

Newsletter February 2021

Welcome to the first newsletter for 2021

With vaccines for Covid-19 gradually being rolled out across the globe, 2021 promises to be a less stressful and traumatic year than the last. Most conferences are still online but there is a prospect of a return to face to face conferences later this year, although international travel is still going to be off-limits for many of us.

The postponement of our conference until 2022 means that we will not be able to hold a face to face General Assembly this year, which raises the issue of the ongoing management of the IMHA. I sent out an email survey to financial members earlier this year (reproduced later on page 2 of this Newsletter) asking for their preference whether the current Executive should continue until mid-2022 or we hold a digital election in mid-2021 for a new Executive. Almost 90% voted in favour of the current Executive continuing. I would like to thank all members who responded and my colleagues on the Executive for agreeing to continue to serve for another year.

At the end of this year the current contract with Sage, the publisher of the IJMH, expires. I can report that negotiations for a new contract are well advanced. David Starkey and his team at the University of Hull have done an excellent job of producing our journal since its transfer from Newfoundland but have decided it's time to retire from the role. While there are a few details to be settled, I am delighted to report that the editorial management of the IJMH will move to the University of Leiden in 2022. The new editors, Catia Antunes and Michiel Groesen, are excellent maritime historians and with institutional support from the University of Leiden, are well placed to ensure that the IJMH continues to be the world's leading maritime history journal. More details will be supplied in later Newsletters.

Just a reminder that membership fees for 2021 are due and you can renew via our website <https://imha.info/>

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

From the President
Professor Malcolm Tull

Survey of Members of the IMHA

The following survey was sent out by email from the President to financial members of the IMHA.

“I am writing to you as you are a financial member of the IMHA. As you are aware, our conference has been further postponed until 2022 when it should be possible to restore a traditional face to face format. This means that we will not be able to hold a face to face General Assembly in 2021.

This raises the issue of the on-going management of our organisation. Due to Covid-19 and the cancellation of the 2020 General Assembly in Porto, members of the Executive all agreed to continue in an acting capacity until mid-2021. The further postponement of the conference means that we need to consider arrangements to cover the period until the General Assembly in Porto in 2022.

The Executive is seeking the views of members as to how best to handle this unprecedented situation. The two options are:

1. The current Executive continuing an acting basis until mid-2022 OR
2. Holding a digital election in mid-2021 to elect a new Executive.

If we hold an election several current members of the Executive do not plan to re-nominate, so there will be an opportunity for new members to join the Executive.

Please indicate your preferred option by marking an X in one of the boxes below and return to me by email by 22nd February.”

By the closing date we had received 48 responses as follows:

Option 1- The current Executive continues until 2022- 43

Option 2- Hold a digital election in mid-2021- 5

Thus 89.6% of respondents voted that the existing Executive continue.

I thank all those of you who responded.

Regards

Malcolm Tull

NOTICE OF CNRS 2021 CONFERENCE AND CALL FOR PAPERS

The Canadian Nautical Research Society/Société Canadienne Pour la Recherche Nautique will hold its annual conference 10-11 June 2021. The conference theme will be Canada's Pacific Gateway, past present and future. Proposals are invited for papers or presentations related to the general theme of Canada's wider Pacific Ocean dimensions or other maritime contemporary and historical topics. This will be a virtual conference to commemorate the 150th anniversary of British Columbia joining Canada, 25 July 1871. Presentations will be for a maximum of twenty minutes, followed by time for discussion. “New scholars” who present a paper may be eligible for \$ 250 Gerald Panting Grant (details on CNRS website under “awards”). Proposals should be sent by email no later than 15 March 2021 to either Michael Hadley: pilgrim33@telus.net or David Collins: birchinall@gmail.com. Please include your name, affiliation (if any) and title, and a brief description of 250 words or less.

