lauren Beck (Mount Allison University, Canada) announce their collaboration as General Editors spearheading an international research initiative (2019-2023) that will result in a six-volume series entitled *A Cultural History of Exploration* (Bloomsbury Publishing). This unique collection of essays will emphasise a global approach to exploration, delving broadly but incisively into cross-cultural history as well as current scholarly debates about exploration as an object of historical study. In addition to acting as co-editor for the entire multi-volume series, Prof. López Lázaro is the editor for volume 2, which covers the period of the 700s to 1400s AD/CE.

Fabio López Lázaro  
Associate Professor, Department of History  
University of Hawaii

Editor-in-chief, *Journal of World History*  
Director, Center for Research in World History at the University of Hawaii

e-book (online): *Shipbuilding: Knowledge and Heritage*, ed. Amélia Polónia & Francisco Contente Domingues (Porto: CITCEM, 2019)  
<https://ler.letras.up.pt/uploads/ficheiros/17286.pdf>



***A HAZARDOUS LIFE CAPTAIN GEORGE FORSYTH (1843-1894) MARINER AND FIRST HARBOR MASTER FOR THE COLONY OF WESTERN AUSTRALIA***  
BY RON AND IAN FORSYTH

Captain Forsyth led a dramatic life as the port pilot and harbour master in the British port of colonial Fremantle between 1868 and 1886. The port was a hazardous one, which ships preferred to avoid; but it was of existential importance to the struggling colony.

Forsyth battled to keep the colony afloat with inadequate resources and budgets and was confronted by hostile shipping and political forces. He was involved in many shipping incidents, including leading a daring rescue of the SS *Georgette* on her maiden voyage carrying the Royal Mail; he had his throat slit by a convict; was assaulted by a drunken member of his crew; and nearly drowned on several occasions.

Notwithstanding his record, in 1886 he was dismissed from government service in a contrived and controversial political conflagration, which reflected much on the social mores of the times.

He went on to captain ships sailing to the northwest of the colony and to the Straits Settlements.

The book is illustrated with maps and historic illustrations, including 16 of his Forsyth's own paintings and sketches (including the book cover painting above of the harbour masters 'lugger').

It has been supported and published by the Maritime Heritage Association of WA and includes a foreword by the former Governor of Western Australia and CEO of Fremantle Ports, The Hon. Kerry Sanderson AC.

Details of the book, including reviews and how to purchase (Au\$29) can be found on the website [a-hazardous-life.com](http://a-hazardous-life.com)

**2020-21 Fellowship Competition: Royal Museums Greenwich (deadline 6 October)**

Royal Museums Greenwich (which comprises the National Maritime Museum, the Royal Observatory, the Queen's House and Cutty Sark) has a well-established programme supporting high-quality research providing new perspectives on our collections. Fellowships are stipendiary, and can run for a minimum of 3 and a maximum of 12 months. Applications should engage with our thematic priorities which include:

- The migration of people, objects and ideas
- British identities in imperial, post-colonial and global contexts
- Human perspectives on the modern maritime world
- Understandings of nation, community and identity in museum practice
- Developments in citizen heritage, public engagement and heritage science
- Female patronage, art, architecture and performance in the Stuart court
- Naval/military uniform and concerns regarding status, display and identity

Engagement with our collections is essential, and we welcome applications from within a wide range of disciplines and cross-disciplinary approaches. We also seek to encourage creative and practice-based projects in areas such as the visual arts, performance and literature.

The fellowship programme mainly supports study at a post-doctoral or equivalent level. We encourage applications from scholars of all nationalities and career stages who have been awarded a PhD, or who expect this to occur before the start of the fellowship. Queries regarding eligibility should be sent to: [research@rmg.co.uk](mailto:research@rmg.co.uk)

Further information about our fellowship competition can be found via the following link:

<https://www.rmg.co.uk/research-collections/research-fellowships>

**The Great Circle has a new Editor**



The Australian Association for Maritime History’s journal, *The Great Circle*, has a new editor, Professor Erika Techera. Dr Erika Techera is a Professor of Law at *The University of Western Australia* (UWA). She is an international and comparative environmental lawyer focusing on marine issues in the Indo-Pacific region. Her research interests include oceans governance, marine environmental protection, and maritime cultural heritage law. Erika is a member of the *WA Museum Maritime Advisory Committee* and a Research Fellow at the *Perth US Asia Centre*. She is also a Fellow of the *Australian Academy of Law*. Erika was previously Director of the UWA Oceans Institute and Dean of the UWA Faculty of Law and is a former barrister.

