KEYNOTE SPEAKERS

From the Oceans via Antarctica and the Moon to Deep Space Maritime History and its Relevance for Outer Space Exploration

Ingo Heidbrink (Chair & Professor of History at Old Dominion University in Norfolk, VA (USA))

Abstract

Recent outer space exploration including the future return to the moon, potential human exploration of the planets and use of non-terrestrial resources include not only enormous technological challenges but automatically pose questions of access and ownership, sovereignty, and legal systems. These questions are like those that arose when maritime nations in the past set sail to explore the oceans of the globe when a complex legal system was needed. Today that legal system is known as the Law of the Sea. The same set of questions developed a second time, when Antarctica was explored and resulted in multinational governance for a whole continent. The keynote will discuss to what degree the development of the Law of the Sea and the Antarctic Treaty System can be used as a blueprint for the future development of a regulatory system for Outer Space. It will also discuss to what degree research results by maritime historians can help to avoid the repetition of past mistakes. In the end, the keynote will ask the question if maritime history is mainly a backward-looking academic discipline or if maritime historians have the potential to contribute to the development of solutions for current and future global issues. If so, maritime history needs to be redefined as a forward-looking academic discipline.

Biography

Ingo Heidbrink is Chair & Professor of History at Old Dominion University in Norfolk, VA (USA). He studied Social and Economic History, Medieval and Modern History, and Geography at the University of Hamburg (M.A. 1994, Dr. phil. 1999) and the University of Bremen (Dr. phil. Habil. 2004). From the mid 1990s to 2007 he worked with various maritime museums in Germany, most notably as Head of the Department of Fisheries and Whaling at the German Maritime Museum. In 2007 he accepted a professorship in maritime history at Old Dominion University. He has received numerous international fellowships, was twice a visiting professor at the Ilisimatusarfik, the University of Greenland, was guest lecturer at the Higher School of Economics in St. Petersburg, and carried out numerous international cooperative research projects, most recently as Co-PI of the project "The Last Ice Age" at the Norwegian Maritime Museum in Oslo. He is best known for his research in international fishing conflicts and his work in the preservation of historical watercraft. More recently his work has focused on heritage tourism in the polar regions and the preservation of Arctic and Antarc-

tic industrial heritage. Besides his academic career he has worked as a professional mariner in the European inland water trade and holds commercial master's and engineer's licenses for vessels of all types on inland waterways. He currently serves as President of the International Maritime History Association (IMHA), in addition to several other positions within the international maritime community.

The Past, Present and Future of "Boat Refugees" and Maritime Migration

Christina Connett Brophy (Senior Vice President of Mystic Seaport Museum)

Abstract

The International Council for Maritime Museums (ICMM) Maritime Refugee project is a collaboration of over 40 museums around the world to explore in depth the historic and current stories of maritime refugees. Each institution was surveyed for collections related artefacts and their interest in engagement. The results show there is huge breadth and depth to collections from 'Vietnamese boat people', to Cuban refugees, Jewish WW2 refugees, WW1 'White Russian' refugees, those fleeing enslavement in the US, and even very early examples of refugees in Britain dating back to the Napoleonic Wars. With the theme of maritime refugees at the forefront of the news on an almost daily basis, the project will look not only at the past but the present and future to consider the challenges and reasons for these escapes. There is not only historical but living memory of large and intimate exodus throughout the coasts of the world which play a part in the larger story. Some of us may have forgotten our people were refugees once and those who remember express the need for grace and acceptance of the current waves of immigration.

The themes of the project will explore the causations behind these movements over time, be they to escape persecution, conflict, hunger, human rights violations, political disorder, or climate change from non-arable land to rising sea levels. Maritime humanitarian policies and law enforcement on the seas as well as at ports of entry will be studied as well as the cultural, political, and religious transitions of the millions of refugees try to adapt and survive in their new countries; the boat is just the middle of the story. Historically and currently, which agencies are part of this story from before the sea to crossing the sea to landing on the shore and beyond.

As institutions, we are considering whose voices are telling these stories and if, how and when we "collect" and express these narratives as well as the related artefacts, oral histories, and vessels. Finally, we are defining the manifestation of the project as it is a global story of extraordinary importance. We are hopeful that by looking towards the past we will better understand the challenges of the present.

Biography

Dr. Connett Brophy leads strategic vision of institutional partnerships, exhibitions, research and scholarship, and collections. Two of her current major efforts are leading a global museum collaboration through the International Council for Maritime Museums on maritime

refugees, and establishing Mystic Seaport Museum as a core convener space for regional blue economy and technology acceleration through programs, exhibitions and scholarship. A contributor, author and editor of numerous publications on themes from marine mammal bioacoustics to fine art to maritime history, Dr. Connett Brophy is Editor in Chief of Mystic Seaport Museum's new peer reviewed journal, Mainsheet: A Multidisciplinary Journal of Maritime Studies. She has lectured extensively in the United States, Canada, Europe and the Middle East. She holds degrees from Northwestern University (BA), the University of Auckland (MA) and the University of Valencia (PhD).

Before coming to MSM, Connett Brophy was the Douglas and Cynthia Crocker Endowed Chair for the Chief Curator at the New Bedford Whaling Museum (NBWM), where she had been a senior executive for seven years. She has also devoted much of her career to education, as a former professor of Visual Culture and Art History at both University of Massachusetts, Dartmouth and the Rhode Island School of Design.

She has curated more than 30 exhibitions, notably A Spectacle in Motion: The Grand Panorama of a Whaling Voyage 'Round the World; Thou Shalt Knot: Clifford W. Ashley; A Wild Note of Longing: Albert Pinkham Ryder and a Century of American Art and Alexis Rockman: Oceanus.

A lifelong mariner, Dr. Connett Brophy grew up aboard the R/V Geronimo tagging sharks and turtles throughout the Atlantic for the National Marine Fisheries Service and the Archie Carr Foundation, respectively, and now sails her own vessel in New England and beyond.

European First Arrival of Korea in 1544

Nakajima Gakusho (Associate Professor of Kyushu University)

Abstract

The Portuguese occupied the Malacca Sultanate and advanced to the South China Sea in 1511, then arrived in Canton and joined the China trade in 1513. Some thirty years later, Portuguese private traders, boarding Chinese junks, first arrived in the Ryukyus in 1542 and landed on Tanegashima the following year. Then when the Europeans first arrived in the other East Asian country--Korea?

As a relatively well known view, C. R. Boxer had discussed that the Portuguese capitão-mor Domingos Monteiro, who washed up on the Korean coast on the voyage from Macao to Japan in 1587, was the first European to set foot on the soil of Korea. However, a series of accounts recorded in the book suggest that some Portuguese drifted to the Korean coast by boarding a Chinese junk in 1544. According to them, this Chinese junk sailed from Tong'an County in Quanzhou Prefecture in southern Fujian to Japan in order to buy Japanese silver. Some of the passengers had a different appearance from the Chinese, wearing red or white berets, typical of the Portuguese sailors of the time. And there were cannons on the board that were much more powerful than the Chinese ones.

It is highly likely that some Portuguese private traders boarded the Chinese junk with Portuguese-style swivel guns. Tong'an County, which included the islands of Zhangzhou Bay such as Xiamen and Jinmen, was one of the main smuggling bases of Portuguese private traders along the Chinese coast. They often engage in intra-Asian trade, boarding smuggling vessels belonging to Fujian sea traders and armed with Portuguese-style firearms. The successive Portuguese first arrivals in the Ryukyus, Japan and Korea were all by-products of the rush of Chinese trading ships to Japan, stimulated by the surge in Japanese silver production.

Biography

Nakajima Gakusho is Aassociate Professor of the Faculty of Humanities of Kyushu University. He studied Asian history at the Waseda University (M. A. 1989, Dr. Lit. 1999). From 2000 he works in Kyushu University.

Initially, he worked mainly on the social history of early modern China, publishing Mindai Chgoku no Funsō to Chitujo (Disputes and Order in Rural Society in the Ming Period, Tokyo: Kyūko shoin) in 2002. Later, his main research interest shifted to the Asian maritime history from the 14th to the 17th centuries. More recently, he has been working on the following topics using Chinese, Japanese, Korean and European historical sources, (1) Maritime trade and cultural/human movement in the seas of East and South-East Asia. (2) Development of intermediary trade of the Ryukyu Kingdom in the 15th and 16th centuries, (3) Early

stages of the arrival of the Europeans in the countries of East Asia in the middle of the 16th century.

In 2020, he published Daikōkai Jidai no Kaiiki Ajia to Ryūkyū (Maritime Asia and Ryukyu in the Age of Commerce, Kyoto: Shibunkaku Shuppan). In this monograph, he examined the reality of maritime trade of the Ryukyu Kingdom, the progress of geographical recognition of the Ryukyus by the Europeans, and the historical process of the first European arrival in the Ryukyus in 1542. In 2021, this monograph won the 41th Okinawa Times Book Awards, the 33th Asia-Pacific Awards and the 64th the Nikkei Prize for Excellent Books in Economic Science.

Imjin War from the View of Maritime History: Focused on the Joseon Dynasty

Kang-sik Kim (Korea Maritime & Ocean University)

Abstract

The 16th century, when the Imjin War broke out, was a period of great change in world history and also a period of change in East Asia. The Imjin War was the largest international war in East Asia in the late 16th century. Not only Joseon, Ming, and Japan, the parties to the war, but also the remains and islands of East Asia participated in this war, and Portugal and Spain, which led the world trade after the geographical discovery, were also connected.

Until now, most research on the Imjin War has been focused on the history of a country or its own country, and has been understood as a land-oriented war. However, since the 1990s, studies focusing on East Asian and world history have also appeared. It is a desirable direction to properly understand the Imjin War. Therefore, it is necessary to understand the cause of the Imjin War from a comprehensive and macroscopic perspective.

First of all, trade is the area that is closely related to the change in world history in the 16th century. The major change in economic history in the 16th century was the issue of silver distribution, which was inseparable from the silver problem in East Asia in the 16th century. The distribution of silver is a problem that can be approached at the East Asian level and the level of world history. Silver distribution in East Asia took place extensively in waters. Silver smelting was an important issue as a prerequisite for the distribution of silver, but the method of separating silver in Joseon was a technically advanced method.

Next, the Imjin War was a 16th-century East Asian war initiated by Japan, which invaded the sea. From the standpoint of maritime defense, Joseon, which allowed only limited exchanges with Japan, and Japan, which sought to expand exchanges through the expansion of the Ming and sea areas, arose. This was a confrontation between land and sea forces. The naval battle developed in this process is important. Initially, the Imjin War unfolded in limited waters between Joseon and Japan, but the waters expanded due to the participation of the Ming Dynasty. At that time, Joseon was able to overcome the Imjin War because of its victory in the naval battle.

Lastly, the Imjin War was a war to secure slaves and technology in producing ceramics. Countries that advanced into East Asia needed slaves to engage in shipping, and the Imjin War caused widespread migration of Koreans. In the process, the price of world slaves plunged, leading to the international sale of many Koreans. The main trade item in East Asia in the 16th century was pottery. Japan's pottery production technology saw a breakthrough

after the Imjin War, which was possible due to the techniques of Korean potters.

Biography

Kim Kang-sik is a Professor at the National Korea Maritime & Ocean University, Institute of International Maritime Affairs. He majored in the history of the Joseon Dynasty in Korea at Pusan National University(1988~1998). Since 2013, he has been working at the National Korea Maritime & Ocean University. He is the editor-in-chief and editor of five academic journals, including Cultural Interaction Studies of Sea Port Cities and Hangdo Busan.

Early on, he mainly studied the Korean uprising to overcome the Imjin War and received a degree as a volunteer army movement in Gyeongsang-do during the Imjin War as a doctoral thesis. Later, as he became interested in the cause of the Imjin War, his main interest came to be in the changes in the sea in the 16th century. Accordingly, he approached the cause of the Imjin War from an international perspective, studied it from the standpoint of a trade war for silver distribution and securing slaves in Northeast Asia in the late 16th century, and cultural negotiations in which ceramics and peppers are mutually transmitted.

Recently, attention has been paid to the problem of drifting in East Asian waters, and the meaning of drifting is comprehensively examined. Drifting records in the Joseon Dynasty can be largely divided into individual records and national records. In particular, there are 38 types of drifting records left by individuals, and the countries where Koreans have landed are today's Japan, Okinawa, Hokkaido, Ming and Qing, Taiwan, the Philippines, and Vietnam. Through these personal drifting records, it is possible to check the geographical area and grasp the reality of the civilian area. In addition, in the Joseon Dynasty, human exchanges between East Asia and the countries of the repatriation of drifters were linked as part of official diplomacy. Therefore, the issue of drifters is a research topic that transcends borders from the perspective of sea history and is a major topic that has implications for the formation of today's sea areas.

By summarizing the research results so far, the Imjin War was published in 2014, which was viewed as cultural negotiations, and in 2018, the appearance of the sea port cities of Busan in the Joseon Dynasty's and the drifting people and sea areas in the Joseon Dynasty's Pyo Haerok were published. Through these writings, the formation and utilization of East Asian sea areas, the development and use of sea routes, and contact and exchange through waters between countries and regions were identified. In the future, research will continue in this direction to find ways to find connections and solutions to problems about sea areas of pre-modern East Asia.

S. 1. 18. – LIFE-SCAPES IN THE INDIAN OCEAN PORT TOWNS: A MULTI-DISCIPLINARY EXPERIMENT

Moderator: Hideaki Suzuki
(National Museum of Ethnology)

Panel Abstract

Life-scape is a concept that captures the entanglement of various lived experiences in the port town in relation to landscape or scenery. "Various lived experiences" here indicates those of different individuals, different groups and the port town itself. It is assumed that each of these lived experiences is interconnected with each other in the port town, and that its landscape reflects these entanglements. If so, how have these experiences influenced the formation of the landscape or scenery of the port town? How did these port towns incorporate these experiences into these landscapes? These are the main questions of life-scape.

Life-scape is also a concept that is ready to fill the gap in the existing literatures. There are a variety of studies on human activities in port towns, while a number of works deal with port towns materialistically with focusing on urban planning or houses. In the former, the landscape is treated as something a priori. On the contrary, the latter tends to cut off the lived experience from the materials such as the townscape and the structure of houses. Given that lived experience and landscape would be interrelated, it is required to bridge this gap in the existing literatures. This session aims to contribute in this direction.

Then, the question is how to approach the lives in/of the port towns in conjunction with the landscape. As is mentioned earlier, there are different sizes of life in port town. In order to deal with these varieties, different kinds of sources are required. As for individual experience, so-called ego-documents such as diaries or individual memoirs, as well as individual memories which can be clarified through oral interview could be useful, while these can capture only a part of the experience of the group as well as port town itself. On the other hand, for example, Waqf documents on masjids can reveal the experience of some group of Muslim population in the port town associated with the townscape. Nonetheless, these could not clarify individual experiences largely apart from waqf donors. Moreover, different methodologies can shed light on different dimensions and each methodology and source would have a favourable size and dimension of life-scape to explore. In short, a multi-disciplinary approach is needed to deal with the entangled life-scapes in the port town. How do different methodologies and sources work to reveal what kind of life-scape? Are there any links between different types of life-scape as well as different methodologies? In order to open up a new field, this session is in a sense an experiment.

For this session, as a first step towards studies on the life-scapes in the Indian Ocean port towns, five papers are prepared, in addition to an introduction. Different methodologies such as history, anthropology, urban planning, art history deal with different port towns around the Indian Ocean, and the session particularly examines the potentials and limitations of different kinds of sources.

- Moderator : Hideaki Suzuki (National Museum of Ethnology)
  - Hideaki Suzuki (National Museum of Ethnology) Introduction: Life-scapes in the Indian Ocean Port Towns
  - Hideaki Suzuki (National Museum of Ethnology) East African Memories, Life-scapes in Kacchi Port Town: Case Studies on Mandvi and Bhadreshvar
  - Aki Toyoyama (Kindai University) Aesthetics of Migrant Townscape: Japanese Majolica Tiles in Colonial Zanzibar
  - Azusa Matsui (Center for Indian Ocean World Studies at the National Museum of Ethnology) Correspondence between the life and space, created through the history: Neighborhood relationships among women in Mozambique Island

S. 1. 50. – DISEASE AND QUARANTINE
Moderator: Jeong-ran Kim
(University of Oxford)

Coping with Plague and Dealing with Cotton: Sanitary Politics and Trade Connectivity in the Mediterranean During the Eighteenth Century

Constantin Canavas (Hamburg University of Applied Sciences, Faculty of Life Sciences)

Abstract

The spreading of plague epidemics across the Mediterranean is intrinsically linked with the maritime trade between the coastal regions of Western Asia, Northern Africa and Southern Europe. In the dominant European perception since the 16th century the plague was expected from the North African coast and Near East, areas under Muslim (mainly Ottoman) rule. In this perspective, the Mediterranean ports were seen as the docking stations not only for transporting and trading commodities, but also of the spreading epidemics, with the sea trade regarded as their accelerator. This perception was a major consideration when organising the sanitary infrastructure of port areas in the early modern period. The rivalry among the major European Mediterranean ports regarding efficient sanitary control systems (a major issue for the local and the state authorities) that would not inhibit sea trade (a major consideration of merchants and other involved actors) created a high demand for finding solutions and compromises in conflict situations.

The present paper focuses on the sea trade arriving in Catalonian ports, mainly at Barcelona. The paper argues that organising and implementing the sanitary infrastructure in the port of Barcelona, especially during the 18th century, was embedded in several political conflicts that engaged economically and politically competing actors. The official royal Spanish politics followed the Papal bans and prohibited repeatedly the trade with the "enemies of the Christian faith" – i.e. the Muslim rulers in the Ottoman Empire and their allies in Near East and Northern Africa. On the other hand, the complex network of Catalan actors engaged in flourishing activities such as cotton cloth weaving and calico-printing (a type of woven textiles which had become very popular in European markets) stood in a conflicting relation to the central royal institutions in Madrid, which controlled the colonial cotton trade with the Americas. Precisely during the taking-off of the capitalism in Catalonia in the mid-18th century the Catalonian network showed a persisting interest for the Mediterranean cotton, and would therefore claim more flexibility in dealing with restrictions on Mediterranean cotton trade. Indicators for the persisting importance of this traditional trade space are the repeated attempts to upgrade the importance of imports of Maltese cotton products – an option that in many cases seems to be rather a means of informal smuggling of e.g. Egyptian cotton by re-labelling it Maltese in La Valetta on its way to Barcelona. A further indicator in this horizon is the direct informal trade – even if of minor volume – with the "enemies of the faith", a

"trade that shouldn't exist" between Muslim ports of Northern Africa or Near East and Barcelona. The ups and downs of these activities, studied recently by reading "between the lines" archives of Catalan port authorities concerning quarantine yield more convincing explanations of the real maritime connectivity in the Mediterranean world than prohibition-orientated hypothesis. Indeed, the archive evidence implies that epidemiological/sanitary measures (e.g. quarantine) were often invoked as priority justification of deviating from the restrictions or royal prohibitions regarding incoming commodities with provenance related to Muslim states.

Key words
Barcelona, cotton, Mediterranean ports, plague epidemics, sanitary infrastructure

Biography
Constantin Canavas holds a Diploma on chemical engineering (National Technical University of Athens, Greece, 1979) and a Dr.-Ing. on system dynamics and control (University of Stuttgart, Germany, 1988). From 1993 till 2022 he was a Professor at the Hamburg University of Applied Sciences in the fields of control, technology assessment, as well as history and philosophy of technology. He has taught History of Technology at the University of Athens and the National Technical University of Athens, Greece, as well Arab History at the University of Crete, Greece. Major fields in his research and publications (e.g. in the Encyclopedia of Islam, 3rd ed.) are the history of mechanics, automata, alchemy, metallurgy (with a special focus on Islamicate societies), health issues and maritime history of the Islamic world, as well as the history of water technology with special focus on premodern societies.

Shipping, Quarantines and Public Health in the Black Sea Region in the Long Nineteenth Century

Constantin Ardeleanu (New Europe College / Institute for South-East European Studies, Bucharest, Romania)

Abstract

The opening of the Black Sea to international trade and shipping came - since the late 18th century - with a growing threat of having the region raided by "exotic diseases". New challenges came in the 1820s, with the arrival of cholera to the borderlands of the Ottoman and Russian empires. While the prosperous grain trade turned the ports of Odesa, Galatz or Varna into important hubs for provisioning Western Europe with agricultural food-staffs, these ports also became hotbeds for the importation of cholera to the region. Based on extensive research in European archives, this paper aims to analyse how sanitary authorities in the Black Sea empires and - in the late 19th century – in the young states of Romania and Bulgaria coped with the epidemic threats that had the force to paralyze their economic models. Referring to several of the Black Sea ports, I will analyse the technologies used to "purify" travelers and cargo in the lazarettos established to control the mobility of viruses, but also the way in which public health authorities updated their policies to fit to the progress of science and technology all the way to the bacteriological revolution of the last quarter of that century. I will do this by looking at how procedures related to shipping companies active in the region evolved, from the maritime fumigation of the earlier period to the use of modern sterilization and disinfection machines produced by large western manufacturers such of Geneste & Herscher, Matthias Lautenschläger or Clayton. Another component had to do with the effects brought about by the European governments' adherence to the recommendations of the international sanitary conferences, such as those of Dresden (1893) and Venice (1897), which came with the obligation to invest in providing seafarers with better quality drinking water and with establishing forms to share information in the common fight against epidemics.

Key words

Black Sea, epidemics, quarantines, shipping companies, international trade

Biography

Constantin Ardeleanu is Senior Researcher at the Institute for South-East European Studies and at the New Europe College – Institute for Advanced Study, Bucharest. Ardeleanu is interested in the social and economic history of Danubian Europe and the Black Sea region since the eighteenth century. He has published extensively on various topics connected with the opening of the Black Sea to international trade and shipping and the market integration of

South-Eastern European port cities. He has been a member of different national and European research teams and is currently PI in a Romanian-funded research project (2022–2024) entitled "Entangled Histories of the Danubian Quarantine System (1774–1914)." His latest monograph in English is The European Commission of the Danube, 1856–1948: An Experiment in International Administration, Brill, 2020; he is co-editor (with Olena Palko) of Making Ukraine: Negotiating, Contesting, and Drawing the Borders in the Twentieth Century, McGill-Queen's University Press, 2022.

SHIPPAN: Ocean Liners and the Rise of Global Health

François Drémeaux (University of Angers - California State University, Sacramento)

Abstract

SHIPPAN is a Marie Skłodowska-Curie Action (2023-2026). The proposed paper aims at introducing the first results of the programme to the research community. SHIPPAN seeks to demonstrate how health management on shipping lines and liners during the first half of the 20th century had been crucial to understand and control epidemic phenomena and sanitary issues on a global scale.