Abstracts for accepted papers will be published in the CNRS newsletter Argonauta prior to the conference. The Annual General Meeting of the society will be held virtually on Saturday 12 June 2021

Influences, Influencers and Inspiration

Helen Doe



Malcolm Tull has persuaded me to write something about my career and as some of my maritime history colleagues may know, it is not a conventional one. On that note I shall begin with a non-maritime topic. Six years ago, I embarked on a new book which was wholly different from previous publications. It was a biography of my father, a significant fighter ace in WW2. It was a steep learning curve and in writing a biography I had to rethink my usual thematic approach to a topic. As I worked on it, I realized just how many people influenced and mentored his successful transition from an unqualified schoolboy leaving school at 14 to retiring as a Wing Commander with a DSO and two DFCs. This gives me the prism through which I have reflected on those who have influenced and helped me so I happily and liberally name drop and thank the many people who have helped my maritime history career.

I remain with my family in naming my mother as my first influencer in maritime history. She came from a small coastal village in Cornwall where we had many happy holidays. One day she pointed out the shipyard at the water's edge and told me her ancestors had owned it and their story had inspired a famous novelist. So began a search for the true story behind the fiction and I was eventually led to Basil Greenhill's beautifully written book, *The Merchant Schooners*. He opened for me a lost world of maritime communities around Britain; a world of which I knew nothing. By then I was fully employed working for IBM in the UK but in my spare time I decided to research 100 years of the family shipbuilding business. As is usual with such small family businesses, no records were left so I entered the wonderful world of archives and libraries. While in a library in Cornwall I met Captain George Hogg who was volunteering at the then tiny Falmouth Maritime Museum. George is one those great encouragers of people and he introduced me to my next set of influencers at the University of Exeter's Crossmead conferences.

Usually held over a weekend they attracted a wide range of people, enthusiasts, academics, naval officers and master mariners. I was awe struck. I can recall sitting at lunch with Alex Hurst who had sailed in many tall ships, Malcolm Darch the expert ship model maker, Mike Stammers, curator of Merseyside Maritime Museum and David MacGregor, naval architect. The conferences were

organized by Stephen Fisher and Mike Duffy. I finished my book, found a publisher and wondered what next so I had a chat with Mike Duffy and tentatively asked about the MA in Maritime History. My concern was that I had no degree having gone straight into the world of work from school although I had completed one year with the Open University out of which came my first journal article. With his support I applied.

The next year I drove from my home in Wiltshire to start my part time MA and can recall the exact moment when I parked in the student car park and felt the excitement of being a student again albeit a mature one. I was not alone, there were many fellow mature students some with naval backgrounds others from similar commercial backgrounds including Bob Wilson, Peter Ward, Hilary Todd and others.

I had left IBM after a senior career at an international level and had been contacted by a previous IBM boss, a Cambridge physics graduate with a formidable intellect, to join him in establishing a marketing consultancy. We worked with Sun, Novell and a wide range of other companies in the UK and across Europe mainly in strategic marketing. This gave me the flexibility to continue my studies. I would drive for two hours to Exeter, hit the library frantically grabbing books, copying articles and skid to a halt in Stephen Fisher's study. Bob Wilson and I were his last students and he died not long after we finished our first year. A lovely man and much missed.

Thanks to all my tutors who included Roger Morris, another great encourager, I passed with distinction and used a study of small shipbuilding businesses in Cornwall during the Napoleonic Wars as my dissertation. I went back to see Mike Duffy to explore the previously unconsidered possibility of a PhD. But I did not want to do it part time, so with my husband's support went full-time. I continued to do the occasional bit of marketing consultancy, although sadly my business partner died in 2002.

I began my study at Exeter with Mike Duffy as my supervisor and meanwhile my pre-university book was published. Thank you, David Starkey, for a very kind review in the *Mariner's Mirror*, even though I look back now and see it was, as you said, rather romantic. I recall mentioning my now critical view of the book to Sarah Palmer and I remember her reassuring and very sound words: "You will always look back and think you could have written a better book."

During these years I encountered my first New Researchers in Maritime History Conference, which was held at Liverpool. Here was my lovely friend and lifelong mentor, the very much missed John Armstrong, who I had known for a while. There also was a host of other names that I only knew from book covers such as Andrew Lambert, Richard Harding, Roger Knight and Graeme Milne. I was also able to thank Adrian Jarvis for enlightening my study with his Liverpoolian sense of humour which snuck into his writing and made me laugh out loud. At Exeter we now had Nicholas Rodgers as Professor in Naval History and Maria Fusaro, now the Director at the Centre for Maritime Historical Studies. I learned much from both. Maria and I first met on our way to the Economic History Conference in Helsinki in 2006. This was my first visit to an international conference of this size, and it was bewildering in its multitude of sessions, but here among many others I met one of my heroes, Yrjo Kaukiainen, the spelling of whose name has been a bane to my students ever since. I completed my PhD and thank you Peter Sowden of Boydell Press for believing in my work so that *Enterprising Women in Shipping in the Nineteenth Century* came out in 2009.