*The Great Circle* welcomes submissions from international scholars. Professor Techera can be contacted by email: [erika.techera@uwa.edu.au](mailto:erika.techera@uwa.edu.au)

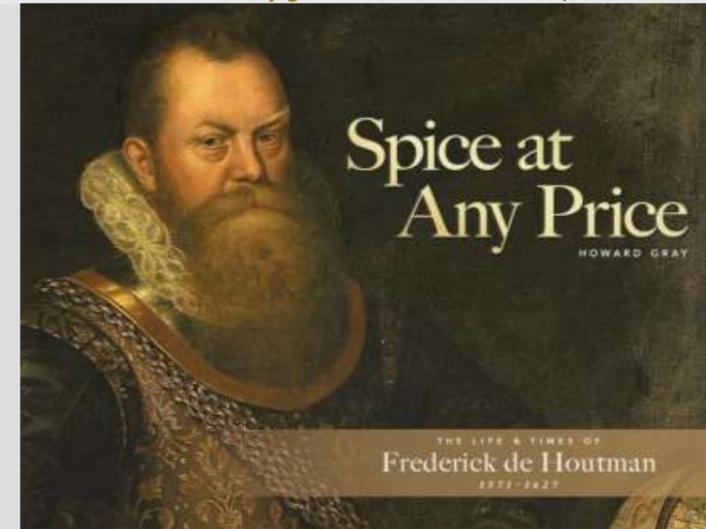
**The Canadian Nautical Research Society Wonder has recently just announced its Best Book (2018) award**

The Keith Matthews Award for the Best Book

The Keith Matthews Award for the Best Book is presented to Anthony B. Dickinson and Chesley W. Sanger for *After the Basques: The Whaling Stations of Newfoundland and Labrador*, published by DRC Publishing.

“The committee believes this book makes a substantial and scholarly contribution to the history of whaling. It also provides important insights to the maritime economy of Atlantic Canada. Congratulations to the authors.”

*“What a bloody good read!”* Mack McCarthy, Senior Curator, Shipwrecks Gallery, WA Maritime Museum.



- Born: Gouda 1571.**
- Spy: Lisbon 1592-4.**
- Navigator: Dutch 1st fleet to the East Indies 1595.**
- Master: De Leeuwin on 2<sup>nd</sup> Dutch fleet 1598.**
- Prisoner: Aceh/Sumatra 1598-1601.**
- Astronomer: 1st charts of the Southern Hemisphere Skies.**
- Linguist: 1st Dutch-Malay Word Book.**
- Twice VOC Governor: Amboyna 1605-11; Moluccas 1621-23.**
- Discoverer: Southwest coast of Australia and the Houtman Abrolhos Islands 1619.**
- Died: Alkmaar 1627.**

Sixty kilometres off the Batavia Coast of Western Australia lies an archipelago composed of three groups of low islands surrounded by shallow reefs. We find them shown for the first time on an early 1620s chart, labelled as *F. Houtmans abrol hos*. In researching the history of these islands, I sought to discover just who *F. Houtman* was and why his name became so indelibly attached to these shores. What emerged was a remarkable character whose life spanned a transformative period of Dutch history, the beginnings – for them – of their *Golden Age*. This ‘golden age’ was underpinned not by gold but by the acquisition of just three spices: pepper, cloves and nutmeg. So significant were they that nothing could stand in the way of their procurement. It was indeed *spice at any price*, and Frederick was ‘in the thick of it’. Howard Gray

*“very interesting and compelling ... a fascinating and extraordinary history”* Robin Barrington, Curtin Uni, WA.

*“fantastic, I haven’t been able to put it down, so well told”*. Alannah McTiernan, Minister for Regional Development, WA.

**156 pages in full colour, including old charts, paintings and lithographs.**

*“ [Howard is] an historian and story teller, with an ability to zoom out to give perspective and zoom in to add fascinating details. It is an extraordinary story involving religion, politics, power, international espionage, greed, lust, resilience and survival. It is a story of human history and of humanity. There is slavery, imprisonment, poisoning, alliances, traitors, friends, enemies and more than a deal of diplomacy. Howard has an eye for a story and the ability to tell it in a way that brings history to life.”*

Anthony Willinge, Honorary Consul, Consulate of the Kingdom of the Netherlands, Western Australia.