By moving away from a purely terrestrial anchoring, SHIPPAN intends to change prism and to understand what happens at sea. This contribution challenges the idea that States were in full control of health policies and gives an unprecedented place to the reactions of private companies and seafarers. The idea is to focus on how maritime powers and companies, with their diversity of actors, were reacting to each other through the only link that concretely unites them at that time: the ocean.

The paper will acknowledge the role of imperial powers in imposing sanitary rules onboard ships, which has been recently studied. Moving further, it will also compare the role of shipping companies and port authorities in terms of sanitary responsiveness, with the former being more inclined to innovation and flexibility to maintain their profitability everywhere, the latter being more focused on its own national interests. Last but not least, the attitudes and habits of seafarers and passengers will also be considered by comparing narratives, provided trainings and working habits on different lines.

SHIPPAN stands away from harbours but needs to depart from specific ones (mostly Southampton, Hong Kong, Marseille and San Francisco) which allows a global perspective. Local maritime archives promote national companies – therefore a comparative approach – , and legislative, legal and diplomatic archives – the latter often focused on sanitary issues – help to extend the vision.

The ocean, too often perceived as a void, is seen here as a precious hyphen. The ship is a close social cell which, despite separations and segregations, forces exchanges and cohabitations. It is here, before each person withdraws into his or her own community on land, that transfers of knowledge and practices can take place. Thanks to the exchanges it enables, the Ocean must be considered as a laboratory of modernity.

Key words
Global Health, Merchant Marine, Sanitation, Ocean liners, Imperialism

Biography
François Drémeaux is a Postdoctoral Fellow in Late Modern History at the University of Angers and a member of TEMOS Laboratory (UMR 9016). He is affiliated to IDEES-Le Havre (UMR 6266) and Visiting Assistant Professor at the University of Hong Kong (HKU). His research focuses on social history of the merchant marine and on imperial networks. He published La France et les Français à Hong Kong (1918-1941), (PUR, 2022 – English version with HKU Press soon). He is involved in the engineering of MarCoMo project (Merchant marines at the heart of globalisations). Recipient of a European Marie Skłodowska-Curie Actions fellowship with a grant entitled SHIPPAN (Shipping Pandemics - 2023-2026), he is currently exploring health issues on board Ocean Liners at California State University, Sacramento (CSUS).

S. 1. 36. – MARITIME BORDERS AND INSTITUTIONAL TRANSFORMATION IN AN ERA OF GLOBALIZATION

Moderator: Catia Antunes
(Leiden University)

Panel Abstract

Despite an array of studies over the past three decades that have re-imagined how empires, corporations and independent actors carried and shaped institutional transformations across the world, the processes by which maritime borders influenced this process remain underdeveloped. Whether in port-cities, established coastal markets, trading factories or on-board anchored ships, the unique dynamics represented by these coastal spaces as both natural borders and points of contact altered how diplomacy, commerce and conflict took place. In this panel, the duality of coastal spaces as important borders and crossings during a long period of globalisation (1400-1900) will be explored as a means of asking important questions about how institutions were carried, adopted, imposed, and transformed.

- Moderator : Catia Antunes (Leiden University)

- Edmond Smith (The University of Manchester) Institutional transformation and entangled commercial cultures: tracing Omani and Akan influence

- Philipp Huber (International Institute of Social History, Amsterdam) The role of gift giving in Dutch-Siamese trade

- Mariana Boscariol (CHAM, FCSH - Universidade NOVA de Lisboa) Commercial relations between Brazil and Asia in the eighteenth century

Institutional Transformation and Entangled Commercial Cultures: Tracing Omani and Akan Influence

Edmond Smith (The University of Manchester)

Abstract

The panel's first paper by Dr Edmond Smith will present firstly an overview of how institutional transformation can be applied as a methodological framework for examining practices of exchange across maritime borders. This will underpin a wider consideration of the processes by which interests of states, firms and individuals intersected as points of exchange and the benefits of considering institutional development as distinctly cross-cultural in the early modern period. Finally, the paper will compare the role of Omani and Akan interlocutors in the creation of commercial institutions in Cabo Corso and Muscat during periods of intra-European rivalry.

The Role of Gift Giving in Dutch-Siamese Trade

Philipp Huber (International Institute of Social History, Amsterdam)

Abstract

The panel's second paper by Philipp Huber will explore the role of gift giving in Dutch-Siamese trade. Specifically, it will consider how the exchange of gifts between the King of Ayutthaya and the Dutch East India Company (VOC) was a necessity for Dutch trading. While this gifting has so far mainly been studied for its diplomatic and cultural implications this paper will examine its overlooked economic importance. The framework of gifting allowed the Siamese king to impose favourable terms of trade onto the VOC, while controlling what went in and out of the country. This imposition, together with the debts the king accrued and royal monopolies, strained Dutch-Siamese relations to the point of rupture.

Commercial Relations Between Brazil and Asia in the Eighteenth Century

Mariana Boscariol (CHAM, FCSH - Universidade NOVA de Lisboa)

Abstract

The final paper of this panel by Dr Mariana Boscariol will examine the development of commercial relations between Brazil and Asia in the eighteenth century. Drawing specifically on new research with a remarkable resource known as the A Negociação de Macau 1759/1790, which is part of the Companhia Geral do Grão-Pará e Maranhão (1755-1778), that enables a deep interrogation of the emergence of commercial networks that spanned the Atlantic, Pacific and South China Sea. In doing so, the paper will reveal the limits of the Brazilian company's effectiveness to impose its economic model on systems that had deep-seated and trans-imperial institutional practices.

S. 1. 33. – VOYAGE NARRATIVE
Moderator: Ha-ram Lim
(Korea Maritime & Ocean University)

Panel Abstract

With the commencement of maritime routes, the epoch of global exploration and expansion unfolded. Varied motives propelled these journeys, ranging from the pursuit of colonial opportunities to a pure thirst for exploration. Furthermore, specific maritime endeavors sought to leverage emerging economic prospects facilitated by trade and commerce. Concurrently, certain expeditions were driven by visionary aspirations, endeavoring to augment individual identity and fathom one's place within the global milieu. This session aspires to undertake a scholarly investigation into the documented records of these diverse voyages spanning numerous oceans, employing the unifying theme of 'Sea Voyage Narrative and History.' The objective is to comprehensively and diachronically scrutinize the multifaceted dimensions of these voyages, elucidating their historical import and contextualizing them within geographical perspectives.

- Moderator : Ha-ram Lim (Korea Maritime & Ocean University)

- Jeong-hee Bae (Busan National University) J. G. Herder's <Journal meiner Reise im Jahr 1769> - A Philosopher's Voyage

- Nack-hyoen Kim (Korea Maritime & Ocean University) / Hyo-woog Lee (Marine Explorer) Kim Han-Kyeong's Exploratory Voyages(1471~1480) to Dokdo Island · Ulleungdo Island and their Significance

- Ok-sook Hong (Korea Maritime & Ocean University) Changing Aspects of Voyages to Joseon by British Navy Vessels Seen through the Rocords of Voyages

- Jong-jin Noh (Korea Maritime & Ocean University) Richard Dana Jr.'s Two Years before the Mast and its impact on Sea Fiction and Social Justice

J. G. Herder's <Journal meiner Reise im Jahr 1769> - A Philosopher's Voyage

Jeong-hee Bae (Busan National University)

Abstract

In the early summer of 1769, Johann Gottfried Herder(1744-1803) sailed from the port of Riga for six weeks and disembarked in Nantes. Regarding this trip, Herder wrote his 『Journal meiner Reise im Jahr 1769』. In just over 60 pages in total, Herder does not distinguish chapters by dates, stopovers, or simply alphabetical numbers.

My presentation focuses on Herder's various humanistic thoughts which centered on the sea and navigation. Many of Herder's clues intersect with today's maritime historical discourses.

Key words

Herder, Riga, Nantes, humanistic thoughts centered on the sea and navigation, maritime historical discourse

Biography

Bae, Jeong-hee studied German Literature at Yonsei University, Korea and got her M.A. and Ph.D. at the Department of German Philology, University of Göttingen, in Germany. She wrote her dissertation on the literature of German Realism at the end of the 19th century, especially the relationship between realstic narrative and modern experience in German literature.

She is currently a researcher at the Institute of Humanities Research, Pusan National University.

Besides publishing papers on her major, she has extended her area of study to literary and non-literary narratives about sea. She published papers on the novels of the author of the North Sea plain, Theodor Storm, also on Views of nature, a Work of Alexander von Humboldt, the most influential explorer and Traveller in the age of the post-Enlightment.

Kim, Han-kyeong's Exploratory Voyages(1471~1480) to Dokdo Island · Ulleungdo Island and their Significance

Nack-hyeon Kim (Korea Maritime & Ocean University) / **Hyo-woong Lee** (Marine Explorer)

Abstract

In the 20th year of the Joseon Dynasty under the reign of King Sejong in 1438, a significant event unfolded involving Kim An, the leader of a group of 66 individuals captured on Mureungdo Island. Kim An was executed through hanging, and his followers were compelled to relocate to Gyeongseong in Yeongando (present-day Hamgyeong-do) by the Joseon Royal Court. The genesis of the narrative surrounding the 'Fantastic Island' in the East Sea originated from the accounts of residents of Mureung Island who had resettled in Gyeongseong, Yeongando, eventually reaching the Royal Court. Subsequently, in response to emerging rumors suggesting the existence of Sambongdo Island alongside Mureungdo Island in the East Sea, Kim Han-Kyeong (?~1481) and Kim Heung embarked on a voluntary exploratory voyage in the year 1471, during the 2nd year of King Seongjong's reign. During an exploratory voyage in May of 1475, in the 6th year of King Seongjong's reign, Kim Han-Kyeong and five companions encountered a formidable west wind while sailing off Mureungdo Island from Malungdaejin, Yeongan-do. In the course of drifting, they fortuitously discovered Dokdo Island (Sambong Island), thus pioneering the Malungdaejin sea route from Najin, Hamgyeong-do, to Ulleungdo Island and onward to Dokdo Island. This maritime exploration significantly contributed to the geographical knowledge and navigational understanding of the region during the Joseon Dynasty.

In 1481, during the 12th year of King Seongjong's reign, Kim Han-Kyeong and his associates faced a severe legal consequence, being condemned to death for charges related to the dissemination of misleading information and confusion among the public through verbal communication.

The presenters assert that Kim Han-Kyeong's discovery while drifting off the coast of Ulleungdo Island in 1475 corresponds to Dokdo Island (Sambongdo Island). This claim is substantiated by a critical examination of historical evidence and navigational routes. In 1479, Consul Kim Guk-Gwang, citing the absence of Sambongdo Island in historical records and characterizing Kim Han-Kyeong negatively, did not acknowledge its existence. Conversely, Minister of War Lee Geuk-Jong conducted a detailed inquiry with Kim Han-Kyeong, subsequently affirming the presence of Sambongdo Island in his report to the king. The Minister's belief in Kim Han-Kyeong's account is reflected in historical records. Second, the topography of Dokdo Island, characterized by three distinctive peaks, namely Daehanbong (168.5m) in

Seodo, the principal peak, and Tanggunbong (97.8m) and Usanbong (98.6m) in Dongdo, aligns with the geographical features observable when sailing southeast from Ulleungdo Island. This observation further supports the contention that Sambongdo Island is indeed Dokdo Island. The presenters, 543 years after Kim Han-Kyeong's ill-fated expedition, emphasize the significance of their exploration, drawing on a synthesis of literary sources and empirical data pertaining to sailing routes around Ulleungdo Island and Dokdo Island.

In 1492, Christopher Columbus (1450-1506) embarked on a historic exploration of the American continent from the West. Concurrently, in 1475, Kim Han-Kyung undertook a significant maritime expedition, navigating the East Sea. This paper aims to disseminate the revelation that Sambong Island corresponds to Dokdo and seeks to highlight the enduring spirit of Kim Han-Kyung's maritime adventure. Moreover, 540 years after the demise of six members of Kim Han-Kyung's expedition, the presenters endeavor to emphasize the enduring significance of their sacrifice, ensuring that their deaths are recognized as integral to the historical narrative and not in vain.

Key words
Kim, Han-kyeong, Dokdo Island, Sambongdo Island, Ulleungdo Island, the East Sea

Biography
Kim, Nack-hyeon holds the position of Research Professor within the World Ocean Development Institute at Korea Maritime and Ocean University (KMOU), where he has been actively engaged in teaching and scholarly pursuits since 2021. He obtained his doctorate from KMOU with Herman Melville's Moby-Dick. Dr. Kim has extended his area of study to voyage narratives through collaboration with Dr. Hong Ok-Sook. They jointly published papers on the British navy's exploration at the coast of Korea in the 18th and 19th centuries. He translated A Narrative Journal of a Voyage od Discovery to the Pacific Ocean and round the World by George Vancouver and William Robert Broughton, also received the Minister of Education Award of the Republic of Korea in 2023.

Lee, Hyo-woong graduated from Gangneung National University of Education, served as an elementary school teacher. He is a marine photographer, marine explorer, member of the Korean Cave Society, and publicity director of Samcheok Port Tsunami Safety Tower. He handcrafted exploration vessel the Cosmos and sailed it 8,000km in the seas of Korea and 1,000km by kayak, exploring islands, caves, ocean currents, and researching Dokdo. Also, sailed overseas 9 times on the tall ship Koreana and a yacht, and participated in the 2018 SCF Far East Sailboat Competition as a navigator on the Koreana, winning second place. Photos of Dokdo and marine photos are on permanent display at Sports Complex Station on Seoul Subway Line 2 (2016~) and Samcheok Tsunami Safety Tower (2022~). Lee Hyo-Woong is serializing ocean exploration stories on Atlas News, Global Busy News, and Lee Hyo-woong's YouTube.

Changing Aspects of Voyages to Joseon by British Navy Vessels Seen through the Rocords of Voyages

Ok-sook Hong (Korea Maritime & Ocean University)

Abstract

European visitors who came to Joseon in the 16th and 17th centuries were either missionaries who belonged to the Japanese army or castaways who drifted to the coast of Joseon by accident. However, starting from the end of the 18th century, many vessels from the Western countries, especially France and the United Kingdom, visited the seas of Joseon for various purposes such as exploration, mission, and commerce, and the navigators left records of their voyages. Navigators of these countries made their way to Asia and the Northeast Pacific, trying to find the Northwest Passage as well as new trading points in the region, and they published records of their voyages.

This presentation briefly chronicles British Navy vessels' voyages to Joseon and identifies the specific purpose and characteristics of each voyage. The first phase can be characterized as discreet exploration by William Robert Broughton, who first visited Yongdangpo, Busan in 1797 and surveyed the eastern and southern coasts of Joseon, and by Murray Maxwell and Basil Hall who sailed from China to the islands along the west coast of Joseon in 1816. These explorers were mainly interested in Joseon, then unknown part of the earth and their records put Joseon on the world map. The second phase of British navy's exploration starts with HMS Samarang directed by Captain Edward Belcher, who explored Jeju Island and the South Sea of Joseon in 1845. After the victory in the war against China, British navy seems to show more confidence in making contacts with people and in surveying the islands and seas of Joseon. By the mid-19th century, Western ships' explorations of the seas around Joseon, namely, the East Sea, the South Sea, and the Yellow Sea including Jeju Island, were completed despite Joseon's strict isolation policy. Unlike the French navy whose visit to Joseon was punitive mission to protest against Joseon's persecution of their Catholic priests, the British were more concerned with seeking trade with Joseon.

However, in the latter part of the 19th century, Britain's conflicts with Russia shed a new light to the geopolitical importance of Joseon. During this third phase, British navy vessels frequented the southern coast of Joseon and continued surveys to chart the islands and coastal areas. The record of Captain Henry Craven St. John shows the British navy's surveys in the southwestern water of Joseon. As China rapidly began to lose its control over Asia after the Anglo-Chinese Wars, Joseon faced the outright demand for trade and diplomatic relations from European countries. While the treaty for commerce between Joseon and the Great Britain was concluded in 1883, British navy sent vessels to Geomundo, or Port Hamilton, in 1885

and occupied the island for a while to hold back the advance of Russia. They retreated vessels only when assured that Russia had no intention of occupying any port or island of Joseon.

In conclusion, starting from the late 18th century, the Great Britain sent its navy vessels to explore Joseon with a view to opening trade. In Joseon, British naval officers accumulated scientific data of unknown waters as well as information on the places to serve as trading points in the future. Their records benefited not only the Admiralty but the general public interested in the unknown country of Joseon.

Key words
Joseon, British navy, records of voyages, exploration, Port Hamilton, William Robert Broughton

Biography
Hong, Ok-sook studied English Literature at Sogang University, Korea and got her M.A. and Ph.D. at the Department of English, Graduate School of Marquette University, in the US. She wrote her dissertation on the relationship between English Renaissance poetry and court politics.

She is currently a professor at the Department of English Language and Literature, Korea Maritime & Ocean University and has taught such courses as <English Poetry>, <Modern and Contemporary Drama>, <Literature and Film>, and <Maritime Literature>. Besides publishing papers on her major, Shakespeare, feminism and poetry, she has extended her area of study to sea voyage narratives through collaboration with Dr. Kim Nack-Hyeon. They jointly published papers on the British navy's exploration at the coasts of Korea in the 18th and 19th centuries. She translated A Narrative Journal of a Voyage of Discovery to the Pacific Ocean and round the World by George Vancouver and William Robert Broughton.

Richard Dana Jr.'s Two Years before the Mast and its Impact on Sea Fiction and Social Justice

Jong-jin Noh (Korea Maritime & Ocean University)

Abstract

Richard Dana Jr.'s Two Years Before the Mast not only stands as a significant maritime memoir but also bears a lasting impact on the genre and societal perspectives. Distinguished by its generic attributes, the work has earned considerable critical acclaim, surpassing contemporary maritime novels in reception at the time of its release. Nevertheless, a comprehensive scrutiny exposes nuanced dimensions of its significance. It is conceivable that the author, Dana, possessed a keen awareness of both the potential influence of his work on the maritime literary canon and its broader societal and cultural implications. A thorough examination is warranted to elucidate the intricate interplay between the novel's critical reception, its impact on maritime literature, and its broader socio-cultural ramifications.

This work not only delves into the personal experiences of seafaring life but also addresses critical social justice and human rights themes within the maritime industry. Dana's narrative serves as a catalyst for discussions about the treatment of sailors and the harsh conditions they faced. As scholars explore the influence and reception of Two Years Before the Mast on subsequent maritime literature, it becomes evident that Dana's work has played a pivotal role in shaping the genre and influencing perceptions of seafaring life. Moreover, the social justice themes embedded in Dana's memoir have contributed to broader discussions about reform within the maritime industry, highlighting the potential of literature to instigate positive change and advocate for the rights and fair treatment of those working at sea.

This presentation will discuss Dana's dual roles, shedding light on whether his narrative can be viewed as a deliberate advocacy for the improvement of common sailors' conditions or as a reflection of the societal norms and class dynamics prevalent during the mid-19th century. By examining Dana's dual roles as an academic and a sailor, this presentation seeks to elucidate the intentions behind his narrative choices and any evolution in his viewpoints during and after the publication of this seminal work.

Key words

Richard Dana Jr., sailors' rights, social justice, genre

Biography

Jong-jin Noh studied English at Kangwon National University, and obtained an MA at Slippery Rock Univ. of PA, and PhD at Miami University of Ohio, USA. His dissertation is about

the function of memory in Neo-slave narratives by black women writers. He holds the position of Professor at the Department of Maritime English Language and Literature at Korea Maritime and Ocean University (KMOU), where he has been actively engaged in teaching and scholarly pursuits since the fall semester of 2007. Dr. Noh has authored a multitude of articles, focusing particularly on American literary works, with an emphasis on the novels of minority ethnic writers, including but not limited to African-American and Asian American authors. Presently, his scholarly interests have pivoted towards the exploration of maritime literature, with a specific focus on writers such as Herman Melville, Jack London, James Fenimore Cooper, and Ernest Hemingway.

S. 1. 8. – RISKY BUSINESS: UNVEILING MARITIME INSURANCE NETWORKS THROUGH INTEGRATED DATASETS

Moderator: François Gipouloux
(CNRS/EHESS Paris)

Panel Abstract

Marine insurances emerged in late medieval times and have since been used to mitigate the risks of long-distance trade by merchants and ship-owners in a great number of ports across the globe. Despite this widespread use and the role of insurances in advancing trade and transport and thereby stimulating economic growth, research on the various insurance markets is often fragmented. Thus, there is no comprehensive database of insurance premiums in which several insurance markets are combined.

Various researchers have their own datasets regarding a specific insurance market during a certain timeframe, but there is a risk that these individual datasets will be lost. The primary objective of our project, Risky Business, is to locate, collect and integrate these existing datasets of insurance premiums into a newly designed and built database. By combining the data, we will create new opportunities for research and, for instance, compare the emergence of new markets or the decline of old ones, the diffusion of insurance in various ports over time and the trends in premium rates. Also, we may gain insight in business networks of underwriters, brokers, ship-owners and merchants. The project now includes data from insurance markets in Italy, the Netherlands, Croatia, and the UK, covering the period from late medieval until modern times.

Sabine Go will first present the project, its objectives and management as an introduction. Next, Giovanni Ceccarelli's contribution will discuss the future of the project and the role of citizen science. Related projects are under development, for which RBdb proved to be a valuable asset, in particular two recently funded Italian research projects ('Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries)', led by Giovanni Ceccarelli; 'WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)', led by Maria Carmela Schisani).

Sabine Go will focus on the results of the project and present some analyses and data based on the eighteenth-century Stadt Rotterdam insurance company, with a focus on policies related to slavery. Finally, in his paper Antonio Iodice will show how by integrating individual datasets from various markets, countries, and regions, this database lends itself to both micro-historical analysis as well as comparative research. He will deal with long-term evolution in the Genoese marine insurance market from the 16th to the 18th centuries, with a final comparison between 18th-century Genoa, London and Rotterdam marine insurance markets.

- Moderator : François Gipouloux (CNRS/EHESS Paris)
- Giovanni Ceccarelli (University of Milan) Applying citizen science to maritime history:

the 'Under Uncertainty' and 'Winds, Waves and Storms' research projects

- Sabine Go (Vrije Universiteit of Amsterdam) A Rotterdam insurance company and its links to slavery
- Antonio Iodice (University of Roma Tre / University of Exeter) Cultivating Risk: Evolution and comparative analysis of the Genoese Marine Insurance Market from the 15th to the 18th Centuries

Applying Citizen Science to Maritime History: The 'Under Uncertainty' and 'Winds, Waves and Storms' Research Projects

Giovanni Ceccarelli (University of Milan)

Abstract

This paper outlines an ancillary project to Risky Business (RB) and its implications on Digital Humanities (DH) applied to maritime history. In doing so, it also discusses the potential contribution that a specific branch of DH, namely Citizen Science (CS), can provide to historical investigations.