The same person whose writing experience had been business bullet points was now writing journal articles and a range of other publications. Cornwall always lurked as an inspiration and source of material so it was perhaps inevitable that Philip Payton, Director of the Institute of Cornish Studies, would approach me to take on a project started by Stephen Fisher in his last years. The two volume *The New Maritime History of Devon* needed a companion study of Cornwall. We dusted off the box file Philip had inherited from Stephen and sat down to consider the options. I persuaded another good friend whose work I admired, Alston Kennerly, to join us on the editing team and so we began. It took many years, much hard work and the patient support of our many contributors. As it neared completion, the great Skip Fisher was initially skeptical and concerned that we might forget Stephen's contribution, unaware of the debt that I owed Stephen, but Stephen was always there, and we were proud to dedicate the volume to him. It was eventually published by Exeter Press in 2014 and received

some excellent reviews. By now I was teaching part-time at Exeter on both the undergraduate and MA programs and among my supervisory work was a PhD on smuggling. I loved it all and continually learned much from my students who always brought fresh thoughts and challenging questions.

I was for four years a trustee, together with Mike Stammers, of the new National Maritime Museum Cornwall; later I followed in the big footsteps of Basil Greenhill and David Starkey, as a long-term trustee of *SS Great Britain*. I had been invited onto The British Commission for Maritime History by the then secretary, Lewis Johnman, and continued to enjoy meeting up with many of the names I have already mentioned. Not surprisingly perhaps from my own experience I continue to strongly support the new researchers conference and to urge my fellow trustees to realise just how much their sheer presence at the conference can offer in encouragement to students in our discipline which continues to attract mature students. For students of all backgrounds it is a thrill to meet such scholars in the informal atmosphere that we aim to provide. The late Pat Crimmin was a formidable example of this power of encouragement as was Peter Davies.

After a career in academia nearly as long as my career in business, I am now retired from teaching. I keep my hand in by co-supervising a PhD student together with James Davey. As our student lives in Tobermory, Scotland, I am in Cornwall and James is in London our Zoom calls join the corners of Britain. While at the National Maritime Museum Cornwall I set up and still chair their free online peer reviewed journal *Troze*. It combines articles from enthusiasts and academic authors, and I am rather proud of the range of articles we have pulled together over the years on the slim topic of Cornish maritime history. Do go and have a look: <https://nmmc.co.uk/collection/troze/>. I still get the chance to meet those whose work has inspired me, recently having the opportunity to meet Gordon Boyce.

I am currently vice-chair of the British Commission for Maritime History and I was recently appointed by the UK Government to the Council of Experts of the National Historic Ships, UK. We provide advice, guidance, and support to its very tiny group of hard-working staff who do their utmost to encourage and support the survival of our historic craft. While the UK's National Trust is the largest landowner here our historic ships have just this tiny group, maritime museums and many passionate volunteers keeping our maritime heritage alive. They range from HMS *Victory*, *Cutty Sark*, *SS Great Britain* to Thames barges, early rowing lifeboats and even two vessels built by my ancestors. My scholarly interests remain socio-economic, with a focus on nineteenth century maritime business, but I continue to stray into other topics from time to time. Such is the luxury of the freedom to go where your interests take you as long as the archives are open. I now live by the river in Fowey, Cornwall, watch the china clay ships passing and still write books; *SS Great Britain: Brunel's Ship, her Voyages, Passengers and Crew* came out in 2019. From time to time I challenge my thinking with the occasional journal article. My full publication list can be found at www.helendoe.uk. My academic work owes much to all those I have mentioned and the many I have not been able to include. As John Armstrong said to me many years ago "We maritime historians are a friendly bunch."