**Order Options:**

1. Order on the Webpage: [www.westralianbooks.com.au](http://www.westralianbooks.com.au) (other titles available there too).
2. Electronic Funds Transfer to Westralian Books **BSB: 306012 Account No: 5531833**  
Please include your name on payment and advise details as per below by email to: [westralianbooks@westnet.com.au](mailto:westralianbooks@westnet.com.au)
3. Place an order by phone: 0427065060 Have credit card details ready.
4. Write to Westralian Books, PO Box 1559, Geraldton 6530, Batavia Coast, Western Australia.

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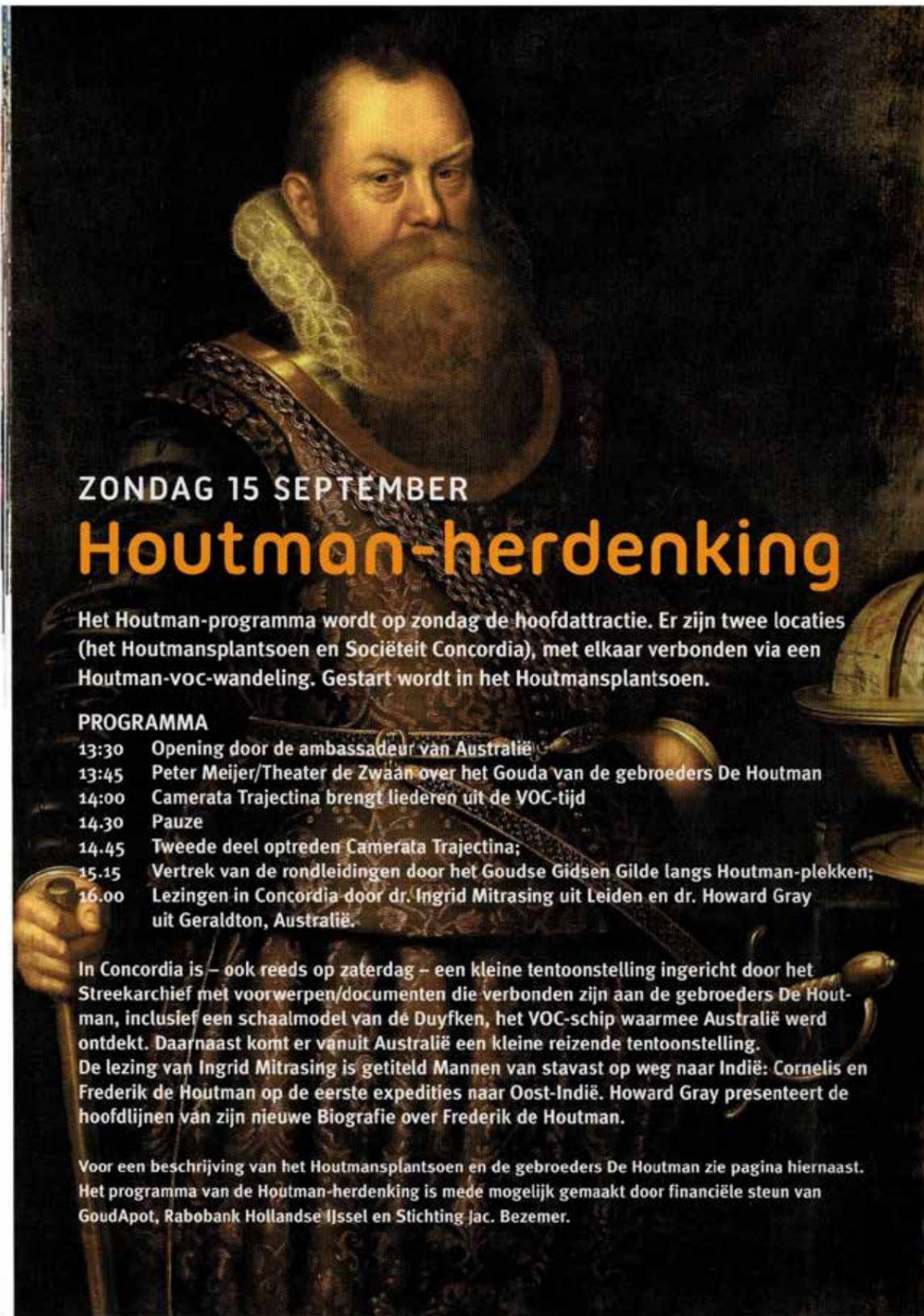
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**Cost:** \$40 per copy: \$\_\_\_\_\_ Postage: \$\_\_\_\_\_ Total Payment: \$\_\_\_\_\_.