Maintaining and implementing the Risky Business repository are among the targets of two ongoing research projects funded by the Italian government: Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries) and WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries). While part of this task will be carried out by retrieving and studying archival sources, the above mentioned projects also envisage to populate the RB repository by means of the CS initiative "Assicurazione: una storia partecipata" ("ASP") roughly translatable as "Insurance: a participatory history".

An important side-effect of storing data in comprehensive repositories is that even scattered information, coming from dispersed historical evidence, can acquire a new value. Thanks to the RB dataset even a single information taken from a book can become valuable. Imagine a handful of references to insurance policies subscribed say in 1655 in Marseille and mentioned in a footnote of an old book on textile trade. If you are studying insurance per se this information is not relevant. But what if the dates and itineraries of these policies match those included in a comprehensive dataset coming from other sources? Comparison transforms these once dispersed data into useful ones.

The guiding idea of "ASP" is to replicate this process hundreds of times, taking advantage of CS, the expanding field of cooperative research in which the public voluntarily helps scholars to carry out scientific investigation.

By complying to the standards of CS initiatives as clearly stated in a well-established literature and by taking inspiration from successful projects and platforms - like the Historical Database Suriname Curacao, Transcribathon-Europeana Transcribe or VeleHanden.nl, "ASP"

plans to involve amateurs, students and retired insurance professionals in the collection and data entry of historical insurance premium. The focus will go on information contained in books from one of the best libraries specialized in history of insurance: Fondazione Mansutti in Milano (https://www.insurancehistory.org/), which is a partner of the initiative and is currently running an extensive digitization plan of its library. To facilitate the volunteers' work, we envisage developing an interface, designed for the specific task they are required to complete. This pilot plan foresees the involvement, by means of specialist newsletters, of enthusiasts who will test the platform. As the experience of several CS initiatives show, this should create a snowball effect, guaranteeing the implementation of the project, even if it should begin with only a few volunteers. "ASP" could thus become not only a way to acquire historical data on insurance contracts, but a means of disseminating the RB project among a community of history enthusiasts and insurance professionals.

Key words
Digital humanities, citizen science, maritime trade, marine insurance

Biography
Giovanni Ceccarelli is full professor of Economic history at the University of Milano, former Davis Fellow at Princeton University, Farfel Fellow at the Huntington Library of Pasadena and Senior visiting fellow at the University of Exeter.

His research interests include: early modern commerce and finance, with a special focus on risk-management contracts, late medieval and early modern economic thought and culture, food and retail history. His latest book is "Risky Markets: Marine Insurance in Renaissance Florence", Brill 2020. He is currently: P.I. of the project "Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries)" funded with a 250,000 euro grant by the Italian Ministry of University and Reasearch; Foreign research partner of the project "Risky business: pricing, governance, and integration in European insurance markets, c. 1400-c. 1870" funded by the Netherlands Organisation for Scientific Research (P.I. Sabine Go).

A Rotterdam Insurance Company and its Links to Slavery

Sabine Go (Vrije Universiteit of Amsterdam)

Abstract

In 1720, the first insurance company was established in the Dutch Republic: The Maatschappij van Assurantie, Discontering en Beleening der Stad Rotterdam anno 1720 (hereafter: "Stad Rotterdam"). Interestingly, the republic's first company was not established in Amsterdam, the dominant maritime insurance market, but in Rotterdam, which was inferior to Amsterdam in every way. The municipality of Rotterdam had been frustrated that the city's merchants and ship owners had to go to Amsterdam to have their ships and valuable cargoes insured. With the foundation of Stad Rotterdam, it was the municipality's objective to create a company that could cover the risks of all Rotterdam's growing trade and could seriously compete with Amsterdam's underwriters. The successor of Stad Rotterdam, a.s.r. Nederland, is currently one of the Netherlands' largest insurance companies [see https://www.asr.nl/].

In many ways, they succeeded: Stad Rotterdam became an important player on the marine insurance markets. For local policies, it would often be the lead underwriter, but it would also act as underwriter for Amsterdam policies. A part of the archives of Stad Rotterdam have been preserved, including the Insurance books and Sea Insurance books from 1720 until ca. 1870. In 2020, the Risky Business project received funding from a private funds (the Samenwerkende Maritieme Fondsen) to add the data from these (Sea) Insurance books into RBdb. Approximately 50.000 policies from the company have now been added to the RBdb, which show, not only the sheer volume of its business, but also gives information about the scope of Rotterdam's trade and of the Republic in general.

The RBdb makes it also possible to focus on particular aspects of the insurance industry. In this case, I will concentrate on the involvement of Stad Rotterdam with slavery and the slavery-related economy in the 18th and 19th centuries. How important were these slavery activities for the company? During this presentation, I will show that the data from RBdb can be used for analysis and also as a tool for further research to assess the company's involvement with slavery, the choices made by its board and to compare the results with, for example, other insurance companies, in the Dutch Republic or abroad, thanks to the available sources from the Amsterdam and London markets.

Key words

Marine insurance, Rotterdam, Dutch Republic, Slavery, Open Access Database

Biography

Sabine Go is assistant professor at VU Amsterdam. Her research focuses on the emergence and development of economic institutions during early modern and modern times in the Low Countries. She is PI of the international "Risky Business" project. Her most recent project focuses on the involvement of the Dutch insurance industry with slavery (18th – 19th centuries).

Cultivating Risk: Evolution and Comparative Analysis of the Genoese Marine Insurance Market from the 15th to the 18th Centuries

Antonio Iodice (University of Roma Tre / University of Exeter)

Abstract

Marine insurance has long been acknowledged as a pivotal innovation in pre-modern commerce, enabling merchants and ship-owners to transfer voyage risks onto third parties. The New Institutional Economics school, particularly Douglass North, extolled insurance as a crucial development influencing European economic growth from the medieval to the early modern periods.

However, the evolution of this tool was far from a linear process. On the one hand, it coexisted with other mechanisms designed to shift or transfer maritime risk, such as General Average or Sea Loans. On the other hand, despite insurance being theoretically a pure risk-shifting tool, its operation in a small, semi-closed market could transform it into a kind of zero-sum game, wherein risks are equally shared among the involved operators. This is particularly true when there is no clear delineation between business operators in the insurance and ship-owning sectors.

In a preceding manuscript, I exploited the data made accessible by RBdb to examine the primary characteristics of the Genoese insurance market between 1564 and 1572. Merchants from Italian cities, with the Genoese playing a pivotal role, were the pioneers in creating and employing marine insurance policies. However, my investigation revealed that Genoese operators, predominantly belonging to the patrician families governing the republic, engaged in the insurance sector as a mutual risk community within a semi-closed market, a form of "syndicate". They collectively assumed the risks associated with maritime routes calling at the port of Genoa.

In this contribution, my objective will be to trace the evolution of the Genoese insurance market over time, pinpointing the phase in which the marine insurance sector in Genoa matured into a distinct market tool. This exploration is facilitated by the incorporation of additional Genoese insurance policies from the 17th and 18th centuries into RBdb. The assessment will encompass the activities of the first Genoese marine insurance company, operational between 1742 and 1778, followed by scrutiny of other smaller companies.

Beyond the diachronic analysis of the Genoese market, I will demonstrate RBdb's potential for comparative studies through a synchronic analysis. Tens of thousands of insurance policies drafted in London, Rotterdam, Amsterdam, and Genoa during the 1780s, available online, will be compared to evaluate price differentials or convergence over common routes and/or goods. London policies are sourced from private notaries, while Dutch policies mostly originate from the Stad Rotterdam insurance company archives, as presented by Sabine Go in this same panel.

Key words
Marine Insurance, Genoese Insurance Market, Risk Community, Risk management, Comparative Studies

Biography
Antonio Iodice main research interests revolve around early modern European maritime risk management, trade, and mobility, with a specific focus on the Republic of Genoa and the Tyrrhenian area. He is a member of the HolyLab ERC project, led by Felicita Tramontana. Before that, he worked as a postdoc in Economic History at the University of Genoa, where he also obtained his second Ph.D. through a bilateral agreement with the University of Exeter as part of the ERC project AveTransRisk led by Maria Fusaro. He is an honorary research fellow at the University of Exeter and was also involved in the Risky Business project led by Sabine Go (VU Amsterdam) and Giovanni Ceccarelli (Milan). He actively contributed to design, populate and exploit the digital open access databases produced in all these projects.

S. 1. ~ S. 2. 47. – SPICES ROUTES PANEL: REVISITING THE SPICES ROUTES IN INDONESIA

Moderator: Young-soon Nho

(Korea Maritime & Ocean University)

Panel Abstract

The Spice Routes have been rendered as an example of global connectivity developing out of local mobiliies in a very long period of time. Seen from the Spice Islands, however, the Spice Routes were also a means of global mobility and local connectivity. This panel aims to show how the Spice Routes in Indonesia, the largest archipelagic state of the world with a territory of almost 8 million km2 and 17,508 islands, were open to sojourners and influences from far beyond the country and connections between its islands and shores were a matter of historical developments.

The foremost maritime historian of Indonesia, the late Professor A.B. Lapian, said that a true archipelagic perspective of Indonesia requires not an autochthonous but an autonomous history, meaning that it is not enough to diametrically oppose colonial readings of the history. Lapian suggested to use indigeneous ships and boats as metaphorical vehicles to pursue historical knowledge about the archipelago, but little is known about both shipping and shipbuilding. We know that the Malay and Javanese Jong became the main vector of the trade of spice of Insular Southeast Asia, during the first half of the 2nd millennium CE, a global increase in maritime trade and growing demand for spices coincided with radical innovations in Southeast Asian shipbuilding techniques.

We also know that the cultivation of spices shaped societies in certain areas of the archipelago. In some places economies of endemic spices were based on gathering practices for a long time before the spices were cultivated under the pressure of foreign powers. In other areas imported spices were cultivated by local powers before they were replaced by cash crops under the pressure of global markets. Then again, not all kinds of trade developed towards industrial scales and continued traditions that go back in time for millennia as shown by archaeological records. It is understandable that this kind of social diversity makes it even more difficult to grasp the notion that archipelagic world of what is now Indonesia was actually one. It is tempting to see the history of Indonesia as consisting of numerous island histories.

Yet, as shown by Denys Lombard in the case of Java, no island is isolated. In Indonesia, the phrase “no man is and island” did not strike the same note as in continental countries. Now, with rapid urbanization and changing lifestyles, continental thinking has almost dominated archipelagic thinking in Indonesia. Therefore, the Directorate General of Culture recently launched the Spice Routes Program to (re)connect island cultures. A part of the program was a voyage on Indonesia’s oldest tallship for students and young professionals, which made them think about mobility and connectivity. Given that finding alternative sources in an archipelago as big as Indonesia is like weathering storms, it seems that creating interest among the younger generation of Indonesians is the way to go forward.

- Moderator : Young-soon Nho (Korea Maritime & Ocean University)
  - Hilmar Farid (Director General of Culture, Ministry of Education and Culture, Research and Technology, Republic of Indonesia) Internationalising the Spice Routes
  - Bondan Kanumoyoso (Faculty of Cultural Studies) Large Traders of the Spice Road: The Malay and Javanese Jong
  - Sonny Wibisono (Indonesian National Research and Innovation Body (BRIN)) How the Production and Distribution of Pepper in the Indonesian Archipelago Shaped Global Trade Routes
  - Karina Arifin (Department of Archaeology, Faculty of Humanities, Universitas Indonesia) Connections and Mobility in Prehistoric Nusantara
  - Idham Bachtiar Setiadi (Director of the Suar Bahri Kultura Foundation and former Vice Chairperson of the Spice Routes Committee) Retracing the Spice Routes or Sailing as a Method

Internationalising the Spice Routes

Hilmar Farid (Director General of Culture, Ministry of Education and Culture, Research and Technology, Republic of Indonesia)

Abstract

Several maritime cultural routes have captured the imagination of reconstructing global connections and local mobility. This panel on the Indonesian Spice Routes provides alternative points of view, looking at local connections and global mobility in the largest archipelago of the world. With around 17,000 islands – including some of the largest of the world – and more than 300 ethnic groups within a seascape of 8 million sqkm, Indonesia shows that local connections have been at least equally important in state formation and the evolution of diversity compared to global connections. Furthermore, the sheer size of the archipelago and the variety of its seas' characteristics proved to be a challenge to channel global as well as local mobilities. The whole complexity is quite difficult to understand from a continental point of view, one that searches for all-encompassing principles. Indonesia's long history of seafaring provides a window into what the future may hold in terms of connectivity and mobility. It is therefore that the Directorate General has organised the Spice Routes Programme, upholding the heritage of the spice trade but centring on seaborne cultural connections.

Large Traders of the Spice Road: The Malay and Javanese Jong

Bondan Kanumoyoso (Faculty of Cultural Studies, Universitas Indonesia)

Abstract

The Malay and Javanese jong became the main vector of the trade in spices of Insular Southeast Asia when, during the first half of the 2nd millennium CE, a global increase in maritime trade and growing demand for spices coincided with radical innovations in Southeast Asian shipbuilding techniques. These ships carried spices from the producing areas to the main Southeast Asian harbours where they were stored for redistribution worldwide and also took part in these international shipping routes, across the Indian Ocean and the South China Sea. However, for a variety of reasons, not a single archaeological site has yet yielded remains of such a jong. We are thus left only with a broad variety of textual sources that mention and provide technical information on these large traders. The earliest mention of the term is found in an 11th-century Old Javanese inscription and later occurs in a variety of Javanese and Malay literary texts. The term is also commonly used in Late Middle Age Arabic and European texts describing shipping in the Indian Ocean and the South China Sea. But we need to wait for early 16th century texts produced by the Portuguese newcomers in the region, who soon used these large ships for their trading ventures, to get technical descriptions that allow us to attempt to build up a detailed –-if still incomplete-- image of a jong. This presentation will summarize and present the conclusions reached from our analyses of this rich source material, comparing it to ethnographic, philological, and archaeological data.

Key words

Shipbuilding, Networks, Maritime trade, Southeast Asia, jong

How the Production and Distribution of Pepper in the Indonesian Archipelago Shaped Global Trade Routes

Sonny Wibisono (Indonesian National Research and Innovation Body (BRIN))

Abstract

It is widely known that the Indonesian Archipelago is dubbed as the homeland of spices. Various types of endemic plants grow in the tropical environment. More than that, it is also the place where spice cultivation is managed by the inhabitants of these islands, such as pepper. As the topic of this seminar, we are interested in raising a case of how the production and distribution of spices shaped global trade routes. From the historical sequence, there are several recognizable cases such as Barus, Palembang. and Banten. In this symposium, the case we raise is about the development of the pepper trade in Banten, a portrait of its heyday began before the era of contact with Europe. This is reasonable because there are quite a lot of historical and archaeological data that enrich our knowledge about the growth of trade networks involving inland and coastal areas.

Connections and Mobility in Prehistoric Nusantara

Karina Arifin (Department of Archaeology, Faculty of Humanities, Universitas Indonesia)

Abstract

Although a comprehensive geospatial study of prehistoric archaeological findings across the archipelago is yet to be conducted, previous studies gave reason to believe that indeed many islands of Indonesia were connected through seafaring in the ancient past. This presentation highlights the major insights of Indonesia's maritime archaeology to provide a preliminary discussion towards a general picture of Indonesia's maritime prehistoric past. Special emphasis is given to the very long continuity of certain artefact distribution. This longevity is important to understand the mobility within the 8 million square kilometre area of the archipelagic state of Indonesia, which has seen many ages and the rising and falling of sea levels. It shows that the distinction between local mobility and global connectivity is rather complex, where the circulation of some artefacts shows local connectivities and global mobilities.

Retracing the Spice Routes or Sailing as a Method

Idham Bachtiar Setiadi (Director of the Suar Bahri Kultura Foundation and former Vice Chairperson of the Spice Routes Committee)

Abstract

Realising that abstract notions of the Spice Routes do not help much in shaping a geographical imagination of the connections and mobility of the historical construct for people who live and work in Indonesia, the organizers of the Spice Routes Programme built-in voyages with the legendary tall ship KRI Dewaruci across the archipelago. University students and young professionals from all 38 provinces of Indonesia were brought onboard to experience a kind of seafaring that highlights cultural connections and immerses them in the mundane realities of mobility by way of sailing. Time became a keyword in the understanding of connecting and moving on historical sea lanes, where global connections and local mobility became at least as questionable as local connections and global mobility. The geographical imagination of the Spice Routes has both global and local connections as well as global and local mobility, reminding us to never take for granted connectivity and mobility.

S. 1. 59. – SEA CHART STUDIES
Moderator: Jae-youl Hyun
(Korea Maritime & Ocean University)

Mapping the Unknown: Early Nineteenth Century Hydrographic Surveys in the Archipelago of San Andres, Old Providence, and Santa Catalina (Western Caribbean)- A GIS Cartographic Assessment

William Gomez (Independent scholar) /
Moon-soo Jeong (Korea Maritime & Ocean University)

Abstract

In the early nineteenth century, the Western Caribbean, particularly the Archipelago of San Andres, Old Providence, and Santa Catalina, became the focal point of ambitious hydrographic surveys. Despite the region's rich maritime heritage, challenges posed by complex geomorphology, frequent hurricanes, and cold fronts led to historical charting inadequacies, turning the Archipelago into a perilous ship trap. This study delves into the Spanish Armada (1804-1805) and the Royal Navy (1833-1836) hydrographic surveys to interpret the Maritime Cultural Landscape (MCL) of the Archipelago. The importance of the Archipelago as a link between South America, the Isthmus of Panama, Havana (Cuba), and Europe highlights the significance of these surveys. A comparative analysis of the Spanish and British methods offers insights into their strategies amidst the perilous survey environment. While integration of Spanish nautical information into the British survey is evident, it culminated in the wreck of HMS Jackdaw, illustrating mapping expedition complexities. This paper also evaluates the accuracy of British cartography using Geographic Information System (GIS) methodologies. By overlaying the 1835 Old Providence Island chart onto contemporary 2021 cartography, we showcase the standards and precision of British surveys through an analysis of coastline and hydrographic soundings. Personal memoirs, official records, and descriptive accounts weave the narrative of the rich MCL, emphasizing its historical importance, the region's maritime identity, and the intertwining of environmental factors and cultural heritage.

Key words

British Royal Navy, Cartography, Hydrographic survey, Old Providence Island, Spanish Armada, Western Caribbean

Biography

William is an oceanographer with a master's degree from the World Maritime University and a doctorate from Korea Maritime and Ocean University. His primary research interests revolve around historic shipwrecks and their relationship with environmental conditions in the Caribbean Sea. William specializes in underwater cultural heritage, particularly focusing on

the modern period spanning from the 15th to the early 20th centuries, conducting research from an archaeological history perspective.

His recent endeavors have concentrated on researching historical hurricanes in the Caribbean region, exploring the cultural landscape of small islands, often referred to as "hidden landscapes," through hydrographic surveys conducted during the early nineteenth century. Additionally, William evaluates and scrutinizes small shipwrecks which are now called "hidden shipwrecks," lacking sufficient archaeological and archival evidence for identification, in the South and Western Caribbean.

Jeong, Moon-soo (Director, Institute of International Maritime Affairs, Korea Maritime and Ocean University).
He is a professor in the Department of Navigation and Convergence at Korea Maritime and Ocean University and director of the Institute of International Maritime Affairs. He worked as a research director for the Humanities Korea Project "Cultural Interaction Studies of Seaport City"(2008-2018) supported by the National Research Foundation of Korea, and is currently serving as a research director for the Humanities Korea Plus Project "Bada Humanities" (2018-2025). He wrote Research Methodology for the Cultural Interaction Studies of in Seaport Cities, Visiting Seaport Cities in the Myth and History, Bada Humanities, Maritime Silk Road and Seaport Cities, and translated Baltic Sea and North Sea.

If I were not afraid to increase the number of names for this ocean, I would propose that of Magellan – Adam Johann von Krusenstern and the cartography of the Pacific Ocean

Feliks Gornischeff (Estonian Maritime Museum)

Abstract

Adam Johann von Krusenstern (1770–1846), a Baltic German explorer, geographer and cartographer born in Estonia, is today famous for leading the first Russian circumnavigation in 1803–1806. Much less is known about his charts and atlases in which he concentrated on the Pacific Ocean. This presentation therefore analyses Krusenstern's cartographic work here his international network played a great role.

His first work that gained international recognition was the account of the circumnavigation together with an atlas that consisted of several charts depicting different parts of the Pacific Ocean. Although the account was translated into several European languages, the atlas was published only in Russian and German in 1813 and 1814 respectively, only being translated into French in 1821. Since 1815, Krusenstern also published regular world charts and in 1819, published an accompanying textual work for the chart in German which cemented his place among the leading cartographer in Europe. He supplemented the chart in 1817, 1818, 1819, 1821, 1823 and 1825.

But Krusenstern's magnum opus was the Atlas de l'Océan Pacifique, published in two volumes in 1824 and 1827, the first depicting the southern hemisphere and the second depicting the northern hemisphere. The atlas was supplemented, mainly the general charts, up until 1838. What made the atlas even more valuable was the accompanying textual work containing detailed information about how these charts were made and showing the information they were based on. The main part of this presentation therefore concentrates on this work and how it was compiled.

An important aspect in Krusenstern cartographic work was his network. Since the last time he sailed in the Pacific Ocean was in 1806, one might ask how was it possible to compile an atlas that was considered one of the best and most detailed of his time? The atlas was mainly compiled in Krusenstern's manor in Estonia, far away from the world's biggest ocean, showing how the Pacific Ocean globally connected the scientific world in the first half of the 19th century. James Horsburgh, John Ross, John Barrow, James Burney, Heinrich Berghaus, Alex-

ander von Humboldt, Poul Löwenörn, Louis-Isidore Duperrey, Jules Dumont d'Urville were only some of the world-famous scientists and explorers Krusenstern corresponded with in order to gain information and data for his work. But very important were numerous following Russian expeditions conducted by other Baltic Germans, for Krusenstern directly instructed them and asked them to gather information for him. He also consulted older charts and maps depicting the Pacific Ocean, regarding James Cook, Louis Antoine de Bougainville, and Jean François de Galaup, comte de Lapérouse highly.

This presentation will therefore also illustrate how Adam Johann von Krusenstern became one of the most prolific cartographers in Europe by the 1820s and how his cartographic work was used by other European explorers and scientists.

Key words
European exploration, cartography, Pacific Ocean, Adam Johann von Krusenstern

Biography
Feliks Gornischeff is a researcher at the Estonian Maritime Museum. Having defended his doctoral dissertation in 2020 on European diplmacy during the Napoleonic Wars, he now concentrates on European and Baltic German exploration during the first half of the 19th century. His main research focus is Adam Johann von Krusenstern and his scientific work.