Naval Sea Power in Miniature at the Western Australian Museum

Naval Sea Power in Miniature is an exhibition of the handmade ship models built by Gerry Westenberg over the past 40 years including many British and Australian warships.

See <http://museum.wa.gov.au/museums/shipwrecks/naval-sea-power-miniature>

Dr Ross Anderson

President, Australian Association for Maritime History

ANNOUNCING THE WINNER OF THE JOHN ARMSTRONG PRIZE

The British Commission for Maritime History is pleased to announce that the John Armstrong Prize for a paper published in 2019 has been awarded to Dr Nicholas Guoth for his paper 'Advancing trade with China: the Eastern and Australian Mail Steam Company and the 1873 Mail Contract', published in the *International Journal of Maritime History*, volume 31, No. 2, May 2019. Unanimously declared the winner by the three judges, Nicolas' paper discusses how after winning a Queensland Government mail contract in 1873, the newly-formed Eastern and Australian company used steam ships to establish the first regular and reliable cargo, passenger and mail service from China to eastern Australian ports through the Torres Strait. He argues that, by using a quicker and more direct route than those of established lines, the company had a positive effect on the development of Australia's trading relations with China.

The annual prize of £250 commemorates the career of John Armstrong, a BCMH founder. It is awarded annually for a paper published in a peer-reviewed, English language journal whose subject is broadly in line with John's research interests. John's field was essentially maritime economic history, but nominations are welcomed for articles within the broad field of merchant ships and the shipping industry in the 19th and 20th centuries.

The BCMH offers its congratulations to Nicholas and reiterates the Commission's thanks to the estate of Professor John Armstrong for generously funding the prize, and also to the trustees and fellows of the BCMH who assessed the entries.

Nominations for papers published in 2020, and are invited from journal editors, authors and other interested parties. Nominations close at the end of March 2021. Please send an electronic copy of the submitted article to the BCMH Treasurer, Roy Fenton, roy@rfenton.co.uk.

Roy Fenton
January 2021

Indian Ocean Studies Conference – 12-13 November 2021
Continuity and Change in the Indian Ocean in an Age of Uncertainty

Sheridan Institute of Higher Education, in partnership with AAMH and the WA Maritime Museum, will host a biennial Indian Ocean Studies Conference from 12-13 November 2021. The theme of this year's conference is *Continuity and Change in the Indian Ocean in an Age of Uncertainty*, and will be held in Perth, Western Australia at the WA Maritime Museum (on Friday the 12th) and Sheridan Institute (on Saturday the 13th).

The biennial Indian Ocean Studies Conference provides an important venue for researchers, scholars, policy-makers, students and the general public to meet and share their thoughts and ideas on this significant region. The conference will facilitate presentations and discussions focusing on the sub-themes: *maritime history and trade, education and communities, faith and culture, and defence and political science*. Presenters are encouraged to shape their papers and presentations around these themes and to engage with the latest research on the IOR. A variety of interactive conference opportunities will be provided so delegates can mix, network and learn from each other in a stimulating and dynamic setting.

We welcome scholars with a research interest in any of the above topics to submit abstracts for individual papers and/or panel proposals for the conference. Instructions on abstract submission, participation, and registration can be found on the conference website: <https://sheridanicon.weebly.com/>

Timothy Severin (1940–2020) a British explorer, historian, and writer

From: Marine History Information Exchange Group MARHST-L@LISTS.QUEENSU.CA on behalf of Joan Druett druetto@GMAIL.COM
Sent: 16 January 2021 17:22
To: MARHST-L@LISTS.QUEENSU.CA MARHST-L@LISTS.QUEENSU.CA
Subject: Tim Severin

I don't believe it has been noted on the list that Tim Severin passed away last month. I was greatly saddened by the news. He was a lovely man, an inspiration to many, a great maritime historian and an epic adventurer.