**Delivery** by Australia Post: Non-urgent \$10.00; Express: 1-3 copies: \$17.50; 4-6 copies: \$21.00

*“I think your book is amazing.”* Erika von Kaschke



**ZONDAG 15 SEPTEMBER**  
**Houtman-herdenking**

Het Houtman-programma wordt op zondag de hoofdattractie. Er zijn twee locaties (het Houtmansplantsoen en Sociëteit Concordia), met elkaar verbonden via een Houtman-voc-wandeling. Gestart wordt in het Houtmansplantsoen.

**PROGRAMMA**

13:30 Opening door de ambassadeur van Australië  
 13:45 Peter Meijer/Theater de Zwaan over het Gouda van de gebroeders De Houtman  
 14:00 Camerata Trajectina brengt liederen uit de VOC-tijd  
 14.30 Pauze  
 14.45 Tweede deel optreden Camerata Trajectina;  
 15.15 Vertrek van de rondleidingen door het Goudse Gidsen Gilde langs Houtman-plekken;  
 16.00 Lezingen in Concordia door dr. Ingrid Mitrasing uit Leiden en dr. Howard Gray uit Geraldton, Australië.

In Concordia is – ook reeds op zaterdag – een kleine tentoonstelling ingericht door het Streekarchief met voorwerpen/documenten die verbonden zijn aan de gebroeders De Houtman, inclusief een schaalmodel van de Duyfken, het VOC-schip waarmee Australië werd ontdekt. Daarnaast komt er vanuit Australië een kleine reizende tentoonstelling. De lezing van Ingrid Mitrasing is getiteld *Mannen van stavast op weg naar Indië: Cornelis en Frederik de Houtman op de eerste expedities naar Oost-Indië*. Howard Gray presenteert de hoofdlijnen van zijn nieuwe Biografie over Frederik de Houtman.

Voor een beschrijving van het Houtmansplantsoen en de gebroeders De Houtman zie pagina hiernaast. Het programma van de Houtman-herdenking is mede mogelijk gemaakt door financiële steun van GoudApot, Rabobank Hollandse IJssel en Stichting Jac. Bezemer.

**Emeritus Prof. Dr. Lars U. Scholl**

I was born in a little town close to the Dutch border, far away from the sea. But once a year I had the chance to visit my Danish grandmother, living in Svendborg on the Isle of Fyn, where my mother's sister was running the hotel Stella Maris with direct access to the Sound. The ferry, passing the hotel on the way to the Isle of Ærø and back to Svendborg several times a day attracted my interest, especially the last one of the day, which was illuminated. The ferry from Svendborg to the neighbouring isle of Taasinge, today unfortunately replaced by a bridge, was very attractive to me too, when I was old enough to cycle down to the ferry landing and had enough pocket money to pay for the short crossing. But when I grew older and began spending my holidays with my English relatives my interest in ships and the sea lost its importance to me.

However, after finishing school in 1966 I won a travel grant of the organisation that encouraged to Christian-Jewish-Cooperation in my then hometown Wuppertal to visit Israel, having finished successfully a language course in old Hebrew. My father hoped that I would become a clergyman. In those days one sailed rather than flew to Israel. The crossing from Venice to Haifa

and the return voyage on a ship of the ZIM-Line was an experience which is still very vivid in my mind. While working in a Kibbutz near Nazareth making boxes for fruits, I was called in to do my national service which I had hoped to avoid. So again my next encounter with the sea came to an unwanted end.

In 1968 I began studying English, history, arts and Scandinavian literature at Göttingen university. I developed a special interest in Anglo-Saxon language and literature and ending up after three semesters as number one out of seventy in the final tests I applied successfully for a scholarship from the German Academic Exchange Service for pursuing Anglo-Saxon studies at a British university. Two universities turned me down, but I was accepted at Oxford and Edinburgh. I opted for St. Edmund Hall College because Bruce Mitchell, a renowned capacity in Anglo-Saxon, would be my tutor and for Oxford, because naively I thought I could catch something of the atmosphere in which J.R.R. Tolkien had lived and written the trilogy *Lord of the Rings*. While enthusiastically studying Anglo-Saxon poetry and the famous Beowulf tale, I went to Professor Peter Mathias' seminars, in those

Australian Howard Gray attended and presented at the Frederick der Houtman celebrations in the Netherlands on 15th September.