Cross-Cultural Interactions in Al-Idrisi's Maps: Navigating the Maritime Mosaic of the Medieval World

Mohammad Hassan Mozafari (Research Professor, Institute for Mediterranean Studies)

Abstract

The medieval geographer Muhammad al-Idrisi, renowned for his monumental work "The Book of Roger" (Tabula Rogeriana), occupies a pivotal position in the history of cartography. This paper seeks to delve into the representations of diverse cultures and societies embedded in al-Idrisi's maps, with a specific focus on the interconnectedness of maritime civilizations during the medieval period. By undertaking a comprehensive analysis of these cartographic masterpieces, the study aims to unravel the ways in which al-Idrisi's maps serve as invaluable windows into the dynamic cross-cultural encounters that characterized the maritime world of his time. The primary objective is to explore the cultural tapestry woven into al-Idrisi's cartographic depictions, examining how different societies, trade networks, and coastal regions are portrayed. By elucidating the maritime connections, trade routes, and cultural exchanges embedded in these maps, the paper seeks to contribute to our understanding of the intricate web of interactions that defined medieval maritime civilizations. Scope of Analysis:

- Investigating how al-Idrisi portrayed diverse cultures and societies within the maritime context, exploring the nuances of cultural symbols and depictions.
- Examining the representation of maritime trade routes, major ports, and economic centers to understand the economic dynamics and interconnectedness of different civilizations.
- Highlighting the significance of coastal regions in al-Idrisi's maps, considering their role as hubs for cultural and commercial exchanges.
- Conducting comparative studies with contemporaneous maps to discern the distinctive features of al-Idrisi's representations and how they contributed to the broader understanding of the medieval world.

This paper is significant for its potential to uncover the untold stories of cross-cultural encounters in medieval maritime civilizations through the lens of al-Idrisi's maps. By addressing the gaps in current scholarship, it aims to contribute to the broader discourse on medieval maritime history, offering fresh insights into the interconnectedness of societies and the impact of maritime trade on cultural exchanges.

Key words

Cultural Interactions, Al-Idrisi, Map, Medieval World, Tabula Rogeriana

Biography

Mozafari Mohammad Hassan is a research professor at the Institute for Mediterranean Studies, Busan University of Foreign Studies, where he has made contributions since 2014. Prior to this, he served as a member of the Institute of Middle Eastern Affairs at Myongji University in Seoul from 2012 to 2014. Dr. Mozafari holds a Ph.D. in law from Jamia Millia Islamia National University, New Delhi, India. His pursuit of knowledge has also led him to earn a Master's Degree in public international law from Mofid University, Qom, Iran. Dr. Mozafari's expertise extends to various facets of international law and human rights, as evidenced by his Post Graduate Diplomas in Human Rights, Humanitarian and Refugee Law, and International Trade Law from the esteemed Indian Academy of International Law and Diplomacy in New Delhi, India.

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S. 1. 23. – TOWARDS A GLOBAL HISTORY OF MARITIME JURISDICTIONS (1500-1900) (1)

Moderator: Silvia Marzagalli
(Université Côte d'Azur)

Panel Abstract

In recent years, interdisciplinary scholarship has increasingly been paying attention to the role of jurisdictional expansion, as well as its legal and ideological underpinnings, by European empires between 1500 and 1900. While it is clear that Europeans claimed sovereignty, and subsequent jurisdiction, through maritime expansion, we still do not know much about A) how the European conceptualisation of sovereignty in Islamic and Asian maritime empires and B) how maritime jurisdiction was conceptualised, both by European, Islamic and Asian empires.

This panel will tackle the second question and compare how jurisdiction over maritime law (that is, private shipping and privateering as opposed to the more general Law of the Sea that was largely applicable to states) was conceptualised in legal thought and put to practice across Eurasian empires. In many places in Europe, for example, either Admiralty Courts or specialised courts were responsible for cases of maritime law, e.g. over liability, charters, freight, general average, marine insurance, or prizes: think for example of dedicated Admiralty Courts in the United Kingdom or in France, or the Chamber of Insurance and Averages and the Chamber of Maritime Affairs in seventeenth-century Amsterdam. For these courts, scholarship has fairly accurately determined where jurisdiction over cases of maritime law lay.

However, we do not know much about the ways in which maritime jurisdictions developed either in a colonial or non-European maritime settings, like the Chinese, Japanese, Ottoman, Maratha or Mughal empires. How were concepts like good prize conceptualized in these settings and were specialised courts for maritime law also set up in Asian empires, or did the European empires copy their home institutions to transplant them to a colonial setting? Who controlled jurisdiction over cases of maritime law, and why? And to what extent was the 'Western' distinction between maritime law and Law of the Sea also commonplace in non-European empires? Answering these questions through a panel of comparative case studies that juxtapose legal theory with the practice enables us to provide a long-term and comparative perspectives. This panel complements the comparative three-part panel on sovereignty (proposed by Cátia Antunes and Ronald Po) and so enables us to assess in greater depth comparative questions regarding sovereignty and jurisdictions in maritime empires.

- Moderator : Silvia Marzagalli (Université Côte d'Azur)

- Gijs Dreijer (Leiden University) Towards a History of Maritime Jurisdiction(s) in the Dutch Empire (17th-19th Centuries)

- Erik Odegard (Leiden University) Good prize: Privateering, prize courts and auctions in the Dutch Atlantic world, 1630-1664

- Graham Moore (Reading University, United Kingdom) Schrödinger's sovereignty: paradoxical constructions of Maghrebi jurisdictions in English thought, 1608-1625

- Guanmian Xu (Peking University, China) Treaty and Trepang: An Underwater History of Legal Imperialism, 1660s-1740s

Towards a History of Maritime Jurisdiction(s) in the Dutch Empire (17th-19th Centuries)

Gijs Dreijer (Leiden University)

Abstract

The Dutch Empire, as was the case for most other European colonial empires, was above all a maritime empire. A long-running lineage of scholarship has paid much attention to how the Dutch (ab)used international law to claim sovereignty over places like present-day Indonesia, Suriname and South Africa. However, nor this literature strand nor the more recent (comparative) scholarship on legal pluralism in the Dutch Empire have explained how the Dutch claimed, consolidated and claimed maritime jurisdiction in its colonial empire between the seventeenth and nineteenth century. Maritime jurisdiction is understood here as jurisdiction over cases of maritime law, like insurance and general average, but also privateering and maritime labour law (thus excluding the international, state-to-state Law of the Sea). Therefore, this paper presents a project proposal that aims to provide a comparative, long-term study of the establishment and development of maritime jurisdiction in the Dutch Empire (with a specific focus on the period 1730-1850, for which most archival material is available).

It is well-known that Roman-Dutch law was exported to most Dutch colonies (e.g. to the Cape Colony /present-day South Africa). Whilst some stand-alone studies of certain courts exist (primarily for the Dutch East Indies/present-day Indonesia), almost nothing however is known about the courts being transplanted to the colonial legal orders. This paper posits the hypothesis that a varied set of legal institutions were transplanted in the Dutch Empire to deal with maritime jurisdiction. Important examples among there were the Amsterdam Bank van Zeezaken (Court of Maritime Affairs) and the more common schepenbanken (Municipal or Aldermen Courts). In other cases, maritime jurisdictions were subsumed under high courts, similar to the Great Council of Malines (pre-Dutch Revolt) or the High Court of Holland and Zeeland (after the Dutch Revolt). The paper and project will therefore compare the development of maritime jurisdiction in Curaçao, Suriname, the Gold Coast/present-day Ghana, the Cape Colony/present-day South Africa, Ceylon/present-day Sri Lanka, and the Dutch East Indies/present-day Indonesia between 1730-1850, thereby straddling two artificial scholarly dichotomies still so common in most of the literature on colonialism: the East-West and early modern-modern distinctions.

The paper and project aim to connect, build and expand on two distinct strands of literature: first, the literature on the development of European colonial legal orders; and second, the literature on the development of maritime law, which has to date primarily focused on (late)

medieval and early modern Europe and been preoccupied with questions of lex mercatoria / lex maritima. The paper and project draw on a wide range of sources, including the sources of the Amsterdam Bank van Zeezaken available in the Amsterdam Municipal Archives and various (often digitised) records in the Dutch National Archives on the various courts in the colonies. Both formal sources of law (Statutes, Ordinances and Plakkaten) and sources from legal practice (actual court cases) are utilised to see how written legal sources and legal practice interacted. The outcomes of this project proposal also allows for comparative work with for example French and British colonial legal orders.

Key words
Jurisdiction, Dutch Empire, Maritime Law, Legal Transplants, Courts

Biography
Gijs Dreijer (1992) is a postdoctoral researcher and lecturer at Leiden University (The Netherlands). His research interests span the legal, economic and maritime histories of the Low Countries between the sixteenth and nineteenth centuries, often in the colonial context. His PhD was on the development of maritime law in sixteenth-century Antwerp. At present, he is writing a book on Dutch entrepreneurs in the Scramble for Africa, in the framework of a project looking at Dutch participation in foreign colonial empires.

Good prize: Privateering, Prize Courts and Auctions in the Dutch Atlantic world, 1630-1664

Erik Odegard (Leiden University)

Abstract

On 22 October 1657 Juan Gallardo of Sanlúcar de Barrameda appeared in front of an extraordinary session of the Council of New Netherland. Gallardo had returned to the colony to reclaim a number of enslaved Africans who had been sold there after Gallardo and his ship had arrived at New Amsterdam as a privateer's prize back in August 1652. He maintained that Director-General and Council had illegitimately proclaimed his ship and its enslaved cargo good prize, even though the Netherlands and Spain were at peace. Tellingly, he did not dispute the right and authority of the Council to adjudicate prize cases in principle. This paper will examine the development of colonial prize jurisdictions in the Dutch Atlantic world. Starting with Recife from 1630 onwards, many prizes were brought to ports under West India Company control for adjudication and sale rather than returning to the Netherlands, but how was this process justified and codified and what rights were devolved to the company's various colonial governments? Additionally, this paper examines the auctions of prize goods and asks what effects on local economies – colonial and domestic – of the income generated by these auctions. In so doing I will present data from prize auctions in Recife and Vlissingen and propose that to understand the true impact of privateering we need to understand not only the gross income generated by prizes but also what happened to the products after being landed. This is the core of an idea for a future research project focusing on economic effects of the auctions of prize goods.

Key words

Privateering, Prize Law, Dutch Atlantic, Courts, Jurisdictions

Biography

Erik Odegard is a researcher at the IISH Amsterdam, Leiden University and – starting in 2024 – at Tübingen University in Germany. Erik obtained his PhD from Leiden University in 2018 and has since worked at the Universities in Leiden and Rotterdam; the Royal Picture Gallery Mauritshuis; and the IISH Amsterdam. At the IISH Erik is currently working on his Dutch Science Council funded project on private investment in the Dutch colony in Brazil in the seventeenth century. At Leiden, Erik is part of a larger project on the colonial history of the Dutch Royal Family.

Schrödinger's Sovereignty: Paradoxical Constructions of Maghrebi Jurisdictions in English thought, 1608-1625

Graham Moore (Reading University, United Kingdom)

Abstract

In the early seventeenth century, English seafarers appeared before the High Court of Admiralty (HCA) and Trinity House in increasing numbers to testify that they, or colleagues, had been taken into captivity by Maghrebi 'pirates'. Such cases fell under the HCA's legal jurisdiction to hear cases on piracy involving English subjects – however, the court itself was well aware that those 'Turks' who carried English seafarers into captivity with growing frequency were not pirates, but legitimately-sponsored corsairs.

Outside of such instances of maritime depredation, England and its subjects habitually recognised the sovereignty of both the Ottoman regencies and the kingdom of Morocco. By trading through Moroccan-aligned middlemen in ports like Safi ('Saphia'), English merchants were even able to legitimise a thriving trade with roving English pirates there, safe in the knowledge that recognition of Maghrebi sovereignties would protect them from any legal repercussions upon return to England.

In this paper, legal knowledge clashes with cultural ideas as tales of maritime encounters and captivity proliferated an increasingly xenophobic image of the Maghreb that homogenised its various polities and de-legitimised its jurisdiction. However, this image was a stark diversion from practical reality; England continued to recognise Maghrebi jurisdiction, and English seafarers and merchants continued to profit from trading there. Two concurrent, opposing, constructions of the Maghreb emerged: one recognising Maghrebi sovereignty and maritime jurisdiction, and the other debasing it entirely.

This paper will explore the paradox created by those two co-existent ideas. The notion of Maghrebi 'piracy' was, I will argue, a legal fiction that enabled entities like the HCA to gather and hold evidence on this new phenomenon of captivity. It was an attempt to translate the fundamentally Mediterranean, alien concept of corso into the English legal system. However, that fiction – and the experiences of captivity related by those who survived it – resulted in a cultural idea of 'piracy' that still clouds our understanding to date.

Using records from the High Court of Admiralty and Trinity House, as well as published accounts from captives, pirates, and other seafarers, I will investigate the unstable position that

the sovereignties of the Maghreb region occupied in the Anglophone consciousness. Such work will also enable scholarship to better compare historical ideas of jurisdiction across European and north African sovereignties. Understanding the paradoxical English constructions of Maghrebi jurisdiction, and illuminating the intricate conventions that underpinned that paradox, will also render Anglophone sources more useful for future study of the Maghreb.

Key words
Jurisdiction, Piracy, Sovereignty, Captivity, Maritime Law

Biography
Graham is a Collaborative Doctoral Partnership PhD candidate, working with both the University of Reading and The National Archives UK. His project focuses on the criminal jurisdiction of the Jacobean High Court of Admiralty, using those records – in tandem with cutting-edge digital humanities techniques - to address diverse areas of seafaring life ranging from piracy and maritime law to trade, colonialism, and identity.

Graham's further work has ranged from researching the diverse histories of rural English counties (in collaboration with the Royal Berkshire Archives) to work on the Prize Papers Project with The National Archives and the University of Oldenburg. Additional interdisciplinary work includes research with Royal Botanic Gardens Kew and the University of Reading's Meteorology department. You can read one of his most recent articles, 'Newfoundland Cod and English Piracy', in the Mariner's Mirror journal.

Treaty and Trepang: An Underwater History of Legal Imperialism, 1660s-1740s

Guanmian Xu (Peking University, China)

Abstract

The Treaty of Bungaya (1667) is well-known as a treaty that exemplifies Dutch legal imperialism in maritime Asia. It marked the victory of the Dutch empire in the Spice Wars and established exclusive Dutch jurisdiction over the waters around the so-called Spice Islands of eastern Indonesia. By relentlessly fending non-Dutch traders off, the treaty seemed to have turned the Grotian conception of mare clausum (closed sea) into a reality. However, what's intriguing is that the sea of eastern Indonesia did not henceforth become a backwater in global trade. Instead, in the following decades it shifted away from the restrictive spice trade monopolized by the Dutch East India Company (the VOC) and emerged as a hotbed of trepang fishery, supplying the Chinese consumer market with seasoned sea cucumbers. This unforeseen transformation effectively undermined the maritime jurisdiction of the Dutch Empire in eastern Indonesia and gave rise to an indigenous maritime network that, escaping Dutch scrutiny, extended from Makassar all the way to the north coast of Australia.

While much has been written on the history of the Spice Wars and its imperial and legal legacies, the post-war shift from spices to sea cucumbers has not yet received due attention. This study aims to understand it from an underwater perspective. Instead of focusing solely on surface-level trading rights coveted by the mercantilist European powers, the research delves into the sea by placing a greater emphasis on fishing, especially the fishing of seabed animals like sea cucumbers (trepang). It explores how the Dutch established its maritime jurisdiction without seriously considering fishing, how the local fishing and trading communities took advantage of this loophole, and, ultimately, why sea cucumbers became a critical factor in turning this loophole into a disaster for one of the most prized legal legacies of early modern European imperialism in Asia.

Key words

Makassar, Treaty of Bungaya, VOC, Sama People

Biography

Guanmian Xu is an assistant professor in the Department of History at Peking University. He obtained his Ph.D. from Leiden University in 2021. His research interests are broad, spanning global and more-than-human history.

S. 1. 44. – OUTSIDERS IN THE WEBS OF POWER: SCANDINAVIAN ACTORS IN TRANS-IMPERIAL SPACES

Moderator: Emilie Wellfelt
(Lund University)

Panel Abstract

From the angles of three oceanic worlds, that of the Mediterranean, the Indian Ocean, and the Pacific, this panel explores Scandinavian actors as insider/outsider figures in relation to colonial or imperial processes. This panel spans from 1650 to 1950, during which time numerous actors working, living, and traveling related to – and took part in – the imperial and colonial maritime worlds of other regimes. This time span, and the combination of Swedish and Danish case studies allows for a broad exploration of maritime neutrality (Östlund 2021; Ressel 2011; Müller 2020). Using that as a starting point, the social and economic position of the Scandinavian countries is then used to shed light on broader issues of knowledge circulation, trade, and the making of empire.

This scope allows for the reimagining of geographic domains, boundaries, and identities form those within, yet not part, the empires of others. The panel explores what a Nordic perspective can bring to the study of trans-imperial spaces and mobilities in global maritime history (Hedinger & Hee 2018), as well as how the study of such trans-imperial connections and movements in turn can recontextualize Nordic national maritime histories.

The panel starts with a framing of maritime legal history by prof. Östlund, followed by four papers.

- Moderator : Emilie Wellfelt (Lund University)
  - Malin Gregersen (Linnaeus University) Trans-imperial travels: Swedish ocean liner passengers to Asia and the construction of colonial knowledge
  - Emilie Wellfelt (Lund University) The attractions of feathers: Sweden and New Guinea in the global history of ornithology
  - Mathias Karlsmose (Stockholm University) The Price of Peace: Peace Negotiations in the Danish-Mughal War, 1642-1676
  - Patrick van der Geest (Lund University) / Gustav Ängeby (Stockholm University) 'Free trade revolution' without free ports? Colonial trade, neutral flags, and Indian Ocean networks after the collapse of the VOC, 1795-1807
  - Joachim Östlund (Lund University) Trading or Protecting Bodies in Ottoman-European Treaties: the Case of Sweden in the Eighteenth Century Mediterranean

Trans-Imperial Travels: Swedish Ocean Liner Passengers to Asia and the Construction of Colonial Knowledge

Malin Gregersen (Linnaeus University)

Abstract

By the late 19th century, the long-distance passenger travels offered by commercial ocean liners had become a space for increased interactions of people of different background and with different reasons for travelling. Ship journeys to and from Asia therefore allowed for the transmission of ideas between people involved in and affected by colonial rule and European expansion. This paper explores the formation and transmission of colonial knowledge onboard ocean liners, by analyzing early 20th century passenger narratives of Swedish Lutheran missionaries travelling to and from Asia.

Swedish Lutheran missionaries are particularly interesting as study object in this context, since their ambivalent position in relation to colonial rule was double: as Swedes they belonged to a state on the colonial margins, not a formal imperial state but involved in and affected by colonial and euro-centric worldviews, and as missionaries their position in relation to colonial rule deviated between criticism against colonial rule and dependence on colonial power structures which secured missionary presence.

This ambivalent position is explored through an analysis of narratives of male and female missionaries of the Church of Sweden mission and the Swedish Mission Covenant, traveling from the Mediterranean or Seattle/San Francisco to Colombo and Shanghai. How did the Swedish passengers interpret their relations to and encounters with colonial actors onboard and how did such experiences contribute to forming and challenging their understandings of colonial rule? To what extent where they involved in the transfer of ideas and knowledge about European expansion, civilizing ambitions and expressions of a colonial lifestyle? Did they challenge or reinforce the perspectives of colonial actors onboard? What role did onboard encounters play in preparing for the life on arrival?

In a discussion based on rich personal missionary archives, this presentation provides new perspectives on maritime mobilities by focusing on the processes of colonial knowledge formation of actors on the colonial margins.

Key words

Ocean liner, colonial knowledge, travel narratives, Sweden, Asia, 20th century

Biography

Malin Gregersen is a historian at the Linnaeus University Centre for Concurrences in Colonial and Postcolonial Studies (Linnaeus University, Sweden). She specializes in nineteenth- and twentieth century cultural history and mobility studies from a global and (post)colonial perspective. Her previous research has primarily focused on the representations, encounters and relations of Scandinavian Lutheran missionaries in China and India.

The Attractions of Feathers: Sweden and New Guinea in the Global History of Ornithology

Emilie Wellfelt (Lund University)

Abstract

The research for this paper began a few years ago, in the storerooms of the bird collections at the Swedish Museum of Natural History in Stockholm. In the drawers for the birds of paradise, a group of birds that are endemic to the region of New Guinea, prepared bird skins were meticulously labelled, but instead of the places in New Guinea or the surrounding islands where these famous birds have their natural habitats, the provenance of many specimens was Rönninge, south of Stockholm.

The explanation to this surprising place of origin was spelled Sten Bergman (1895-1975), a Swedish explorer who made three expeditions to Dutch New Guinea in the decade after the Second World War. He imported birds of paradise back to Sweden and was the first person to succeed in breeding the King bird-of-paradise in captivity, his birds eventually ended up in the museum's collection.

This paper discusses the anomalies of Papuan birds in Sweden and the anachronisms of colonialism and the exploration of New Guinea. As Martha Chaiklin and Philip Gooding argue in the introduction to the volume Animal Trade Histories in the Indian Ocean World (Chaiklin, Gooding & Campbell eds. 2020), "Animals, domesticated, wild or no longer animate, [...] elucidate human history by evidencing their relationship to their environment" (Chaiklin & Gooding 2020:2)

The unique bird life is one of the natural resources that has made New Guinea part of regional and long-distance maritime networks. With waves of boom and bust, this trade has linked New Guinea to mainland Asia for at least 5000 years (Swadling 1996). The earliest reports after the Portuguese capture of Malacca in 1511 mention Muslim traders from Bengal travelling to the spice islands of Maluku to buy nutmeg, mace, and cloves, and as additional commodities, birds, and feathers from the New Guinea area. Dried skins of plumed Bird of Paradise (BoP) were particularly prized, as they could be used as panaches to decorate turbans and other headdresses (Pires 1512-1515).

My own research shows that Bird of Paradise skins were among the earliest luxury items brought back to Europe by Christian travellers from Malacca. The birds attracted attention from many quarters, including scientists compiling encyclopaedic works on the natural history of the growing world. Knowledge of tropical birds in Europe was based on the careful

study of prepared bird skins. Birds from Asia were published alongside birds from South America.

The study of nature was profoundly altered with the theory of evolution, formulated by Darwin and by A.R. Wallace, who travelled in the Malay Archipelago in the years 1854-1862. Scientific ideas about evolution brought biogeography – the distribution of species and ecosystems – to the fore. Wallace noted that existing data on the distribution of birds of paradise did not include information on their natural habitats, but on where they were traded from – reflecting the fact that western knowledge of New Guinea at the end of the 19th century did not extend beyond trading villages along the coast. This would change during in the 20th century, and this is where Bergman and his birds come into the story.

Key words
History of science, ornithology, colonial exploration, Europe, Dutch New Guinea, 20th century

Biography
Emilie Wellfelt is a Swedish historian based at Lund University. Her research connects local and global history and the circulation of ideas and objects in different time periods. She is a specialist on eastern Indonesia and is currently developing a project on the exploration of Dutch New Guinea in the late colonial period. In her previous research Wellfelt has worked with indigenous groups in eastern Indonesia, documenting oral traditions and indigenous modes of history.