I wrote about him myself: World of the Written Word: Tim Severin, seaman, adventurer, author joan-druett.blogspot.com

<https://joan-druett.blogspot.com/2021/01/tim-severin-seaman-adventurer-author.html>

There is also a fine memorial in the *Sydney Morning Herald* Sailor in leather boat challenged theory Columbus first to America (smh.com.au)

<https://www.smh.com.au/national/sailor-in-leather-boat-challenged-theory-columbus-first-to-america-20210106-p56s35.html>

Joan Druett
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Wellington, New Zealand 6011
64 4 9778649
World of the Written Word

Message from David Keys, Archaeology Correspondent, *The Independent*

My name is David Keys. I work as a journalist in London (as the Archaeology Correspondent of a UK daily newspaper, *The Independent* - please see link at the foot of this email). I cover history etc as well as archaeology.

I have just written a large article (about how Britain sawed-up one of its most historic naval treasures, but then, as a result, 'rediscovered' part of the 'lost' legacy of Nelson's Trafalgar!). I thought it might be of interest to you - and your readers, members and social media followers, etc. Here is a link to the piece:

<https://www.independent.co.uk/news/uk/home-news/hms-victory-royal-navy-battle-traffic-falgar-b1799397.html>

I hope you and your colleagues like it.

Please feel free to share it on social media etc.

I'm always looking for interesting historical, archaeological and heritage-related stories world-wide to report on - so if you or your organisation or colleagues have any interesting research projects or discoveries that you would like some coverage on, please don't hesitate to telephone or email me.

Many thanks,

Best wishes,

David Keys

Archaeology Correspondent,

The Independent

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New Researchers in Maritime History on-line Conference

12 & 13 March 2021

Free online conference

Book via Eventbrite

<https://www.eventbrite.co.uk/e/bcmh-new-researchers-in-maritime-history-tickets-139919694573>

This annual conference, run by the British Commission for Maritime History and sponsored by the Society for Nautical Research, supports emerging scholars who wish to share their work in a supportive environment and build relations with other maritime historians. The Conference gives new researchers a unique opportunity to present their work in a constructive and supportive environment and build relations with other maritime historians. This year it will be wholly on-line and free to everyone with an interest in this subject.

Friday 12th March

At 15:00 there will be a keynote session led by Dr James Davey (University of Exeter) and Dr Richard Blakemore (University of Reading):

Doing Maritime History in the Age of Covid-19

Leading maritime historians discuss the practical and methodological challenges – and opportunities – prompted by the Covid-19 pandemic. It will consider the impact on scholars, how we might mitigate against the continued limited access to archives, and how the last 12 months might shape the future of the discipline.

Saturday 13th March

Four x 1 and half hour online sessions featuring short papers from new researchers on a wide range of maritime topics. Full details are on the BCMH website

www.maritimehistory.org.uk

10:00 Mercantile Maritime History

12:00 Naval History

14:00 Maritime Archaeology

16:00 Fish and Ice

Centre for Maritime Historical Studies Seminar

Programme: Winter/Spring 2021

All seminars will be hosted on Zoom for the academic year 2020-2021 and will begin at 17:00 GMT.

Please contact Dr Elin Jones (e.f.jones@exeter.ac.uk) to be added to the invitation list.

10/02/21 Dr Margaret Schotte (York University, Toronto)

with the Centre for Early Modern Studies

Lessons from Book Lists: Recovering Evidence of Hydrographical Education in New France

03/03/21 Dr Anyaa Anim-Addo (University of Leeds) with the Centre for Imperial and Global Studies

“Miss Jenny” in port: leisure and labour mobilities in the post-slavery Caribbean

10/03/21 Professor David Cressy (Claremont Graduate University)

England’s Islands: Shipwrecks and Other Troubles



Fateful Svensksund -exhibition at the Maritime Centre Vellamo

A new permanent exhibition, titled Fateful Svensksund, on the late 18th century naval conflict between Sweden and Russia was opened at the Maritime Centre Vellamo in Kotka, Southeastern Finland, in 2020. The exhibition will be open for several years. The museum explores the history of two massive coastal battles during the War between king Gustavus III and empress Catharine II, 1789–1790, and the subsequent building of the naval station Rochensalmi – Russian answer to the Swedish Sveaborg station in Helsinki. The exhibition is the result of multi-year collaboration between the Maritime Museum of Finland and the Kymenlaakso Museum with significant input from 18th century and naval historians, and maritime archaeologists in Finland, Sweden, and Russia.