See <https://www.facebook.com/100005104870127/posts/1204849626361855?sfs=mo>

Howard has recently published *Spice at Any Price*, a very readable study of Houtman's role in the spice trade.

days the leading British economic historian, whose brilliant personality and academic work impressed me like R.M. Hartwell's teaching and writings on the causes of the Industrial Revolution in England. This had an important impact on my academic career a few years later. I finish my studies in 1974 with writing a thesis on the poem *The Owl and the Nightingale* trying to decide when, where and in which dialect the poem had been originally written.

When I was ready to write a PhD thesis in Anglo-Saxon historical linguistics my Professor in history, Wilhelm Treue, a leading economic historian, asked me if I would like to do research into the rise of the profession of engineers in Germany. It took me weeks to make up my mind. In the end as both options were very attractive I chose with a heavy heart to accept Treue's offer, because I had come to the conclusion that my chances for an academic career would be better with a PhD in history. With a stipend from the Konrad-Adenauer-Foundation I was able to finish my PhD thesis in 1977. The doctoral dissertation, published as a book in 1978, was awarded the prestigious Rudolf Kellermann Prize for outstanding achievements in the history of technology.

Looking at German engineers in the 19th century, I came across the first engineers engaged in shipbuilding on the river Rhine. I found out that family ties from the Harveys of Hayle in Cornwall to the Cockerill family in Belgium, to Roentgen in Rotterdam, down to the Haniels in Duisburg were responsible for the transfer of technical knowledge in steamshipping to Germany. Two articles in a Dutch and a German journal were the result in the late 1970s. My early work was now focussed on shipping and shipbuilding on the Rhine. A monograph on the business history of a company involved in ship's towage on the river, however marked the end of my research in inland navigation. Upon my appointment to the staff at the German National Maritime Museum in 1979 my focus shifted to a broader examination of shipping and shipbuilding in Germany, perhaps best exemplified by an important essay on German shipping in Tsunehiko Yui and Keiichiro

Nakagawa (eds.) *Business History of Shipping: Strategy and Structure* (Tokyo, 1985). While I continued to contribute a large number of essays on social, technical, economic and business aspects of German maritime history and making available reprints of important older publications, I became interested in the history of maritime art, since I was responsible for a huge collection of paintings at the museum. I published a substantial number of important volumes in this field. The latest monograph appeared in 2017.

Since adequate jobs for a maritime historian are rare in Germany, I remained in the museum for the remainder of my professional life, rising to the position of Managing Director in 2004. At the same time, I passed on my knowledge through teaching positions at the universities of Hannover, Bremen and Hamburg where I was promoted to professor in 2000. As Professor of Maritime History at the University of Bremen in 2004, I occupied the first chair of its kind in Germany. Over the years I supervised more than fifteen PhD dissertations and numerous MA theses. The most important contribution to modern maritime business history were three dissertations of the Rickmers family, active participants in shipbuilding and shipping for more than 180 years. I staged a large exhibition at the museum, which was later transferred to Hamburg and presented on the museum vessel *Rickmer Rickmers*.

I was always concerned with placing my work and German maritime history in the broadest possible international context. It was this orientation that drew me in 1986 to the International Economic History Congress in Berne, Switzerland, where the Maritime Economic History Group, the predecessor of the International Maritime Economic History Association (IMEHA) was founded. I gladly accepted the offer to become one of six members of the steering committee that shepherded the new organization through its early years. In 1989 I was appointed to the inaugural Editorial Board of the new *International Journal of Maritime History (IJMH)*; this began an association with the IMEHA's journal, including election as Vice

Chair and later Chair, which lasted until 2012, when I was elected President of the IMEHA. The most important event during my presidency from 2012 to 2016 was the move of the *IJM* from St. John's to Hull university. In close consultations with Skip Fischer in Canada and David Starkey in Hull we managed a very smooth transfer when it was obvious that Skip would no longer be responsible for the journal after his retirement. I am most grateful to both of them who made it so easy for me. For Skip it must have been hard to let loose, for David and his brilliant team it was a great challenge. Thanks to them the journal is in a good shape. I experienced the permanent constructive support of the members of the Executive Board during my term. Many thanks to Amélia, Malcolm and René. I had a good conscience when handing over the baton to the next president in Perth in 2016.