The Price of Peace: Peace Negotiations in the Danish-Mughal War, 1642-1676

Mathias Karlsmose (Stockholm University)

Abstract

From 1640-1674, the Danish East India Company (DOC), based out of the town of Tranquebar on the Coromandel Coast of South India fought an unlikely conflict against of the largest and most powerful states in the world, the Mughal Empire. The war lasted intermittently for decades, and mostly consisted of unreciprocated Danish attacks on Mughal shipping in the Bay of Bengal. Ostensibly this war was fought in retaliation against Mughal officials' mistreatment of shipwrecked Danish sailors in Bengal; in practice it soon developed to become an important source of income for the DOC, especially in a time where connections to Denmark were severed.

Over the course of the war, around 30 Mughal trading vessels were seized by the Danes. This conflict provides a good case study of a maritime conflict between a major Asian continental power, and a relatively minor European colonial power. In particular, this presentation will zero in on three rounds of peace negotiations – in 1647-48, in 1660-1662, and finally 1674-1676, to see how the two sides saw these negotiations. For the Mughals, the DOC was a threat to their important eastern shipping lanes, and one that presented a particular problem – the Mughals had no navy, and after 1640, the Danes had no steady trading presence in Bengal, meaning the opportunities for violent reprisal were limited.

Instead, these three rounds of negotiations see varying strategies employed by the Mughals to remove this maritime threat. In the first negotiations in 1647, the Mughals tried to pay off the Danes by offering them compensation to stop the attacks. However, the Danes consistently demanded a higher figure than the Mughals were willing to offer. In the second round, in 1660, the Mughals tried to apply pressure to other Europeans, namely the English and Dutch, who had trading posts in the Mughal Empire, making them responsible for the Danish attacks In 1674, it was the Danes themselves who sought out peace, enticed by the value of the Mughal market. The result was a final round of negotiations, happening in Balasore in Bengal, in which both offers of compensation, rhetoric of justification, and threats of violence played a role on both sides.

Put together, these rounds of negotiation shed important light on early modern diplomacy in the Indian Ocean. They show which tools a continental empire like the Mughals had to apply pressure to an entirely maritime organization like the DOC, to secure their shipping lanes, and which tools the DOC had to respond. Put together, they can help shed light on how di-

plomacy, commerce and violence was closely entwined in the early modern Indian Ocean. It will also be able to contribute to a growing literature on how empires such as the Mughals, that have traditionally been seen as entirely continental and uninterested in the ocean, understood and perceived their own options in handling maritime threats.

Key words
Mughal, Danish, 17th Century, Diplomacy, Violence

Biography
Mathias Istrup Karlsmose is a PhD student at Stockholm University, and the Center of Maritime Studies, CEMAS, in Sweden. He studies the Danish East India Company as a diplomatic actor in the 17th century Indian Ocean World. In particular, he looks at how intercultural interactions shaped diplomacy, with different perceptions of key themes such as diplomacy, violence and sovereignty.

Previously he has studied the Dutch East India Company, and in particular, the role of environment and disease in the Dutch colonization of Formosa (Taiwan) He has published several articles concerning Danish diplomacy in Japan and China, as well as the Dutch colonization of Taiwan, and the importance of colonial conflicts in the rivalry between Denmark and Sweden in the 17th century.

'Free Trade Revolution' Without Free Ports? Colonial Trade, Neutral Flags, and Indian Ocean Networks after the Collapse of the VOC, 1795-1807

Patrick van der Geest (Lund University) / **Gustav Ängeby** (Stockholm University)

Abstract

Did the East Indies experience a 'free trade revolution' at the turn of the nineteenth century akin to developments in the Caribbean? Recent scholarship on early modern European empires and colonial markets has emphasised the Caribbean as an example of the gradual dismantling of trade barriers during and after the Seven Years' War. Indeed, after 1763, many British, French, Dutch, and Spanish territories in the Caribbean were re-configured to capture inter-imperial and international trade—to boost state coffers and undermine the sovereignty of rival empires by inserting foreign colonies in the trading circuits of their own possessions. To this end, free ports were introduced in the region throughout the century, which had fewer restrictions on imports and exports and granted entry to foreigners and ships flying foreign colours.

In this paper, we argue that this 'free trade revolution' took on a different shape in the Indian Ocean. We follow the Caribbean developments to the East Indies, encompassing the Indian subcontinent, the Indochinese Peninsula, and the Malay Archipelago, where European sovereignty was exerted through monopolistic chartered companies. These companies approached polities through a distinct pattern, and no 'formal' free ports were established until well into the nineteenth century. We contend, however, that the introduction of large-scale privateering in the Indian Ocean by British and French naval forces after 1792, and the overnight disappearance of the Dutch East India Company (VOC) in 1795, created a unique trading regime based on maritime neutrality rather than free ports. The wartime practice of shipping and trading under neutral colours developed into a 'free trade regime without free ports' that served the interests of specific actors and networks.

In the context of the East Indies, trade (i.e., commodity exchanges) and shipping (i.e., transport services) are often used as synonyms. We argue that re-establishing this distinction is meaningful for the period after 1792. Danish, Swedish, and other neutral ships filled a niche left by the collapse of the VOC by primarily organising shipping for the pre-existing trade routes disrupted by warfare. The service provided by neutral ships remedied the main problems faced by merchants in the East Indies, including privateering, high freight rates, and market barriers. Simultaneously, it allowed for the emergence of new trade routes, such as the Tranquebar-Batavia-Copenhagen route established after 1795. Effectively, a heterogene-

ous group of European and non-European legislators, businessmen, and statesmen succeeded in selectively transplanting key mechanisms of the inter-European state system to the East Indies, benefiting their business and political interests.

To support our argument, we examine 'Prize Papers' of seized neutral Scandinavian ships between 1792-1807, archived in the British High Court of Admiralty records at the National Archives in Kew, London. Our investigation, concluding in 1807 with the end of Danish and Swedish neutrality, underlines that the introduction of a 'free trade' doctrine—such as in the Caribbean—also had strong implications for European empires who sought to weaponize trade in the struggle for commercial advantage, re-establish a balance of power, and reduce the fiscal burdens of running overseas possessions.

Key words
Maritime neutrality, Free ports, Free trade, Intercontinental trade, Privateering

Biography
Patrick van der Geest is a PhD student in history at the Department of History, Lund University. His research examines the hitherto unexplored transformation of Hope & Co., a prominent Scots-Dutch merchant and banking house based in Amsterdam, during the eighteenth and nineteenth centuries, from archetypal colonial to imperial modes of exploitation. He has previously worked on a project concerning the slavery connections of Hope & Co. and R. Mees & Zoonen at the International Institute of Social History.

Gustav Ängeby is a PhD candidate in history at the Department of History, Stockholm University. His thesis explores Scandinavian merchant networks in the Indian Ocean and the Caribbean from circa 1750 to 1815, primarily using the "Prize Papers" from the British High Court of Admiralty records. He has published research on British colonialism in Sierra Leone and has experience as a research assistant focusing on post-World War II migration.

Trading or Protecting Bodies in Ottoman-European Treaties: the Case of Sweden in the Eighteenth Century Mediterranean

Joachim Östlund (Lund University)

Abstract

This presentation explores the concepts of rights in treaties in the encounter between practices and theories of European international law, the Ottoman tribute system, and the Moroccan sultanate. Three examples will be focused on and compared.

The first case is the Swedish, so-called, 'reciprocal ransom agreements' in 1742, which represent a complementary model in relation to the ordinary treaties between the European states and the Barbary states. The main idea was to cover legal gaps by offering shared responsibility between nations to ransom sailors serving under foreign flags. One major threat to Swedish commercial interests at the time were the 'Barbary corsairs', and the challenges arose when they captured ships and seized crews, whether Swedish sailors (many of them from Sweden's Baltic and German provinces) on foreign-flagged ships or foreign sailors on Swedish ships.

The second case is the trade contracts in the Trans-Mediterranean slave trade from Tripoli that involved Swedish ships between 1743 and 1759. These contracts, signed between Swedish captains and Tripolitan traders, stated where the trader's cargo had been purchased and where it was to be sold, the approximate quantities, and where the shipowner was to stow it on board, as well as any regulations related to the trade and shipping of slaves from Africa. These contracts provide new insights into the legal history of human trade in the Mediterranean.

A central turning point in this shared North African–Scandinavian history is the geopolitical consequences of the Russo-Turkish War of 1768–1774. This major armed conflict saw Russian forces largely victorious against the Ottoman Empire, resulting in Russia's acquisition of the Yedisan region between the Bug and Dnieper rivers, as well as Crimea, which fell into the Russian sphere of influence. For elite groups in the Ottoman provinces of Tripoli, Tunis, and Algiers, as well as the Sultanate of Morocco, these defeats prompted a reassessment of their relations with European powers. This led to Muslim envoys from North Africa visiting the Scandinavian Kingdoms with different proposals.

The Moroccan envoy Samuel Sumbel's negotiations with the Scandinavian monarchies in 1777 are the third example and highlight how rights for captives and slaves were redefined from a Moroccan perspective. Sumbel's mission was to present a proposal for a new agreement that offered more protection to captives and slaves. His proposal was that women, children, and old men (above seventy years old) should not be enslaved, that captivity should not exceed one year, and that exchange should be based on equal numbers head for head, etc. By comparing the articles of the new agreement with the trade and peace treaties between Morocco and the Scandinavian monarchies, one could conclude that the proposal was path-breaking in many ways, even if the treaty was never concluded.

In summary, this presentation highlights how trading and the protection of bodies depended on various maritime legal regimes within the Mediterranean and how they were renegotiated in response to changing power relations.

Key words
International law, natural law, treaties, slaves, captives

Biography
Dr. Joachim Ostlund is Associate Professor of History and Senior Lecturer at Lund University in Lund, Sweden. He is specialized in slavery and captivity, diplomatic history and history of science related to the Nordic presence in the Mediterranean world. He has published three books and published numerous articles in journals and anthologies. Currently he is working on three research projects. He is the project leader of Pax Nordica Experiences and lessons of the Nordic Peace, ca 1721–1830 funded by the Nordic Research Council, he is overseeing a Marie Skłodowska Curie Action postdoctoral fellowship titled Constructing the Danish Colonial State in Global Contexts, and for himself, he is working on the project Scripture and Scholarship: The Swedish Search for Ancient Egypt, 1677 – 1739 funded by the Swedish Research Council.

S. 2. 51. – WAR WOUNDED TRANSPORTATION

Moderator: Filipa Isabel Ribeiro da Silva
(International Institute of Social History)

A Crucial Link in the Chain: The Royal Navy and Medical Evacuation in Britain's Conflicts, 1953-1966, 1

Mark Harrison (University of Oxford)

Abstract

This paper examines the role played by the Royal Navy in the evacuation and treatment of casualties sustained in conflicts involving the United Kingdom from the end of the Korean War in 1953 through to the end of the confrontation with Indonesia in northern Borneo, in 1966. In addition to the latter conflict, this including the counter-insurgency operations of the Malayan Emergency and the invasion of Suez in 1956. In these quite different circumstances, naval platforms and personnel constituted a vital link in the chain of evacuation, providing hospital facilities with advanced trauma care but also, crucially, evacuation by air – chiefly by helicopter. The formation of naval air squadrons trained in casualty evacuation was vital to the movement of casualties in all the conflicts mentioned above and sometimes involved the movement and treatment of civilians as well as military personnel. This formed an important component of the 'hearts and minds' campaign which were considered crucial to the success of counter-insurgency operations. For the same reasons, naval personnel also assisted in the relief of natural disasters in regions of strategic interest. Over the period considered in this presentation, technical improvements in helicopter design and refinement of operating instructions improved the efficiency and safety of evacuation. Nevertheless, it remained a hazardous activity. This presentation assesses how the Royal Navy met the challenges of operating in diverse conflicts, climates and terrain and the evolution of joint-service doctrine in relation to casualties and their treatment. It is divided into two parts: one (delivered by Mark Harrison) focusing on the technical aspects of maritime evacuation and the other (delivered by Atsuko Naono) on the medical and political aspects.

Key words

Casualty evacuation, Navy, Helicopters, Medical, Hospital

Biography

Mark Harrison is Professor of the History of Medicine at the University of Oxford, where he is also Co-Director of the Wellcome Centre for Ethics and Humanities and an Investigator at the Pandemic Sciences Institute. He has worked on many aspects of the history of disease and medicine, particularly military, imperial, maritime and global dimensions. His books include: Contagion: How Commerce has Spread Disease (2012); Medicine and Victory: British Military Medicine in the Second World War (2004) and The Medical War: British Military Medicine in the First World War. He is currently researching the history of medicine in Britain's overseas conflicts, 1950-1980; a project funded by the Arts and Humanities Research Council.

A Crucial Link in the Chain: The Royal Navy and Medical Evacuation in Britain's Conflicts, 1953-1966, 2

Atsuko Naono (University of Oxford)

Abstract

This paper examines the role played by the Royal Navy in the evacuation and treatment of casualties sustained in conflicts involving the United Kingdom from the end of the Korean War in 1953 through to the end of the confrontation with Indonesia in northern Borneo, in 1966. In addition to the latter conflict, this including the counter-insurgency operations of the Malayan Emergency and the invasion of Suez in 1956. In these quite different circumstances, naval platforms and personnel constituted a vital link in the chain of evacuation, providing hospital facilities with advanced trauma care but also, crucially, evacuation by air – chiefly by helicopter. The formation of naval air squadrons trained in casualty evacuation was vital to the movement of casualties in all the conflicts mentioned above and sometimes involved the movement and treatment of civilians as well as military personnel. This formed an important component of the 'hearts and minds' campaign which were considered crucial to the success of counter-insurgency operations. For the same reasons, naval personnel also assisted in the relief of natural disasters in regions of strategic interest. Over the period considered in this presentation, technical improvements in helicopter design and refinement of operating instructions improved the efficiency and safety of evacuation. Nevertheless, it remained a hazardous activity. This presentation assesses how the Royal Navy met the challenges of operating in diverse conflicts, climates and terrain and the evolution of joint-service doctrine in relation to casualties and their treatment. It is divided into two parts: one (delivered by Mark Harrison) focusing on the technical aspects of maritime evacuation and the other (delivered by Atsuko Naono) on the medical and political aspects.

Key words

The Royal Navy, Medical Evacuation, conflicts, technology, hearts and mind

Biography

Dr. Atsuko Naono is a research associate of the Oxford Centre for the History of Science, Medicine, and Technology. She has focused on the history of malaria and public health in Southeast Asia. Currently, she is working on Prof. Mark Harrison's AHRC project entitled "Medicine and Conflict, c.1945-c.1985": The United Kingdom and the 'Savage Wars of Peace', focusing on Counter Insurgencies and Medicine in Southeast Asia.

Evacuation Between Korea and Japan During the Korean War: The Port of Busan

Jeong-ran Kim (University of Oxford)

Abstract

This paper examines critical aspects of the evacuation system in the early phases of the Korean War. It will focus on the treatment and evacuation of the sick and wounded among UN forces in the port of Busan. Busan was the only city that remained untouched by the conflict and served as the nation's provisional capital for 1,063 days during the Korean War. Also, hundreds of thousands of refugees flocked to the city in order to avoid the devastation of the war. Moreover, Busan was designated as the main logistical base and relaying troops and supplies throughout the war. Above all, the port of Busan played a significant role for treatment and evacuation of casualties. Many sick and wounded were sent to an American evacuation hospital in Busan by jeep or hospital train. By hospital ships, some serious cases were evacuated from Busan to American or British Commonwealth hospitals in Japan which were built by Allied occupation forces as a result of Japan's defeat in WWII. The chain of evacuation connecting Busan and Japan was established as soon as the war broke out and gradually functioned efficiently. This paper shows how the evacuation system developed in the port of Busan at the beginning of the Korean War and the historical background of Japan's role as a hospital base.

Key words

Korean War, Busan, Casualty evacuation, Japan, hospital ships

Biography

Jeong-ran Kim is a Research Associate in the Oxford Centre for History of Science, Medicine and Technology of the Faculty of History at the University of Oxford. She has worked extensively on the history of disease and public health in modern Korea in a wider context (particularly the Japanese Empire and Cold War). From October 2021, she began a new research project "Medicine and Conflict, c.1945-c.1980: The United Kingdom and the 'Savage Wars of Peace'" which is funded by the AHRC. She is examining military medicine and public health, including United Nations' civilian aid activities, during the Korean War (1950-53). She has finished writing a monograph titled "Fever with Wings: A History of Malaria in the Japanese Empire". This book consists of six main chapters and one epilogue, and research subjects include colonial Korea, Manchuria, and a few regions of Southeast Asia and the Pacific.

S. 2. 9. – THE CHALLENGES OF AN ORGANIZATIONAL NETWORK IN THE EARLY MODERN GLOBALIZED LANDSCAPE: COST-EFFECTIVENESS, SMUGGLING, TRAVELLING AND SHIPPING IN THE FRANCISCAN CUSTODY OF THE HOLY LAND

Moderator: Giovanni Ceccarelli
(University of Milan)

Panel Abstract

The early modern period is frequently referred to as the period marking the beginning of globalization, intended as the sustained interaction between all the major inhabited continents of the globe (Eurasia, Africa and America) either directly with each other or indirectly through other lands, so that deep contacts are created between them. The role of privileged trading companies and European colonization processes are often highlighted as crucial.
In this research framework, less attention has been paid to the organizational and economic structures that, overlapping on the aforementioned networks, increased phenomena such as local mobility and global connectivity. The aim of this panel is to shed light on the functioning of such an institution and its network, the Franciscan Custody of the Holy Land, from different perspectives.

Being located in Muslim-ruled Palestine, since its establishment in the 14th century, the Custody relied on the arrival of alms collected in Europe. Beginning in the 16th century, the institution expanded both in size and reach, its members boarding ships from Levantine ports carrying devotional objects to the outer reaches of the Catholic world and returning to the Holy Land bearing alms (material, monies) in support of the Custody. This led throughout the centuries to the development of a network whose nodes in the 17th century were fundraising institutions, located in numerous franciscan provinces: the Commissariats.

Antonio Iodice's contribution deals with an important and understudied aspect of networks' functioning, that is how they handled their costs. Relying on the analysis of account books from several 17th-century Italian commissariats, he investigates the costs they faced from a comparative and evolutionary perspective, with a focus on cost-effectiveness, ramifications and nodes' specializations. Departing from the analysis of the preparations made by Jerusalem-bound pilgrims in Venice, Sandra Toffolo explores some practical aspects of people's circulation through the Custody's network and, more broadly, maritime ones. Mattia Corso and Felicita Tramontana explore possible threats to the functioning of the Custody's network. Mattia Corso does so by reconstructing the smuggling of devotional objects from the Holy Land both to Europe and to the Americas and the threat it posed to the Custody's monopoly and to the collection of alms. Felicita Tramontana's contribution focuses on the danger represented by pirate and corsair networks and on the disruption their attacks caused to the circulation of people and alms across the Mediterranean.

Together, the four papers contribute to our understanding of the complex relationships between maritime and religious networks.

- Moderator : Giovanni Ceccarelli (University of Milan)
- Antonio Iodice (University of Roma Tre / University of Exeter) Tracking and Pricing

Long-Distance Geographic Mobility of Franciscan Friars and Commodities in Seventeenth-Century Mediterranean

- Mattia Corso (University of Roma Tre) Illicit shipments across the ocean: The Custody of the Holy Land and the campaign against the global trade in counterfeit holy objects in the eighteenth century
- Sandra Toffolo (Istituto Storico Italo-Germanico of Trento) Preparing for a sea voyage: The practicalities of early modern voyages to the Holy Land
- Felicita Tramontana (University of Roma Tre) In the pirate nest: Pirates, corsairs and the circulation of friars and objects across the Mediterranean

Tracking and Pricing Long-Distance Geographic Mobility of Franciscan Friars and Commodities in Seventeenth-Century Mediterranean

Antonio Iodice (University of Roma Tre / University of Exeter)

Abstract

Early modern mobility has received more attention than earlier periods, albeit geographic areas and contexts have generally been studied independently from each other. The vast majority of migrations took place on relatively short distances, like a country, a province or even a parish. An estimated 8 % of Europeans were international migrants in the latter half of the seventeenth century. Long-distance migrations were common, but it's harder to find consistent series of data. This probably led to an understatement of the economic dimension of the phenomenon. Scholars focused on migrants' categories and itineraries, without delving deeper on the practical/economic side of geographic mobility.

The Custody of the Holy Land constitutes a precious vantage point. Since 1342, the Franciscans received charitable donations from all Catholic countries and their commissariats in Europe to manage the sending of funds, people, and various types of commodities towards the network's central hub in the monastery of St. Savior in Jerusalem.

The commissariats have been defined as the 'immobile infrastructure' of the Custody's network. The General Chapter of Segovia (1621) required each commissariat to keep records of the collected alms. A further decree by the Congregation for Evangelization of People in 1654 required the sending to Rome of balance accounts extracts for scrutiny, compiled according to simple charge and discharge system.

In this paper, I use economic data from the extracts produced in some commissariats of the Custody's network during the second half of the seventeenth century to extrapolate information on: the functioning of its organizational migration infrastructure; prices of commodities, travel, transportation, and packaging. The analysis follows a synchronic comparative approach, by investigating the costs faced by several commissariats during the same years (c. 1651-1660), and a diachronic one by investigating long-time trends (c. 1654-1700) in two of the main commissariats for which we have consistent series of data: Genoa and Florence. Each extract contains exceptionally detailed balance sheets and records of incomes and expenditures handled by each commissariat over time, with frequent exchanges happening among them. Most of the data has already been recorded in an Excel template created specifically for these sources. We currently have more than 1,500 entries each for Genoa and Tus-

cany, with several hundreds more from other commissariats such as Milan, Naples, Messina, Rome and Malta.

The use of such sources will allow the reconstruction of the Custody's network, enabling a comparative (over space) and evolutionary (over time) evaluation of its cost-effectiveness and ramifications. Specialization of different places based on their geographic location, associated travel costs and connections within the network and the main maritime trade routes emerge.

This abstract is part of the panel The Challenges of an Organizational Network in the Early Modern Globalized Landscape: Cost-Effectiveness, Smuggling, Travelling and Shipping in the Franciscan Custody of the Holy Land, which I previously submitted.

Key words
Early Modern Mobility, International Migration, Commissariats of the Custody, Franciscan Custody of the Holy Land, Organizational Migration Infrastructure

Biography
Antonio Iodice main research interests revolve around early modern European maritime risk management, trade, and mobility, with a specific focus on the Republic of Genoa and the Tyrrhenian area. He is a member of the HolyLab ERC project, led by Felicita Tramontana. Before that, he worked as a postdoc in Economic History at the University of Genoa, where he also obtained his second Ph.D. through a bilateral agreement with the University of Exeter as part of the ERC project AveTransRisk led by Maria Fusaro. He is an honorary research fellow at the University of Exeter and was also involved in the Risky Business project led by Sabine Go (VU Amsterdam) and Giovanni Ceccarelli (Milan). He actively contributed to design, populate and exploit the digital open access databases produced in all these projects.