Swedish and Russian archipelago fleets met twice in the Kymi estuary outside present day city of Kotka. Many of the participant vessels were designed by the esteemed F. H. af Chapman. The first battle in 1789 was one by the Russians, while the second was carried by the Swedish forces in the summer of 1790. Hundreds of vessels from frigates to gunboats and tens of thousands of people took part in these destructive engagements that left the seabed littered with countless wreck and grave sites. Russia then built a naval station on the site in the 1790s, which led many artificers and merchants to move into Finland. Later in the 1950s, Svensksund was instrumental in the foundation of Finnish underwater archaeology.

The history of these events is unfurled to museum visitors via stunning wreck artefacts, interactive 3D-maps, and virtual reality experiences of late 18th century naval warfare.

Links:

Exhibition website: <https://kohtalonaruotsinsalmi.fi/en/>

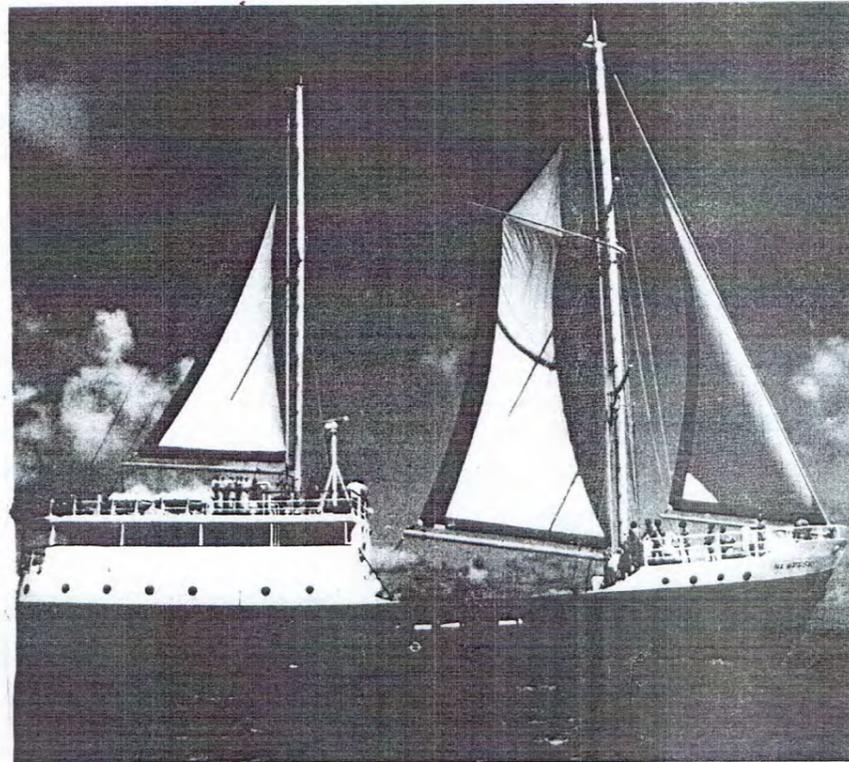
The second battle of Svensksund VR experience teaser: <https://www.youtube.com/watch?v=Wz5LZpXu3sQ&feature=youtu.be>

Maritime Centre Vellamo: <https://www.merikeskusvellamo.fi/en/>

3D-models of naval vessels: <https://sketchfab.com/Museovirasto>

Text: Aaro Sahari, PhD, vice-chair of The Finnish Association for Maritime History

**PROCEEDINGS
OF
REGIONAL CONFERENCE
ON
SAIL-MOTOR PROPULSION**



ASIAN DEVELOPMENT BANK

Manila, Philippines, 18-21 November 1985

A new member, John Brooks, has submitted details of a 1986 publication on sail-motor propulsion for interisland shipping.

With regard to your question if I have any news for sharing, an item of historical 'news' I could mention, is the Asian Development Bank's (ADB) 1986 publication of its 1985 conference proceedings on sail-motor propulsion for interisland shipping.

I coordinated the project in ADB and edited the publication. A large number of copies were distributed, and some may survive in transport ministry libraries and some other institutions around the Asia Pacific region and elsewhere. I still have one copy although am long-since retired from ADB. I have attached a copy of the conference paper titles and overall conclusions in case there may be some interest.