From 2005 to 2012, I sat on the executive of the International Congress of Maritime Museums and served on the Scientific Advisory Committee at the Maritime and Fisheries Museum in Esbjerg, Denmark, since 1994, chairing that body between 2003 and 2012, the year I retired from teaching at Bremen university. Despite all my international commitments, I never neglected my homeland, where I have chaired the German Commission for Maritime History from 1995 up to the present date. In 2005 I founded the book series *German Maritime Studies*, where I have been responsible for the publication of more than two dozen volumes. One of the outstanding volumes was the databook on German shipping 1821-1989 (Andreas Kunz and Lars U. Scholl eds.) and the two vols. *A History of the North Atlantic Fisheries* (David J. Starkey, Ingo Heidbrink et al. eds.); [2009 and 2012]. Unfortunately the publisher went out of business, so the last book published in the series was *Shipping and Trade*, a selection of essays presented at the occasion of my retirement, edited by the German Commission for Maritime History.

Since my retirement I continued to contribute to maritime history not only through my international commitments but also by leading major research projects on the art of Walter

Zeeden, a railway engineer who became a marine painter when his company went bankrupt in the world economic crisis in 1931, or on the nitrate trade between Chile and Germany before 1914. Presently I am engaged in the Onassis business history project, which was initiated by Gelina Harlaftis last year.

Looking back at more than forty years of my engagement in maritime history I can say that these decades were in many respect the happiest years of my life. I never regretted to have turned my back on Beowulf, king Hrothgar and the Danish court, although I am still fascinated by the poem. I had the privilege to meet many wonderful colleagues from all over the world. Regrettably Helge Nordvik, Frank Broeze, John Armstrong, Skip Fischer and others are no longer with us. They are sadly missed. I am happy to have here the opportunity to thank a large number of colleagues for many years of friendship, cooperation and unfailing support.

### SEA OTTER HUNTING AND CONSERVATION IN SOUTHERN CALIFORNIA SINCE THE GOLD RUSH

By Richard Ravalli and Michael C. McGrann

**ABSTRACT:** The sea otter population along the Southern California coast was reduced by maritime hunting in the late nineteenth and early twentieth centuries but not entirely driven to extinction. Based on historical sources and archival newspaper accounts, the authors have devised a conservative estimate of otter hunting activity between 1855 and 1908 and determined where hunting was concentrated. Conservation efforts in the Progressive Era and the 1970s and a translocation program in the late twentieth century have resulted in a limited population resurgence.

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### International Symposium

### Beloved Enemy. United Kingdom and Spain in the eighteenth century

February 24-25, 2020 Institute of Advanced Studies (IAS)

South Wing, Wilkins Building University College London Gower Street  
London WC1E 6BT

### Call for papers

Throughout the eighteenth century, relations between Spain and the United Kingdom were both complex and tense. Its territorial losses in the Indies and on the Iberian Peninsula itself at the hands of the British Crown were a huge moral blow and further evidence of the new role that Spain had begun to play on the international stage, now subordinated to France. The country did not only have to keep a close eye on the actions of its ally, which were always in its own interests, but also on Great Britain's expansionist policy whose waves were already being felt on its coasts. Eighteenth-century French Europe was incapable of concealing the intense but fickle relations between Spain and Great Britain, from the moment that the Bourbons ascended to the throne until the demise of the *Ancien Régime*, after which these two former enemies set aside their differences to become allies during the Peninsula War.

The intention here is not to analyse the complexity of foreign policy at the time, but to determine the intensity of the contacts between both countries and the influence that they exerted on one another. For the wars, which were always followed by peace accords and commercial treaties—leading in turn to the presence of merchants and consuls, technological espionage, the intellectual corpus of the Enlightenment, the translation of literature, admiration and suspicion, maritime couriers, etc.—show that, beyond the enmity, open confrontation and hostility, between the coasts of Spain and the United Kingdom there was always some degree of contact. This ebbed and flowed with the tides of war and peace, but persisted in that shared ocean, the best channel of communication at the time and also the best way of isolating and blockading the enemy.

The symposium's organisers welcome proposals for papers covering all aspects of relations between Spain and the United Kingdom during the eighteenth century, including (but not limited to) the following:

- Maritime history
- Naval warfare
- Economic history
- Foreign relations
- Political and policy history
- Scientific and technological influence
- Cultural and intellectual history
- Propaganda: the image of the other
- Consular activities
- Living and working in hostile territory
- Privateers
- Smuggling

Authors are kindly requested to send the title and abstract (200-300-word) of their proposals for papers, plus a brief CV (no more than one page), to [reyes@udc.es](mailto:reyes@udc.es) or [manuel-reyes.hurtado@ucl.ac.uk](mailto:manuel-reyes.hurtado@ucl.ac.uk), before the deadline on 31 October 2019.