Illicit Shipments across the Ocean: The Custody of the Holy Land and the Campaign against the Global Trade in Counterfeit holy Objects in the Eighteenth Century

Mattia Corso (University of Roma Tre)

Abstract

In the expansive landscape of the eighteenth century, a system of sea routes connected the Franciscan Province of the Holy Land, with all the other Provinces scattered throughout the world. At the heart of this intricate network was the monastery of St. Saviour in Jerusalem, where the Province, known as the Custody of the Holy Land, had its headquarters. This religious institution flourished as a bustling hub, witnessing the constant ebb and flow of people and goods on a global scale.

A significant proportion of the many items that the monastery sent around the world at the end of the seventeenth century consisted of sacred objects. Following formal recognition of their spiritual power by the Papacy in 1688, a steady stream of tens of thousands of wooden devotional objects such as crosses and rosary beads left the shores of the Holy Land each year. Papal decrees imposed official restrictions on the circulation of these devotional objects within the worldwide network of the Franciscan Order. The crosses and the rosary beads which were blessed on the altar of St. Saviour in Jerusalem could only be distributed by the friars themselves and by their appointed representatives, as gifts to almsgivers and for missionary purposes. Despite these coordinated efforts, the lure of potential profits from the sale of these sacred objects attracted the interest of merchants.

This paper examines several cases of eighteenth-century merchants who undermined the Custody's monopoly by smuggling devotional objects from the Holy Land to Europe and America. Between 1719 and 1740, the exchange of information between the Franciscan monasteries affiliated with the Custody unveiled the presence of clandestine distribution networks located in Augsburg and Bogotá. By exploiting the very infrastructures on which the Custody depended for its supplies and communications, this illicit trade posed a significant threat to the collection of alms, requiring an immediate and decisive response from the institution.

*This abstract is part of the panel proposed by Dr. Antonio Iodice: The Challenges of an Or-

ganizational Network in the Early Modern Globalized Landscape: Cost-Effectiveness, Smuggling, Travelling and Shipping in the Franciscan Custody of the Holy Land.

Key words

Franciscan Custody of the Holy Land, early modern global trade, early modern material religion, smuggling, devotional objects

Biography

Mattia Corso is currently a member of the ERC project HolyLab, directed by Prof. Felicita Tramontana. He received his PhD from the University of Padua in 2020 with a thesis on the transition between pre- and post-Tridentine Catholicism at the level of everyday religion in the sixteenth-century Republic of Venice. His main interests are in the history of religion and material culture, with a focus on the relationship between individuals and material objects of devotion, as well as the use of economic resources to support religious activities.

Preparing for a sea Voyage: The Practicalities of Early Modern Voyages to the Holy Land

Sandra Toffolo (Istituto Storico Italo-Germanico of Trento)

Abstract

In recent decades the so-called mobilities turn has led to new approaches regarding the study of mobility: both the social sciences and the humanities now see mobility not as exceptional, but as an integral part of all human activity. The early modern period has increasingly been scrutinized from this point of view. It was an era in which old ways of moving or being moved continued to be important, but which also saw important new developments that influenced mobility, such as the forging of new connections among the continents of the world, and the invention of new ways for governments to regulate mobility.

This paper focuses on the practicalities of early modern sea voyages in a specific context: the preparations made by foreign Jerusalem-bound pilgrims in Venice. During the early modern period hundreds of pilgrims, from all over Europe, could pass each year through Venice on their way to the Holy Land. They often needed to stay in the city for several weeks or even months, waiting for the departure of their galley and preparing for the rest of their journey. Although Venice was not the final destination of their journey, the city could have an important impact on various aspects of their sea voyage. For example, an important activity in which the pilgrims engaged in Venice was acquiring objects for the sea voyage: from food to bedding, from candles to chests to safely store away items, from books to kitchenware, and from mouse traps to live animals. They would also prepare for the sea voyage in other ways: for instance by visiting physicians, obtaining advice – both generic and tailored to individual needs – about how to stay healthy during the voyage, and buying medicines. Visiting specific churches, confessing, participating in processions, attending Mass, and carrying out other devotional practices were equally important ways to prepare for the often dangerous sea voyage.

This paper will use a wide range of sources, including records by various Venetian magistracies with jurisdiction over matters regarding foreigners and pilgrims in particular, travel accounts written by the pilgrims themselves, diaries and chronicles, city views, and material culture. Detailed analysis of Jerusalem-bound pilgrims in Venice can therefore provide important insights into the practical preparations for sea voyages in the early modern period.

Key words

Mobility, Pilgrimage, Networks, Sea voyages, Early modern period

Biography

Sandra Toffolo is a researcher at the Italian-German Historical Institute in Trento. She obtained her PhD from the European University Institute in Florence, and has also held positions and fellowships at, among other places, Villa I Tatti – The Harvard University Center for Italian Renaissance Studies, the University of St Andrews, the Centre d'Études Supérieures de la Renaissance in Tours, and the Royal Netherlands Institute in Rome. She is interested in mobility, space, and the circulation of people, objects, and ideas in the early modern period, with particular emphasis on Venice. Her current research project focuses on foreign pilgrims in early modern Venice. She is particularly interested in their local, national, and transnational networks, and in their role in the circulation of objects and ideas.

In the Pirate nest: Pirates, Corsairs and the Circulation of Friars and Objects across the Mediterranean

Felicita Tramontana (University of Roma Tre)

Abstract

This paper contributes to our understanding of the relationship between maritime and religious networks focusing on the Franciscan Custody of the Holy Land (established in 1342) and its network.

Research has highlighted the role played by maritime networks in granting the survival of overseas, and particularly Atlantic, missions. While religious and missionary networks provided documents, money and a safety net for traveling missionaries (Clossey, 2008), their transport and the arrival of money and supplies were made possible by trade and imperial networks (Clossey, 2008; Vermote, 2018; Windler, 2020). In this research framework, less attention has so far been paid to other maritime networks whose existence and activities rather disrupted and halted the circulation of missionaries. The paper aims to fill this gap by focusing on the corsair and pirate networks that infested the early modern Mediterranean and on how they threatened the circulation of friars and alms toward Jerusalem and back.

Because of its location in Muslim-ruled Palestine the transport of money and objects from Europe and across the Mediterranean was of paramount importance for the Custody's survival and it was enabled by trade and diplomatic networks. Relying on the analysis of account books issued by the Custody and its commissariats (fundraising institutions), the paper will shed light on the seizure of shipments directed to Jerusalem, the capture and enslavement of traveling friars at the hands of corsairs and pirates and the events and processes these attacks set in motion.

While complicating our understanding of the interactions between religious and maritime networks, the focus on corsairs will also, more broadly, uncover the entanglement between licit and illicit economic activities and the complex relationship between the groups and the maritime networks that populated the early modern Mediterranean.

Key words

Networks, Custody of the Holy Land, Mediterranean, Corsairs, Merchants

Biography

I am associate professor in Early Modern History at Roma Tre and PI of an ERC project A global economic organization in the early modern period: The Custody of the Holy Land

through its account books (1600-1800) (HOLYLAB). Between 2016-18 I was Marie Sklodowska-Curie fellow at the Centre for the Study of the Renaissance of Warwick University where I am now honorary fellow. My main research interests are Mediterranean history and the social history of the Ottoman Empire. More recently, I have worked on geographical mobility across the Mediterranean, networks and mobility infrastructures.

S. 2. 66. – STUDY ON MARITIME HISTORY IN KOREA

Moderator: Joshua Smith
(U.S. Merchant Marine Academy)

The Formation of the Division of Inner and Outer Seas in the Joseon Dynasty

Linjian Dai (Zhejiang University)

Abstract

In the Joseon dynasty, maritime ban policy, through the inspection system and the control of private trade, gradually turned into a means of controlling the people when the demand for a reorganization of the military defense system and the preparation of countermeasures against the appearance of unidentified vessels was required. In the process, maritime boundary consciousness was formed, and the coastal defense system centered on the inner sea was established. The division of inner and outer seas during the Joseon dynasty was closely related to the location of naval forces camp and military barrack, with the aim of establishing centralization of state power around the inner sea area. But, at the same time, this kind of rule also limited the overseas trade of its own people. In addition, there were different standards for the boundary between inner and outer seas in different regions. For the signal-fire soldiers on the beacon tower, however, the sea horizon was the actual boundary when observing the ocean surface.

Key words

Inner and outer seas, Maritime ban policy, Maritime boundary consciousness, Coastal defense system, Joseon dynasty

Biography

The author completed his Ph.D. from Korea University, in studies of the policy on Chinese castaways from Joseon dynasty. He is currently employed as the postdoctoral fellow at the school of history in Zhejiang University in China. His research focuses on Korean medieval history, the history of Sino-Korean relations, and maritime history in East Asia.

How Appledore of UK come to Design Korean Shipyards?

Soon-hung Han (KAIST)

Abstract

How did Appledore, a little-known consulting firm, come to design Hyundai's Ulsan Shipyard and Daewoo's Okpo Shipyard, which are now the world's largest shipyards?

Not only the design of the shipyard, but also the contract of the 1st and 2nd VLCC, the Barclays Bank loan arrangement through the contract, the supply of the VLCC design of Atlantic Barron, and the training of Hyundai Shipbuilding personnel at Scott Lithgow Shipyard in Scotland. Appledore has solved most of the obstacles in the Hyundai Heavy Industry.

In 1970 James Tisdale visited Korea at the invitation of Hun-chol Kim. A&P Appledore was founded in January 1971. Appledore made a contract with Hyundai in September 1971. Hyundai Shipbuilding & Heavy Industries held a groundbreaking ceremony for Ulsan Shipyard in March 1972.

Key words

Appledore, Hyundai, Shipyard, James Tisdale, Hun-chol Kim

Biography

Soon-hung Han is a professor emeritus of the graduate program of Ocean Systems Engineering of the Department of Mechanical Engineering (http://me.kaist.ac.kr) of KAIST (www.kaist.edu). He is leading the Intelligent CAD laboratory (http://icad.kaist.ac.kr) of KAIST, the STEP community of Korea (www.kstep.or.kr), ISO/TC184/SC4/JWG16 visualization of product data, and the Korea ICT Convergence Network (http://kicon.org/). His research interests include STEP (ISO standard for the exchange of product model data), VR for engineering design, and knowledge-based design systems. His domain of interests includes shipbuilding and automotive. More information can be found from his personal web page at https://sites.google.com/view/icadlab/home.

Experience in the Planning of Nuclear Propulsion Merchant Ships NS Savannah

Sung-kuk Kim (Mokpo National Maritime University)

Abstract

This paper provides a comprehensive overview of past experiences with nuclear-propelled commercial ships. With shipping contributing significantly to air pollution and increased limits on CO2, SOx, and NOx emissions, there's a need to explore clean marine propulsion options. Changes in regulations have resulted in the increase of fuel prices, which could impact shipping costs, profitability, and market volatility.

Nuclear power, particularly pressurized water reactors, remains the only confirmed emission-free energy source. It offers higher operational reliability than diesel engines, enhances ship design flexibility due to smaller volume, reduces operational costs, and allows greater operational flexibility. However, high initial investment, concerns about nuclear proliferation, and stringent nuclear standards necessitate a deep understanding of the nuclear domain and classified shore installations.

Out of approximately 700 naval nuclear reactors used globally for military purposes, around 200 are still operational. Pressurized water reactors have proven to be a safe, compact, and simple design and are the most successful model, making them appealing for merchant ships. Yet, the high capital costs, proliferation concerns, and strict nuclear standards that require inspection by nuclear authorities increase global costs and raise the issue of nuclear waste ownership.

Despite these disadvantages, several studies suggest that using nuclear energy for large merchant ships is, in principle, commercially viable. It is essential to review past experiences and understand their successes, drawbacks, and challenges before delving into nuclear energy use concepts further.

The paper discusses the nuclear-propelled ship NS Savannah, the first merchant ship powered by nuclear energy. Launched on July 21, 1959, it was built at a total cost of $46.9 million, including a $28.3 million nuclear reactor and fuel core. Savannah served as a test project for potential nuclear energy applications.

During its active career, Savannah traveled 450,000 nautical miles, visited 45 foreign and 32 domestic ports, and was visited by 1.4 million people as part of the Atoms for Peace project. It was decommissioned in 1971 and moored at Pier 13 of the Canton Marine Terminal in

Baltimore, Maryland in 2008.

Nuclear energy is a viable alternative for merchant ship propulsion and is theoretically economical for large, fast ships if low-cost architecture is used. However, the economic factor is what ultimately drives a project's continuation.

Key words
Nuclear energy, Savannah, CO2, energy, merchant ship

Biography
Sung-kuk Kim received Ph.D. in Economics from Sungkyunkwan University, Department of Trade Division of Maritime Transportation of Mokpo National Maritime University, Korea

The Hungnam Evacuation: American Sea Power in Action

Joshua Smith (U.S. Merchant Marine Academy)

Abstract

The Korean War came as an unsuspected and unwelcome surprise to the United States. Starting with a sudden attack on June 25, 1950, North Korean forces quickly overran almost all of the Korean peninsula, only to be thrown back by General Douglas MacArthur's amphibious landing at Incheon on September 15. United Nations forces rapidly advanced almost to the Chinese border, when the Chinese People's Volunteer Army attacked, sending the American, South Korean, and allied troops on a long retreat southward.Many of these U.N. forces evacuated through the port of Hungnam, along with tens of thousands of North Korean refugees fleeing communist persecution. At Hungnam the U.S. Navy and merchant marine evacuated them all while concentrated naval gunfire and aerial support kept back the communist forces. The United Nations forces loaded some 105,000 soldiers, 98,000 civilians, 17,500 vehicles, and 350,000 tons of supplies onto ships in Hungnam harbor in an astonishingly effective example of the utility of sea power.

What stands out in the Hungnam evacuation is the rescue of 14,000 Koreans on board the merchant ship SS Meredith Victory, Manned by civilian mariners under the command of Captain Leonard LaRue, the crew of this humble cargo vessel jammed thousands of Korean refugees on board, and even oversaw the birth of five babies in what is arguably the largest evacuation by a single ship in what many have deemed a "Christmas miracle." Even more remarkably, Captain LaRue a few years later became a Benedictine monk, and has recently been named by the Catholic Church as a candidate for canonization.

What are maritime historians to make of the Meredith Victory's remarkable rescue mission? The context is clearly the early Cold War. But what motivated the crew of the Meredith Victory? The answer lies in the peculiar nature of American sea power, which not only was uncontested after 1945 but possessed an abundance of shipping tonnage for both commercial and strategic purposes. Furthermore, the unionized crews of the American merchant fleet had a keen interest in advancing humanitarian goals ranging from racial desegregation to advocating for the independence of peoples from colonization. Evacuation of refugees from Communist aggression, the movement of Displaced Persons from Europe, and the delivery of food aid to starving regions was common for American merchant ships in the early Cold War and a matter of pride for American manners.

In sum, American sea power had long included the usual naval elements aimed at combat, the constabulary functions of protecting trade, and suppressing piracy and sea-borne slavery. However, for a time after World War II American sea power also made use of cargo ships to save human lives, making for a unique use of sea power, and one unanticipated by Alfred Thayer Mahan.

Key words
Hungnam, Korean War, Sea Power, Refugees, Cold War

Biography
Joshua M. Smith holds degrees from the University of St. Andrews, Maine Maritime Academy, East Carolina University, and the University of Maine. He is the author of Borderland Smuggling: Patriots, Loyalists, and Illicit Trade in the Northeast, 1783-1820, which won the John Lyman Award in American Maritime History in 2007, and edited Voyages: Documents in American Maritime History, 1492-Present, a two-volume sourcebook in maritime history created in conjunction with the National Maritime Historical Society. He has also written a monograph with a Canadian perspective entitled Battle for the Bay: The Naval War of 1812, published by the Gregg Centre for the Study of War and Society. His latest monograph is Making Maine: Statehood and the War of 1812, published in late 2022. His next project is a new consideration of American maritime history entitled Ships Made America. Smith lives on Long Island, where he is the Director of the American Merchant Marine Museum.

S. 2. 24. – TOWARDS A GLOBAL HISTORY OF MARITIME JURISDICTIONS (1500-1900) (2)

Moderator: Silvia Marzagalli
(Université Côte d'Azur)

Panel Abstract

In recent years, interdisciplinary scholarship has increasingly been paying attention to the role of jurisdictional expansion, as well as its legal and ideological underpinnings, by European empires between 1500 and 1900. While it is clear that Europeans claimed sovereignty, and subsequent jurisdiction, through maritime expansion, we still do not know much about A) how the European conceptualisation of sovereignty in Islamic and Asian maritime empires and B) how maritime jurisdiction was conceptualised, both by European, Islamic and Asian empires.

This panel will tackle the second question and compare how jurisdiction over maritime law (that is, private shipping and privateering as opposed to the more general Law of the Sea that was largely applicable to states) was conceptualised in legal thought and put to practice across Eurasian empires. In many places in Europe, for example, either Admiralty Courts or specialised courts were responsible for cases of maritime law, e.g. over liability, charters, freight, general average, marine insurance, or prizes: think for example of dedicated Admiralty Courts in the United Kingdom or in France, or the Chamber of Insurance and Averages and the Chamber of Maritime Affairs in seventeenth-century Amsterdam. For these courts, scholarship has fairly accurately determined where jurisdiction over cases of maritime law lay.

However, we do not know much about the ways in which maritime jurisdictions developed either in a colonial or non-European maritime settings, like the Chinese, Japanese, Ottoman, Maratha or Mughal empires. How were concepts like good prize conceptualized in these settings and were specialised courts for maritime law also set up in Asian empires, or did the European empires copy their home institutions to transplant them to a colonial setting? Who controlled jurisdiction over cases of maritime law, and why? And to what extent was the 'Western' distinction between maritime law and Law of the Sea also commonplace in non-European empires? Answering these questions through a panel of comparative case studies that juxtapose legal theory with the practice enables us to provide a long-term and comparative perspectives. This panel complements the comparative three-part panel on sovereignty (proposed by Cátia Antunes and Ronald Po) and so enables us to assess in greater depth comparative questions regarding sovereignty and jurisdictions in maritime empires.

- Moderator : Silvia Marzagalli (Université Côte d'Azur)
- Jeppe Mullich (City University of London, United Kingdom) The Everyday Practice of Maritime Legal Order in the Caribbean
- Michael Talbot (University of Greenwich, United Kingdom) "Zeyd Broke His Agreement": Some Theory and Practice of Ottoman Maritime Jurisdiction in the Eighteenth Century

The Everyday Practice of Maritime Legal Order in the Caribbean

Jeppe Mullich (City University of London, United Kingdom)

Abstract

This paper analyses the practices of Caribbean prize courts at the turn of the nineteenth century, in order to better understand the dynamics of these peculiar legal institutions on the ground in one of the most volatile inter-imperial maritime spaces of the period. The focus is on prize law as an inter-imperial legal regime, the daily operation of the courts, the relationship between different regional courts (within and between empires), and, importantly, on their role within wider Caribbean networks. The article asks how knowledge about these courts was shared within the trans- imperial networks of the region. Court shopping was a common practice and claimants would often go out of their way to take captures or cases to specific courts, either within a single empire or even in a different imperial jurisdiction, but how did potential claimants come to be so familiar with the characteristics of individual administrations and magistrates? And how did they disseminate this information?

The story of Caribbean prize courts is the story of maritime order-making at different, sometimes clashing, levels. While the legal regime around prizes can be seen as an ordering mechanism for interactions between empires, the Caribbean saw its own order-building project driven less by decision-makers in faraway metropoles and more by individual actors within the region, equally likely to exploit, support, or circumvent the legal mechanisms set up by officials. These regional groups were especially likely to act against the prize regime when it posed a challenge to the sanctity of their private property, be it goods or enslaved people. Using this lens of legal ordering, the paper then considers how the Caribbean as a legal maritime space compared to other world regions at the time.

Key words

Caribbean, Prize Law, Nineteenth Century, Empire, Jurisdictions

Biography

Jeppe Mullich is a senior lecturer in Modern History in the Department of International Politics at City, University of London. He works on law and empire in global history, with a geographic focus on the Caribbean and the Asia-Pacific region across the long nineteenth century. His first book is titled In a Sea of Empires: Networks and Crossings in the Revolutionary Caribbean, published by Cambridge in 2020. He is currently editing a special issue on legal order and oceanic history and is researching his next book, on colonization and legal experimentation in the nineteenth century Pacific.

"Zeyd Broke His Agreement": Some Theory and Practice of Ottoman Maritime Jurisdiction in the Eighteenth Century

Michael Talbot (University of Greenwich, United Kingdom)

Abstract

The late seventeenth and eighteenth centuries saw the Ottoman Empire make clear attempts to articulate maritime jurisdiction, especially in the Eastern Mediterranean. This stemmed from a shift in imperial policy from expansion to consolidation, but also from a significant increase in both domestic and international maritime traffic. Far from being theoretical articulations of legal sovereignty, the Ottoman state was frequently tested by cases involving piracy and privateering that required the involvement of legal authorities. In a cosmopolitan sea that saw Ottoman Muslims, subject non-Muslims (zimmi), protected foreigners (müste'min), and outright enemies (harbi) sharing the same space, multiple potential jurisdictions were at play on the open waters. However, the Ottoman legal system was itself a mix of systems: the şeri'at, the Ottoman state's version of Islamic law based on the Hanafi school of jurisprudence; the kanun, the sultan's royal law; and the 'ahdname-i hümayun, the imperial capitulations that governed foreign trade and relations.

These three separate but interlocking legal systems created maritime jurisdiction that applied to both Ottoman and foreign subjects, articulating maritime sovereignty (or "maritoriality") and delineating legal authorities. This paper will bring together legal opinions of senior Islamic jurists, imperial decrees, and commercial treaties to examine the key concepts and concerns for the Ottoman state around maritime jurisdiction in the eighteenth century. What should be done, and by whom, if a freighter changes the charterparty in the middle of a journey, or an Ottoman subject is found among a pirate crew, or the ships of a friendly state seize Ottoman goods on board a ship of one of their enemies? This paper will examine legal theory and examples from legal documents related to specific cases to consider the role of Ottoman judges in helping to regulate and enforce – and articulate – Ottoman maritime jurisdiction in the Eastern Mediterranean in practice.

Key words

Maritime Law, Jurisdiction, Ottoman Empire, Early Modern Period, Sovereignty

Biography

Dr. Michael Talbot is Associate Professor in the History of the Ottoman Empire and Modern Middle East at the University of Greenwich, UK. His research explores Ottoman history in a

global context through Ottoman relations with other societies, including through encounters at sea. He has published on Ottoman-British relations, Ottoman Algiers, Ottomans and Southeast Asia, and Ottoman concepts and practices of maritime sovereignty.