While ADB's concept of low-cost retro fitting of sail to inter-island motor shipping of the day remained valid, interest in sail quickly waned when oil prices suddenly fell to historical lows at about the same time as the publication. Regional Interest then seemed to turn towards improved engine and other technical efficiencies that were less labour intensive. This was in spite of the ADB's project demonstrating about 35 percent fuel savings by the use of a labour efficient roller-furl wishbone sail under a practical retrofit experiment on two approximately 300 grt vessels in Fiji.

An example of the trend towards motor only efficiencies was the almost complete absence in Bangladesh by the mid-1990s, of what had historically been until the early 1980s, an almost ubiquitous use of sail in the extensive delta region. This was due to the application of irrigation pumps as engines

for local shipping; pumps that had been made initially available under a World Bank agriculture development project.

Today, interest may be turning towards solar and wind energised batteries for quiet and emission free propulsion of at least small vessels. Nevertheless, there is potential still for combining sail with even electrically powered engines. For example, while there was a similar rapid move in the Maldives away from sail in the 1980s, possibly for similar reasons as in Bangladesh, it was my understanding that the Government there still required small interisland motorships to retain their lateen sail systems as a safety measure.

In the Pacific, there has been a steady stream of reports over the years of small fishing vessels - and some passenger carrying vessels - experiencing engine breakdowns and being carried westward under the prevailing south equatorial current before being rescued as a result of lengthy ship and aircraft searches. The use of simple sails would conceivably have substantially avoided such costly and sometimes tragic events.

An illustrative example was that the ADB's first retrofitted vessel in Fiji safely landed its 50 or so passengers at an outer island under sail alone after the engine failed in the path of the devastating January 1985 Hurricane Eric. This vessel unfortunately then foundered while at anchor with the loss of two crew. The subsequent Marine Board Enquiry concluded that use of the auxiliary sail had probably prevented total loss of the vessel and its complement before they reached the relative safety of the island.

“Something Rich and Strange”: Maritime Law in World History

by Lincoln Paine

World History Connected, an 18-year-old affiliate of the World History Association published by the University of Illinois Press (<https://worldhistoryconnected.press.uillinois.edu/index.html>), is seeking papers for its Forum “‘Something Rich and Strange’: Maritime Law in World History,” which will be Guest Edited by Lincoln Paine (*The Sea and Civilization: A Maritime History of the World*). Forums are topically-related articles devoted to innovative research and the scholarship of teaching in the interdisciplinary field of world history. Submissions for this Forum should be received by July 15, 2021, for possible publication in February 2022.

The subject of maritime law in world history is one with enormous potential for comparative analysis across both time and space. We find matters of admiralty—concerning navigation and relations between crews, passengers, masters, and owners—in the earliest extant bodies of law, including the Code of Hammurabi and the Arthashastra, as well as in medieval Jewish, Christian, and Muslim law.

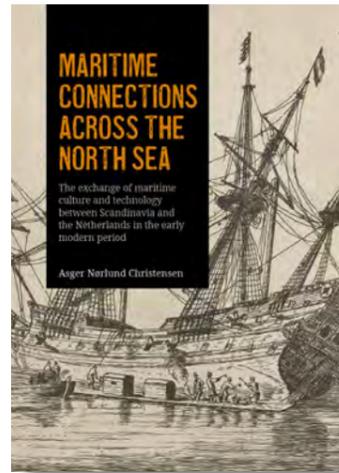
Debates over questions of maritime law—from the use of rivers and the intertidal zone to the free sea doctrine and exclusive economic zones—also have ancient roots. Of particular interest today is the renewed assertion of indigenous rights over specific bodies of water, which has enormous implications for culture, the environment, and governance.

Equally compelling, of course, are laws regarding naval warfare, privateering, and piracy.

Submissions should be sent to the Forum's Guest Editor at Lincoln.Paine@gmail.com. All submissions must follow the style sheet on the left-hand side of the journal's webpage at <https://worldhistoryconnected.press.uillinois.edu/>. Submissions should include a short biography (250 words) similar to that found at the end of published WHC articles, as well as a mailing address and phone number. Submitted articles should be more than 3,000 words, with the upper limit as appropriate (usually not more than 10,000 words).