S. 2. 45. – GENDER IN PREMODERN ASIAN RELATIONS AND OCEANIC CIRCULATIONS

Moderator: Susan Broomhall
(Lund University)

Panel Abstract

Across the oceans of East Asia during the premodern era, objects, people and ideas travelled: local forms of mobility also increased global connectivity. However, neither the local nor the global forms of mobility have been thoroughly grounded in a frame of gender dynamics, which this panel proposes. The different papers delve deep into various forms of mobility – social and spatial, coerced and voluntary, emotional and economic. The combination of them paves the ground for analyses that cuts across seas, national boundaries, and centuries.

This panel thus intends to promote a cross-fertilization of maritime, gender and mobility studies. Not only might that bring new light to the inner and local workings of premodern circulations, as well as innovative ways to work with theories and methods of gender analysis within maritime history, it could help shed light on in which ways studies of East Asia in particular can inform these new research directions.

After an initial framing on gendering Asian maritime history by prof. Hellman, the panel consists of four papers, followed by the Q&A.

- Moderator : Susan Broomhall (Lund University)
  - Si-Yen Fei (University of Pennsylvania) Wang Cuiqiao: A maritime tale of capture and trafficking
  - Susan Broomhall (Australian Catholic University) Circulating Women's Stories in Japanese Lacquerware
  - Lúcio de Sousa (Tokyo University of Foreign Studies) Gender Dynamics during the Imjin War (1592-98)

Circulating Women's Stories in Japanese Lacquerware

Susan Broomhall (Australian Catholic University)

Abstract

This presentation explores women's stories embedded in Japanese lacquerware circulated by the Dutch East India Company. These 'stories' include both the fictional characters depicted and the historical individuals who were the clients of these works, whose lives and afterlives, I argue, intersected through these circulating objects.

Key words

Women, gender, Dutch East India Company

Biography

Susan Broomhall is a scholar of women and gender in the early modern world and its legacies. Recent publications include Evangelizing Korean Women and Gender in the Early Modern World: The Power of Body and Text (ARC Humanities Press, 2023) and is Encounter, transformation and agency in a connected world: Narratives of Korean Women, 1550-1700 (Routledge, 2023).

S. 3. 11. – CONTENT AND GLOBALIZATION OF LOCAL MARINE CULTURAL RESOURCES: FOCUSING ON MARINE CULTURAL RESOURCES IN POHANG

Moderator: U-je Jo
(Andong National University)
and Dong-han Kim
(Andong National University)
Proposer: Gap-yeon Jeong
(Andong National University)

Panel Abstract

Marine cultural resources can be said to be elements that constitute marine culture and various objects of marine culture. In addition, within the category of marine cultural resources, it includes all contemporary assets such as marine-related technology and architecture, facilities and spaces, festivals and events, and even content industry materials. Gyeongsangbuk-do, South Korea, can be said to be the main body of maritime culture, preserving and passing down abundant maritime cultural resources from the past to the present, but it has not been the subject of full-scale research until now. In particular, the lifestyle of fishing villages in Pohang, Gyeongsangbuk-do is changing significantly due to changes in population composition and industrial structure, changes in the marine ecosystem, and advancements in science and technology, and traditional customs and culture are gradually disappearing accordingly. Therefore, the purpose of this session is to suggest directions for discovering marine cultural resources and developing content to promote the marine cultural industry in Pohang, Gyeongsangbuk-do. In other words, this session aims to break away from the existing framework of interdisciplinary research that focuses on the historicity or conservation value of marine cultural resources in Pohang, Gyeongsangbuk-do and prepare a popularization plan that can spread pro-marine culture through the content of marine cultural resources.

- Moderator : U-je Jo (Andong National University)
  Dong-han Kim (Andong National University)
- Proposer : Gap-yeon Jeong (Andong National University)

  - Sung-kun Jeon (Andong National University) The Living Conditions, Traditional Culture, and Person's Pattern of Pohang
  - Don-seung Choi (Andong National University) Limitations and Possibilities of Local Ports: Focusing on the Case of Yeongil Port
  - Jong-hyun Sung (Andong National University) A Case Study on the Development and Utilization of Marine Culture Contents: Focusing on Marine Character IP

The Living Conditions, Traditional Culture, and Person's Pattern of Pohang

Sung-kun Jeon (Andong National University)

Abstract

This article aims to examine the physiology and culture of Pohang from a pre-modern perspective. In particular, Pohang's Janggi and Deokdong are places that connect the pre-modern and modern times in that they have traces of pre-modern traditional culture. Pohang's Janggi was the home of low-class fishermen and a place of exile for politicians, while Deokdong was a kind of villa where the high-class Yeoju lee family's farm was located. This is the reason for examining the physiology and culture of Janggi and Deokdong, two regions of Pohang, as a space to compare the physiology and culture of the coast and inland.

Janggi is also a place visited by Joseon's representative intellectuals and politicians, including Song Si-yeol (1607-1689) and Jeong Yak-yong (1762-1836). In this article, we examine the physiology and culture of janggi in the pre-modern coastal culture area through Jeong Yak-yong's perspective, while comparing and reviewing the physiology and culture of Deokdong through the Yeoju Lee family who settled in Deokdong and was designated as a cultural village. In order to forecast Pohang's future value, it is necessary to first evaluate Pohang's present and organize Pohang's past history and traditional culture to secure traditional cultural content or historical cultural content for future value.

Key words

Pohang, Living Condition, Traditional Culture, Person's Pattern, Jeong Yak-yong

Biography

Associate Professor, Department of Media, Culture and Communication, Andong National University
Director of Toegye Research Institute in Andong National University
Master's and Doctorate in Philosophy from Korea University

Limitations and Possibilities of Local Ports: Focusing on the Case of Yeongil Port

Don-seung Choi (Andong National University)

Abstract

Currently, South Korea is experiencing a local extinction crisis due to concentration in the metropolitan area. These socioeconomic changes are hindering the revitalization of ports located far from the metropolitan area or large cities. In particular, it can be said that local ports face greater difficulties than hub ports. This study presented plans to secure sustainability of Yeongil Port, one of Korea's local ports through using AHP(Analytic Hierarchy Process).

Key words

Local port, Sustainability, Local extinction crisis, South Korea, AHP

Biography

Don-seung Choi is currently an Associate Professor of International Trade, Director of Regional Development Institute at the Andong National University in South Korea.

A Case Study on the Development and Utilization of Marine Culture Contents: Focusing on Marine Character IP

Jong-hyun Sung (Andong National University)

Abstract

The purpose of this study is to analyze the economic, educational, and cultural importance of marine cultural content and character IP, and to explore in depth various cases for modern use. To this end, the study was conducted through literature review and expert interviews based on existing research and data. In particular, we developed creative characters and stories with the theme of the sea and explored ways to use them to license character IP and build intellectual property rights. The research results provide important basic data for the development and management of marine cultural content by evaluating the commercial utility potential of content with maritime culture motifs and suggesting strategies that can be applied in practice. It is expected that this will not only promote the use of marine cultural content, but also promote the development of a sustainable cultural industry. The development plan presented in this study will provide practical help in the systematic development and effective management of marine cultural content in the future.

Key words

Marine Cultural Content, Character IP, Licensing, Cultural Industry, Content Industry

Biography

He is a professor in the Department of Media, Culture and Communication at Andong National University. He researches and teaches content industry and local cultural content. He has worked in cultural content fields such as the Gyeongbuk Content Promotion Agency, Gyeongbuk Film Commission, Andong Video Media Center, and Underwater Video Research Institute, and serves as the head of the Glocal university project group Center and vice president of the Marine Culture Research.

S. 3. 34. – ISLAND, PRELUDE TO THE GLOBAL CONNECTION ERA

Moderator: Yang-ho Woo
(Korea Maritime & Ocean University)

Panel Abstract

Selection of session topics as a global island research institute that opens the future of the island, Prelude to the Global Connection Era.

- Moderator : Yang-ho Woo (Korea Maritime & Ocean University)
  - Seong-ho Park (Korea Ialand Development Institute) Joseon Foreign Trade Utilizing Tsushima-Focusing on the case of a 17th-century Joseon Tongsinsa(回答兼刷還使)-
  - Tae-gyeam Lee (Korea Ialand Development Institute) The Island's Potential as a Remote Work place- Focus on Mobility and Connectivity
  - Jae-ho Kim (Korea Ialand Development Institute) Smart Island

S. 3. 75. – IMPERIALISM AND COLONIALISM
Moderator: Wim de Winter
(Catholic University of Leuven)

Enshrining a Japanese Destroyer in a Taiwanese Fishing Village: Memory Making and Divine Oceans in Modern East Asia

Christopher Lee (Columbia University)

Abstract

This paper aims to delve into the 1946 enshrinement of the Japanese destroyer Yomogi in the Baoan Temple in Taiwan, with a focus on the Pacific Ocean as a transnational space where memories between Japan and Taiwan transcended linguistic barriers, finding common ground in the sea and the vessels navigating it. By examining the disparities between historical records and temple narratives, we aim to uncover the intricacies surrounding the memory of Taiwan's status as a Japanese colony from 1895 to 1945. Originally located in a southern Taiwanese fishing village, Baoan Temple features a handcrafted model of an enshrined Japanese warship added in 1991. Above the model, a plaque reads in golden lettering, "神艦" ("Divine Ship"). However, this model bears little similarity to the actual Japanese destroyer it is intended to depict. With a flush deck, a severely foreshortened profile, and an enlarged superstructure reminiscent of a fishing boat rather than a warship, the model is not wholly accurate. Yet, it exudes deep veneration and possesses a dissonance that captures the distorted nature of postcolonial memory making within the cocoon of postwar amnesia and emerging mutual unintelligibility, coinciding with Taiwan's shift from Japanese to Mandarin as the majority language.

The nostalgia felt by southern Taiwanese fishermen for a defunct Japanese order stems from the memory of a shared maritime space established by the prewar cult of the Japanese navy, which arbitrated a deeply affective and sacred order that positioned Japan as a maritime nation in the heart of the Pacific Ocean. From 1905 to 1945, Japanese warships became symbols of imperial authority, protagonists of mass print graphics, and venues for Shinto veneration. As the Japanese fleet transported the monarchy and royal delegations to Taiwanese ports on ritual visits starting in 1923, it reoriented the Pacific Ocean as a site of connectivity between the colonial mainland and the periphery. Although the physical presence of Japanese warships among Taiwanese islands ceased with the end of the Pacific War in 1945, it left behind fragments of affinity with the Japanese mainland. Taiwanese nationals internalized this glorification of the navy, with intellectuals like Ye Shengji associating warships with aesthetic ideals. However, these memory narratives risk crossing into revisionism as the human costs of the Japanese-Taiwanese hierarchical maritime order are forgotten in favor of sacred veneration. Notably, no similar memorial exists to remember the 212 Taiwanese navy volunteers who perished aboard the Japanese warship Gokoku Maru in 1944.

This paper will expand on scholarship about Japanese navy institutions (Schencking 2005) by examining their personal and affective dimensions and exploring the consequences of imperial rituals (Fujitani 1996) not only on prewar Japanese attitudes but also on postwar Taiwanese identification with the ocean. By adding a maritime dimension to the scholarship about the Taiwanese-Japanese colonial relationship, the paper will delve into East Asian memories of the sea as a historical entity through Baoan Temple and the Yomogi, exploring their relationships with the sea and perceptions over the sacrosanctity and sovereignty of the Pacific Ocean.

Key words
Navy, Temple, Fishing, Taiwan, Japan

Biography
Christopher Lee is pursuing a Master's degree in East Asian Languages and Cultures at Columbia University. He graduated from Emory University with a Bachelor's degree in History and a departmental award for the "Best Record in Non-Western History." Over the course of his time at Emory, Christopher Lee conducted academic research towards an honors thesis under the guidance of his professors, and contributed his research experience to National Chengchi University in Taipei over the summer of 2022. Christopher is particularly interested in East Asian maritime politics and history, and his current research focuses on 20th century constructions of naval weaponry as symbols of modernity, glory, beauty, and fear in East Asia. His next steps are to examine 20th century cooperation between navy institutions and fishermen as "defensive fishing" in order to contextualize modern maritime disputes.

The Dublin Castle and the Royal Navy in the Long Eighteenth Century

Kayoko Yukimura (Osaka Sangyo University)

Abstract

In early modern history of Ireland, 'the Dublin Castle' means the colonial government at the capital city of Ireland under control of the English/British government in London. As an important player in the Anglo-Irish relationship, this government has been well-researched in Irish/British political, social, and cultural history. On the other hand, although the Dublin Castle was also one of the important players in naval/maritime affairs in Irish waters, much remains obscure as to its connection with the Royal Navy. As an Irish historian, Patrick Walsh pointed out in his study in 2016, better understanding of the relationship between Ireland and the Royal Navy is essential to comprehend Britain and Ireland as an early modern composite state [cf. Patrick Walsh, 'Ireland and the Royal Navy in the Eighteenth Century' in The Royal Navy and the British Atlantic World, c. 1750-1820, edited by John McAleer and Christer Petley, 51-76 (London: Palgrave Macmillan, 2016)].

To answer this question, this paper examines the Admiralty papers of the National Archives, UK [ADM1/3988-91 (1691-1806)], and attempts to illuminate a history of the Dublin Castle from naval/maritime aspect that has been overlooked by historians. Firstly, this paper explains the role of 'the Dublin Castle' in the long-eighteenth-century Britain and its dependencies. Then it discusses how the Admiralty documents in UK can depict the Dublin government in negotiation with the Royal Navy on naval/maritime matters.

The findings in this case study will reveal how the head of the Dublin Castle in the long-eighteenth century —the Lord Lieutenant of Ireland and his deputies—sought what they thought as 'the Irish interests' in English/British naval/maritime policies. At the same time, it will shed new light on what the Royal Navy expected the Dublin government in the period when the English/British empire was expanding globally over the sea.

Key words

Ireland, British History, Royal Navy, Commercial History

Biography

Kayoko Yukimura is a Japanese researcher of early modern Irish history. Currently she teaches socio-economic history as an associate professor at the Faculty of Economics, Osaka Sangyo University, Japan. Her main research interest is the relationship between Ireland and the Royal Navy during the Second Hundred Years' war (1689-1815). Her Ph. D. project ana-

lysed the Irish aspects of British maritime wars from 1692 to 1713, and she earned Ph. D. from the University of Dublin by a dissertation, 'The Impact on Ireland of French Maritime Warfare, 1692-1713.' During her postdoctoral career in Japan, she develops research on a naval yard in Ireland as well as on the protection of trade in Irish waters. This study earned papers such as 'The Defence of British Trade in the Northern Irish Sea, 1692-1748' [8th IMEHA International Congress of Maritime History History (University of Porto, Porto, Portugal), 28 June-2 July 2022 (30 June 2022)].

Captain D. Porter, the first American imperialist in the history of the US Navy

Mi-lim Ryoo (Korea Maritime & Ocean University)

Abstract

The late 19th century, particularly the events surrounding the Spanish-American War in 1898, is by and large regarded as the beginning of American imperialism. However, it is also argued that Captain (later Commodore) David Porter, a U.S. Navy officer, can be cited as the first American imperialist because of his annexation of the Marquesas in 1813, although the U.S. government never took possession of it. This paper examines the ways in which Captain Porter extended imperial power over the Indian tribes of the Marquesas during the War of 1812, which earned him the title. To this end, we analyze Porter's journal entitled Journal of a Cruise Made to the Pacific Ocean in the Years 1812, 1813, and 1814,in which he documented his experiences while commanding the frigate USS Essex during the War of 1812. In the Journal, we particularly focus on his interactions with indigenous people and military actions in the South Pacific islands. For the analysis, we use a corpus-based discourse analysis method, utilizing a multiplatfom text analyzer, AntConc, 4.2.0.

Key words

Captain D. Porter, American Imperialism, the War of 1812, Indian tribes, Marquesas

Biography

Mi-lim Ryoo is a Professor of English at Korea Maritime & Ocean University. Her research interests encompass English for Specific Purposes (ESP), Language contact, Second Language Acquisition, Learner Writing, and Corpus Linguistics.

S. 3. 72. – PIRACY, PRIVATEER
Moderator: Mariana Boscariol
(Universidade NOVA de Lisboa)

Security against Piracy in the Western Indian Ocean, c. 1690–1710: Discussion among the Mughals and the East India Companies

Shinsaku Kato (Institute for Languages and Cultures of Asia and Africa, Tokyo University of Foreign Studies)

Abstract

During the 1690s to the 1700s, European pirates vigorously attacked and plundered ships sailing in the western Indian Ocean, causing damage particularly to merchants from Surat, a port city in the Mughal Empire. Thus, those piracies brought about disputes between the Mughals and the English, Dutch, and French East India Companies over the responsibility for the damage caused by piracy. By analyzing this dispute, this paper examine the respective claims of the Mughal authorities and the East India Companies — particularly the English and the Dutch — regarding the security of maritime traffic. It also explains the measures taken to ensure security of navigation and the result of them.

The Mughal authorities asked each of the East India Companies to provide convoys for the voyage of local ships. In addition, the former claimed that, if the local ships were to encounter piracy, the Companies search for the pirates, and arrest and take them to Surat, or they compensate the merchants for the damage caused by piracy if they could not find the culprits. Behind these claims was the recognition that each of the East India Companies had previously promised the Mughal authorities to take responsibility for merchant property plundered at sea. Moreover, the Mughal authorities had a logic that the East India Companies should take responsibility for security of navigation in return to the security they enjoyed in land transportation, ensured by the Mughal authorities. In response, the East India Companies refused to accept responsibility for acts of piracy, arguing that there was no such custom that someone should respond in damages caused by piracy in maritime transportation.

After the negotiation, the East India Companies accepted the claims made by the Mughal authorities, and provided convoy ships. Furthermore, the areas that respective East India Companies should be responsible for security were stipulated. Thus, a security regime for maritime traffic based on convoy system was introduced. However, this convoy system ended in failure. Under the convoy system, the limit of the Company's responsibility for damage caused by piracy was not clearly defined. Therefore, even when a merchant ship sailing without convoy suffered damage, the East India Companies were required to compensate for the damage. In response to this situation, the Dutch East India Company dispatched a fleet to

Surat, blockaded the port, and put pressure on the Mughal authorities to abolish the convoy system. The latter accepted this request and the convoy system was abolished. As a result, the attempts to create a frame of maritime security in the Western Indian Ocean ended in failure.

Key words
Maritime Security, Western Indian Ocean, the East India Companies, the Mughal Empire, Piracy

Biography
Shinsaku Kato is Research Associate at Research Institute for Languages and Cultures of Asia and Africa, Tokyo University of Foreign Studies. He is the author of the articles, 'The Dutch East India Company in the Port City of Surat on the West Coast of India in the Eighteenth Century' (Acta Asiatica: Bulletin of the Institute of Eastern Culture, 122, 2022) , 'The Dutch East India Company and Its Privilege in Mughal Gujarat' (Proceedings of the Indian History Congress, 79, 2019). His current research topics are legal encounters between the East India Companies and people in the Mughal empire, and maritime security for the navigation from Mughal India.

Escorted Convoys or 'Caravels for Fleeing'? Protection of Portuguese Merchant Shipping against Dutch Privateering in Asia and in the Atlantic in the Seventeenth Century

André Murteira (CHAM (FCSH, Universidade NOVA de Lisboa))

Abstract

Dutch privateering against Portuguese navigation in Asia was a regular activity during most of the two first thirds of the seventeenth century, most of it carried out by the famous Dutch East India Company, or VOC (Verenigde Oost-Indische Compagnie). This paper will attempt to compare this situation with the contemporary state of things in the Atlantic, where Portuguese navigation was also subjected to considerable pressure by privateers from the Netherlands, specially after the founding of the Dutch West India Company, or WIC (West-Indische Compagnie). The kind of shipping pursued by the Dutch in the two regions was similar: in both cases, the most common way to deal with privateering threats was not by investing in armed protection, but by using light ships designed to escape privateers, not to confront them (in the Atlantic, they were appropriately called caravelas de fugir, or "caravels for fleeing," literally). However, an important difference between the situations in the Atlantic and in Asia seems to have been the eventual ability of the Portuguese in the Atlantic to organize convoys of escorted merchant ships during a brief but crucial period, emulating the convoy system of the Spanish transatlantic navigation. In this, they succeed where the Portuguese in Asia had previously failed, when they tried to do something similar in the India-China-Japan route with galleon escorts. This paper will attempt to look at possible explanations for this difference, with attention to the larger context of protection of merchant shipping in the early modern period.

Key words

Portuguese Overseas Expansion, Dutch East India Company, Dutch West India Company, Privateering

Biography

André Murteira is a researcher at CHAM (FCSH, Universidade NOVA de Lisboa, Portugal). He is currently working on a research individual project titled "Ships and War: Dutch and Iberian War Fleets in the Dutch-Iberian Global Conflict (1600-1669)", funded by FCT – Ministério da Educação e Ciência (Portugal) (reference:2021.02332.CEECIND). He has an MA in history from the New University of Lisbon and his MA dissertation was the basis for

his published book A Carreira da Índia e o Corso Neerlandês, 1595–1625 (Lisbon: Tribuna da História, 2012). He has a PhD in history at the New University of Lisbon on the subject of Dutch privateering against Portuguese navigation in Asia (2016). He has published in journals such as Journal of Military History, Tijdschrift voor Zeegeschiedenis, Análise Social, and Anais de História de Além-Mar. He co-edited the book The First World Empire: Portugal, War and Military Revolution (London: Routledge, 2021).

The Blurred Identities of Japanese Pirates in the Globalization of East Asian Trade, 1540-1640

Maria Grazia Petrucci (Coquitlam College)

Abstract

Japanese pirates from the 13th to the 16th century played a significant role in trade expansion and control of maritime routes within Japanese shores, gulfs, and islands. As their power increased and they began to be backed by politically strong landed lords, they also expanded their activities overseas. This paper analyzes the activities of Japanese pirates in East Asian waters and harbors by looking at three main factors: the first factor regards the economic and political forces that dominated maritime East Asia; namely the Chinese tribute system of trade at a diplomatic level, and the carry on of private trade. The tension between these two trading systems, one that obeyed to the market laws of supply and demand, which increased drastically with the arrival of the Portuguese in Asia by 1511 and the diplomatic trade concerned only about national security raising trade prohibitions to foreigners, who were termed wrongly pirates. The second factor reveals the blurred identities of Japanese pirates. Here will be portrayed mainly certain clans and pirates of Kyushu as the main gateway to Japan from Asian countries, but other regions of Japan were also affected by the ephemeral dividing line between piratical and licit identities. Such was the case of a merchant who belonged to a mercantile association, while when in China pillaged villages to capture people to sell as slaves elsewhere in Asia. Other individuals were colluded with local power holders in Japan but working for Chosŏn Korea or the Ryukyuan ruler, having a sort of double status according to their occupations while also engaging in piratical activities. The third factor is an analysis of Japanese piracy during the Imjin wars (1592-98) which saw the largest participation of Japanese pirates abroad at the order of several daimyo and perceived as a wholesome fleet. This paper aims to illustrate by looking at the micro-histories of such individuals that engaged in piratical activities the fracture existing between mercantile trade and diplomacy, which translated at a political level between the decline of central government versus the rise of local elites, like in Ming China, and the rise of Japan undergoing a period of territorial unification.