World History Connected (ISSN 1931-8642) is an e-journal publication of the University of Illinois Press that annually reaches 1.85 million “readers” (scholars who read more than two articles) and attracts 6 million visits to its website. It publishes Forums, individual articles, book reviews, and lists of books available for review 3 times a year.

NEW BOOKS



MARITIME CONNECTIONS ACROSS THE NORTH SEA

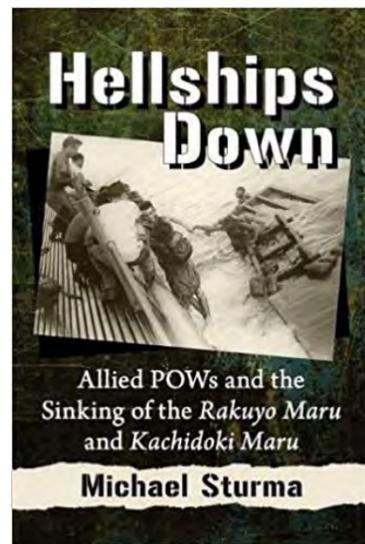
The exchange of maritime culture and technology between Scandinavia and the Netherlands in the early modern period

Asger Nørlund Christensen | 2021

Dr Asger Nørlund Christensen's new book is transnational in its scope and is dealing with the life and work of Scandinavian sailors in the 18th century international Dutch maritime labour market.

Here's a link to the publisher's website:

<https://www.sidestone.com/books/maritime-connections-across-the-north-sea>



On 12 September 1944, a wolfpack of U.S. submarines attacked the Japanese convoy HI-72 in the South China Sea. Among the ships sunk were two carrying Allied prisoners of war. Men who had already endured the trials of Japanese captivity faced a renewed struggle for survival at sea. This book tells the broader story of the HI-72 convoy through the stories of two survivors: Arthur Bancroft, who was rescued by an American submarine, and Charles "Rowley" Richards, who was rescued by the Japanese. The story of these men represents the thousands of Allied POWs who suffered not only the atrocious conditions of these Japanese hellships, but also the terror of friendly fire from their own side's submarines. For the first time, the personal, political and legal aftermath of these men's experiences is fully detailed. At its heart, this is a story of survival. Charting the survivors' fates from rescue to their attempts at retribution, this book reveals the trauma that continued long after the war was over.

NEW BOOKS



The risks and resources of seafaring- Nautica Fennica 2020

A new maritime history book has been published in Finland. The book opens seven angles into the risks and resources of seafaring within maritime history. The articles are written by Finnish scholars from different points of view ranging from engineering to medicine, literature, ethnology and history. Many risks in seafaring are to do with humans and their actions. As Elina Maaniitty reveals, seafarers faced many vocational risks such as epidemics and deaths at sea already in the 18th Century. It also explores the role of seafaring in spreading epidemics, as well as attempts to prevent and control them.

In Jonna Laine's article, Filipino seafarers of today are aiming to balance social and economic risks with the resources offered by foreign vessels. In shipbuilding, trust and efficient networks are central resources in an article by Jokinen et al in the concept planning processes within the cruise industry. One of the central findings of the book is that someone's risk is often an important resource for someone else. Especially wrecks are proofs of materialised risks, but for a maritime historian and archaeologist they can turn into important resources. Mikko Huhtamies and Juha-Matti Granqvist write about shipwrecks and their auctions in the 18th Century Helsinki. The publication also includes recent findings by professor emeritus Yrjö Kaukiainen who confirms that the wreck discovered in the 1950s in the Turku archipelago was not St. Mikael as was assumed from the 1970s onwards.

Nautica Fennica is the only peer-reviewed maritime history journal in Finland. It is published bi-annually by the Finnish Maritime History Association and the Finnish Heritage Agency. All the articles, except one, are written in Finnish with summaries in English and Swedish. After a one-year embargo, it will be accessible as an open-access journal on <https://journal.fi/>.

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Book can be purchased at <https://webshop.trafiikki.fi/merenkulun-riskit-ja-resurssit-nautica-fennica-2020>