Key words

Pirates, Japan, conflict, Identities, trade

Biography

Maria Grazia Petrucci has received her Doctoral Degree from the University of British Columbia, Vancouver BC, Canada. She specializes in Sino-Japanese History, focusing on 16th Century Japanese Piracy in Kyushu and on the trade relations between Portuguese and Japa-

nese Christians, and the consequent conversion of notable Japanese daimyō. She has been a researcher at the University of Kyushu, working on Northern Kyushu pirates and corsairs. She is currently teaching East, Southeast Asian and Maritime History at a College in the lower mainland in Vancouver. Since 2022 she has been participating in the translation of Japanese Medieval Diaries with scholars of Japan Past and Present. Since 2021 she has started to delve into the studies of classical Mongolian to read documents and conduct parallel research related to inner Asian history. Her current research focuses on the microhistory of 16th century Japanese piratical activities in Asia.

S. 3. 7. – WAVES OF OPPORTUNITY: MOVEMENT AND TECHNOLOGICAL DIALOGUE IN THE EARLY MODERN WORLD

Moderator: Rémi Dewière
(Northumbria University)
Proposer: Floris van Swet
(Northumbria University)

Panel Abstract

In the early modern period, the world was increasingly connected by unprecedented complex, long distance maritime networks. The innovations in naval technologies in armaments, sail, or ship design, coupled with the development in economic policy-making by European and non-European States, played a cardinal role into the development of trans-oceanic travels and in the reshaping of global politico-economic balances (Rommelse, 2011). This movement not only affected Western Europe, but also the rest of the world, through technological dialogue, processes of maintenance and repair, and technological adaptations to local maritime contexts. Many examples are found across early modern China, Ottoman empire, India, or Russia (Parker 1996, 112; Andrade 2016, 203; Ágoston 2005, 109).

The rapid expansion of maritime networks that stretched across the Pacific, the Atlantic, and the Indian Ocean, fostered the circulation of migrants skilled in seafaring, and naval engineering and building. Chinese migrants settled across South and Southeast Asia, Algerian and Greek naval specialists sailed in the Ottoman fleets, enslaved people worked on the shipyards, and skilled Europeans followed the expansion of maritime empires.

Such networks have been extensively shown to have been vital in the diffusion of technological knowledge across the globe during the period, especially in terms of naval cartography, ship building, seafaring and other economically and militarily important technologies. However, migrant skill and agency, through which technological dialogue was actually able to take place, is often less visible and has therefore been understudied. Rather than privileging economic output, 'innovation,' and institutional interests, the papers in this panel will examine how migrants moved, and how they were able to disseminate their knowledge and adapt their skills to new environments. By bringing together case studies from multiple contexts, this panel will therefore bring to the fore the intricate processes by which migrants facilitated technological dialogue in the early modern maritime worlds.

The panel will ask questions such as: how did the expansion of maritime networks in the early modern world facilitate the transfer of maritime technical knowledge and skill? What roles did migrants (both free and unfree) play in such processes? How can the embodied skills and agency of migrants be salvaged, and reinscribed into histories of early modern maritime connectivity?

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- Moderator : Rémi Dewière (Northumbria University)
- Proposer: Floris van Swet (Northumbria University)

  - Peter Shapinsky (University of Illinois) Robes, Rutters, and Raiders: Navigation and Cultural Exchange Among Japanese Pirates, c. 1400–1600

  - Graham Kerr (University of Reading/Royal Navy) The King's Caulkers & Carpenters: Enslaved Apprentices in Royal Navy Yards, 1730-1840

  - Gül Sen (Bonn University) Mediterranean Connectivities: War Captivity, Maritime Skills and Unfree Labor in the Early Modern Ottoman Navy

  - Manuel Lomas Cortez (University of Valencia) Migrant Presence in Spanish Naval Logistics in the Early Modern Mediterranean

S. 3. 10. – MARCOMO, FRENCH MERCHANT MARINES GOING GLOBAL

Moderator: Thomas Vaisset
(University of Le Havre Normandie)

Panel Abstract

French Merchant Marines during the 19th and 20th is a rather unexplored subject in the historiography. It is even more blatant when addressing the developments of shipping lines and the commercial movements of the vessels. Beyond the structure of the companies, these topics have often been swept away. MarCoMo proposes a digital evolution, putting forward maritime companies' archives and creating tools to highlight and better explore the data they contain.

MarCoMo is a three-year project (2022-2025), funded by Région Normandie (France), and led by Le Havre-Normandie University, EM Normandie, and French Lines & Compagnies. Resolutely anchored in Digital Humanities, the programme aims to digitise the ship logs kept among the 5 km of archives at the EPCC French Lines & Compagnies. It represents tens of thousands of logs retracing the routes of France's major shipping lines from the 1850s to the 1970s. It is a collection of global scope, covering mainly the Messageries Maritimes and its lines to Asia, Africa, Oceania and South America, and the Compagnie Générale Transatlantique, with its famous liners such as Normandie or Ile-de-France. The digitised log books will soon be available online for anyone to read and explore their precious data: schedule, events on board, everyday life of crew and passengers, injuries or disease, cargo, coal consumption, or even the organisation of the calls.

To trace back the place of France in Late Modern globalisation, from the formation of its second colonial empire to its actual rank in international trade, MarCoMo also proposes an ambitious database which would, on one side, list every French merchant steamship and their characteristics, and, on the other side, follow their movement according to the log books. It offers a better comprehension of maritime companies' evolution, it helps to quantify interconnections between ports, and to visualize commercial flows, from local to global. MarCoMo also explores future developments such as OCR and HTR for the digitised archives, which could lead to the automation of entries in the database, as well as contribute to global research in Digital Humanities.

The proposed panel would contain a liminary talk to introduce the critical issues of the project ("French Merchant Marines and Globalisation - 1850-1970"), followed by a presentation of the sources ("A new light shed on the archives of French Lines & Compagnies"), assorted of case studies. Then the Digitial part would come with an account of the database ("Ship logs: when micro history goes global") and, at last, an opening to "Open Digitisation for a transnational maritime connection". This panel would be the very first presentation of MarCoMo's results to the scientific community, the database and the digitisation being released to the public in May 2024.

More information: https://steamer.hypotheses.org/category/marcomo-eng

- Moderator : Thomas Vaisset (University of Le Havre Normandie)
  - François Drémeaux (University of Angers - California State University, Sacramento) A new light shed on the archives of French Lines & Compagnies
  - Erwan Jacomino (University of Le Havre-Normandie) Ship logs: when micro history goes global
  - Océane Brebrion (University of Angers) Open Digitisation for a transnational maritime connection

A New Light Shed on the Archives of French Lines & Compagnies

François Drémeaux (University of Angers)

Abstract

This presentation focuses into the rich archival resources, collections and iconography of French Lines & Compagnies, shedding new light on the historical records of France's major maritime companies. The archives, stretching over 5 kilometers, contain invaluable ship logs that chronicle the voyages of French merchant marines from the 19th to the 20th century.

The talk will highlight the significance of these documents, which provide detailed accounts of ship schedules, onboard events, crew and passenger life, and cargo details. The logs from renowned liners such as the Normandie and Ile-de-France, and from key shipping lines to Asia, Africa, Oceania, and South America, are particularly noteworthy. They offer a vivid glimpse into the operational and commercial dynamics of the era.

The presentation will showcase some fascinating case studies uncovered in French lines & Compagnies's documents, illustrating how these records can transform our understanding of maritime history and the broader economic and social contexts of the time. It also paves the way to explore the vastness of the center's collections and the myriads of subjects it touches.

Key words

Digital Humanities, French Merchant Marine, Globalization, Imperialism, Liners

Biography

François Drémeaux is a Postdoctoral Fellow in Late Modern History at the University of Angers and the California State University, Sacramento (CSUS). He is affiliated to IDEES-Le Havre (UMR 6266) and Visiting Assistant Professor at the University of Hong Kong (HKU). His research focuses on social history of the merchant marine and on imperial networks. He published La France et les Français à Hong Kong (1918-1941), (PUR, 2022 – English version with HKU Press soon). He is involved in the engineering of MarCoMo project (Merchant marines at the heart of globalisations). Recipient of a European Marie Skłodowska-Curie Actions fellowship with a grant entitled SHIPPAN (Shipping Pandemics - 2023-2026), he is currently exploring health issues on board Ocean Liners at California State University, Sacramento (CSUS).

Ship Logs: When Micro History Goes Global

Erwan Jacomino (University of Le Havre-Normandie)

Abstract

The final presentation in the panel shifts the focus to the transformative potential of digitised ship logs in advancing historical research, and addresses the future directions and broader implications of the MarCoMo project. By examining the informations captured in these logs, the MarCoMo team aims to construct a comprehensive database that details the characteristics and movements of French merchant steamships.

The database will facilitate the tracking of ships' routes, cargo, and other vital data, providing a granular view of maritime operations. This approach allows for the visualization of commercial flows and inter-port connections on both local and global scales, offering new insights into the evolution of maritime companies and their role in international trade.

The presentation will explore the construction and infrastructure of such database and. It will also tell how this micro-historical data, when aggregated and analyzed, can contribute to broader historical narratives. The discussion will include examples of which tools will can be made out of this database, how researchers can leverage it and potential developments such as the automation of data entry from the digitised logs.

To conclude the panel, the team will outline potential future developments and partnerships, and explore the ways to make maritime history more accessible and comprehensible to a wide audience.

Key words

Digital Humanities, French Merchant Marine, Globalization, Imperialism, Liners

Biography

Erwan Jacomino is a Project Engineer in Maritime History at IDEES-Le Havre (UMR 6266). He graduated with a Master's degree in Underwater and Maritime Archaeology (MoMarch) in 2017 at Aix-Marseille Université. After his master's dissertation on Early and Late modern swivel guns, he worked as a Project Engineer on the Cordelière and Regent's project led by the DRASSM. The main objectives were to find written sources on the clash between the two famous ships to locate them on the field. After brief research on the Late modern warship Destruction, he settled in the MarCoMo programme in 2022. He is now focusing on Merchant Marine and Digital Humanities (database design, digital protocols, archive engineering…).

Open Digitisation for a Transnational Maritime Connection

Océane Brebrion (University of Angers)

Abstract

The presentation will discuss the process of digitising the logbooks and the challenges involved in preserving their integrity while making them accessible to researchers and the public. It will explore the iterative processes and constraints that led to the actual working methods and protocols. It will also discuss the future integration of innovative technologies such as Optical Character Recognition (OCR) and Handwritten Text Recognition (HTR).

This presentation will also demonstrate how these methods and technologies can enhance the accessibility and usability of maritime archives, from metadata to transcriptions. It will also consider the implications for international research collaborations, suggesting ways in which MarCoMo's open-access approach can support a global population of maritime historians and other scholars.

The talk will conclude with the actual limits, objectives and developments of digitization. It will end on an invitation to the international research community to engage with the project's resources and contribute to its ongoing development.

Key words

Digital Humanities, French Merchant Marine, Globalization, Imperialism, Liners

Biography

Océane Brebion is a Project Engineer in Maritime History at IDEES-Le Havre (UMR 6266). She has recently completed a Master's degree in Historical research practices at the University of Angers. After having worked on the food culture of French crews aboard long courses travel during the 17th century during the first year of her Master's degree, she focused on understanding the identity of these crews through their food culture. She now specialises in Digital Humanities through the MarCoMo programme.

S. 3. 64. – MARITIME HISTORY RECONSTRUCTION THROUGH ARCHAEOLOGICAL IMAGINATION

Moderator: Emilie Wellfelt
(Lund University)

Cry "Timber!": Archaeological Perspectives on Shifting Maritime Landscapes as Seen Through the Colonial Ports of Northern Virginia

Chelsea Cohen (University of Pennsylvania)

Abstract

Past peoples' relationships between land and sea were often fluid, connected both by the mixed media of land and water and relational knowledge of how these scapes interacted and impacted one another. During the British contact and colonial periods in the North American Atlantic, existing Indigenous knowledge changed under an imposed colonial land/water binary. So too, though, did such knowledge fundamentally augment how colonizers interacted with this new environment. Forest spaces became nexuses of this exchange, simultaneously serving as anthropogenic spaces for food and raw materials in an amphibious capacity while being commodified by British settler-colonists for discrete terrestrial and maritime building projects, particularly shipbuilding and waterfront infrastructure. The colonial port cities of North America offer unique perspectives on how oceans and rivers exercised agency to change early modern built environments. Settler-colonists in the North American Atlantic came into an environment already marked by extensive Indigenous knowledge that did not hold land and water in oppositional binary. The development of colonial ports thus became hydrosocial projects, allowing for ship anchorage in the deep channel and warehousing of goods and raw materials, while simultaneously seeking to exercise control over water by dictating where it can and cannot flow and even more fundamentally where it can and cannot exist. Groundwater did not stop flowing below these urban waterfront spaces such as quays and wharves, though, and waterfronts continued to be water even as land was built atop it. Archaeological excavations of these port sites consistently demonstrate the considerable labor and environmental resources necessary to build and maintain the wharves, docks, quays, and shipyards that enabled maritime activities across empires. Drawing from the theoretical framework of amphibious anthropology and Abu-Lughod's recontextualization of European hegemony, this paper uses the archaeology of overwater and waterfront infrastructure in the Middle Atlantic to question how the built environment was controlled by waterways and how it sought to control them and by proxy the people on these watery scapes. Through comparative archaeological data including environmental palynology, archival records, and excavation of these overwater structures, it endeavors to recover the changes to the physical landscapes and seascapes that facilitated urban growth in the region. In so doing, it also explores the relationship between the colonial metropole, the mediating port, and the rural hinterlands connected by and developed to facilitate overwater trade. In viewing these spaces through lenses of landscape change and environmental modeling as seen in both the palyno-

logical and archival record, a clear relationship develops between terrestrial timbering, port urbanization, and the formalization and extensification of naval architecture and maritime trade in the British colonial world.

Key words
18th century, archaeology, British Empire, ports, urban studies

Biography
Chelsea M. Cohen started at the University of Pennsylvania as a Ph.D. student in the Department of Anthropology after graduating with a BA in Anthropology from DePaul University and an MS in Maritime Archaeology and Conservation from Texas A&M. Her archaeological research focuses on the relationship between early contact period land management and British colonial maritime culture. Trained as both a terrestrial and maritime archaeologist, she uses a combination of terrestrial and underwater methods to connect the land and sea, emphasizing diachronic shifts in maritime cultural identities and contemporary approaches to colonial maritime heritage.

US Philanthropies and International Maritime History: Archival Records at the Rockefeller Archive Center

Lee Hiltzik (Rockefeller Archive Center)

Abstract
The Rockefeller Archive Center (RAC) is a repository of historical materials and a research center dedicated to the study of philanthropy and the many domains touched by American foundations, individual donors, and the civil society organizations they support. The extent of these archival holdings reflects the global reach of these organizations and the overall impact of their philanthropy. They hold great, and perhaps unexpected, promise for scholars of many areas of twentieth- and twenty-first century maritime history. I propose a paper that will highlight the research potential of these archival collections.

RAC was established in 1974 initially to gather, preserve, and make accessible the records of the Rockefeller family and their far-reaching philanthropic endeavors, such as the Rockefeller Foundation, and Rockefeller Brothers Fund. The Archive Center has grown and today holds the archives of many major foundations, cultural organizations, research institutions, as well as the papers of individuals associated with these organizations. Over 400 researchers from around the world visit RAC annually. Also, annually well over 1,000 researchers inquire about our collections, many of them accessing digitized materials. The RAC also seeks to connect and sustain its scholarly community through a travel grant program, an online presence, workshops, conferences, and support for sessions at academic gatherings. We publish RAC Research Reports, an online series that highlights recent scholarship in our records. Our bibliographic database currently includes records for over 10,600 publications in over 35 languages that cite our archival holdings.

Maritime history figures prominently in our archives, yet these collections remain relatively untapped. Philanthropic interest in the various disciplines and histories of the seas resulted in substantial grant support for scientists' research, academic field-building, funding of institutions, and a variety of national and international endeavors. For example, foundations have provided extensive support for seaside research centers in many countries and have funded research in marine biology and oceanography at universities and seaside laboratories. In our collections, for example, there are extensive records related to the Marine Biological Laboratory at Woods Hole, the Scripps Institution of Oceanography, and the Naples Zoological Station. Smaller collections, such as the Island Resources Foundation archives, have extensive records on Caribbean maritime economies and coral reef research. Our records also high-

light foundation (and Rockefeller family personal) support for public history spaces and museums, such as South Street Maritime Museum in New York and the Norway Maritime Museum. Foundations also funded fisheries-related projects in various countries. In the post-WW II world, foundations, such as the Rockefeller Foundation and the Ford Foundation (whose records are also at RAC), have become heavily involved with transnational activities related to the oceans, including support for various NGOs in their own work on the Law of the Sea, for example. In our archives, program and policy records, grant applications, foundation officers' diaries, internal memoranda and meeting agendas, grant "product" reports, and correspondence with grantees are rich documentary resources for scholars. They all await research visits from maritime scholars!

Key words
Archives, Philanthropy, Research, Maritime, History

Biography
My Ph.D. dissertation in History from Stony Brook University, "The Brooklyn Institute of Arts and Sciences' Biological Laboratory, 1890-1924: A History" (1995), is an institutional history of the founding of Cold Spring Harbor Laboratory. In 1987, I joined the Rockefeller Archive Center (RAC). I initially served as head of the Rockefeller University archives and then for over a decade as RAC's chief archivist. I regularly interacted with hundreds of researchers, served on RAC's grants award selection committee, and gave numerous presentations on archives. In 2008, I was appointed assistant director and head of donor relations. I regularly engaged with philanthropic donors, providing presentations on our programs and resources. In 2018, I was appointed senior research associate, joining RAC's Research & Engagement division. I am the editor for our RAC Research Report publication series, and I serve as the managing editor of the online RAC Bibliography of Scholarship.

Sea and Art, How Artists Have Been Influenced by the Sea

Hye-young Yun (Post graduate student from IMA)

Abstract

In this presentation I am gonna discuss how the sea has been inspiring artists with selected artwork. As the sea has always been a place for humans' curiosity and a place to obtain knowledge on nature we seem to achieve enough to know the sea but it is still unknown. According to the Ocean Exploration in the United States we have mapped almost 25 % of the seabed in the world til the year 2023. We have known only more than 10 % of the 2 million sea species until last year. As a matter of fact we have not yet discovered what is really in the sea. This is why the sea is mysterious for us to explore and for artists too.

This unknown and mysterious presence of the sea has been inspiring many artists for years. Probably the great breakthrough of this inspiration can be the period of Romanticism in Europe where we started to express our feelings in Literature and Art against the scientific approach of the Enlightenment. From the 18th century Romancism artist Joseph Mallord William Turner we can see the importance on human expression in Art. Through Claude Monet, Paul Cézanne, Henri Matisse to the modern contemporary artists like Jean Painlevé and Nicolas Floc'h the sea has been inspiring the artists and their artistic researches.

In addition we can also notice that contemporary artworks show the effort of artists to preserve and protect resulting in many different styles of artworks in more scientific way. We can find it in the the latest projects of X and Jungjoo LEE.

The Sea will always remain as a place for inspiration as long as human continues to explore into the sea and create artworks.

Key words

Contemporary Art, Land Art, Nature Art/ Jayeonmisul, Concept Art, Postmodernism

Biography

Hye-young Yun was born in Daejeon, South Korea, in 1983. She received a bachelor's degree in European Area studies from Korean Maritime and Ocean University in 2005, and a Master's degree in Contemporary Art from the National Graduate Art School in Bourges, France in 2013. In her senior thesis, she studied how an artist finds and establishes his/her own artistic space through the journey of the "self", from performance to installation. She received a doctorate degree in European studies From Korean Maritime and Ocean University in 2022

with her thesis on urban architecture from the perspective of historicity and locality reinterpretating the Italian architectural movement
"Tendenza". Having grown up in the post-modern urban environment of South Korea, her artistic researches question themselves on space and memory in urbanization.

S. 3. 25. – PRIZE PAPERS AS A NEW SOURCE FOR GLOBAL MARITIME HISTORY

Moderator: Silvia Marzagalli
(Université Côte d'Azur)

Panel Abstract

In recent years a special type of archive has attracted a lot of attention: so-called "Prize Papers". These are archival collections deriving from ship captures in the early modern period. Ship captures were once a legitimate means of tactical warfare, however, their legality had to be protected by courts of admiralty. To this end evidence secured from the captured ships was used in court cases determining whether or not a ship captured by naval forces or privateers was legal prize. The confiscated papers consisted of a great variety of document types, from ship papers such as bills of ladings, cargo lists and muster rolls to personal archives, mail in transit and objects. These documents, along with the records generated during the sometimes lengthy court cases, are still held today in archives all over the world. Forgotten for centuries, it was not until the British Prize Papers were "rediscovered" that historians became aware of the existence of these exciting collections. Over the last few years, "prize papers" have also been re-discovered in French and Scandinavian archives. In this panel, we present three of the largest projects currently researching, cataloguing and digitizing prize paper collections and making them accessible to the public: the Global Privateering project, The Prize Papers Project and the Scandinavian Prize Papers project. In the panel, we will look at the current state of cataloguing and research on prize papers, the challenges and opportunities in cataloguing, and the possibilities for research and data collaboration. Due to the vastness and sheer diversity of sources in these collections, Prize Papers collections will shape and change maritime historiography in the coming years.

Paper I: Global Privateering: Insights into a Global Data Base Beyond Maritime Violence
Prof. Dr Cátia Antunes and Tessa de Boer
Leiden University, Netherlands
c.a.p.antunes@hum.leidenuniv.nl

Paper II: The Prize Papers in London: A Global Archive
Dr Lucas Haasis, Prof. Dr Dagmar Freist, Dr Oliver Finnegan, Dr Gabrielle Robilliard-Witt
University of Oldenburg, Germany, and The National Archives, UK
lucas.haasis@uni-oldenburg.de

Paper III: The Scandinavian Prize Papers Project: Opportunities for Research
Prof. Dr Margaret Hunt and Gustav Ängeby
Uppsala University and Stockholm University, Sweden

Moderator : Prof. Dr Silvia Marzagalli, Université Côte d'Azur, Nice, France

- Moderator : Silvia Marzagalli (Université Côte d'Azur)
  - Cátia Antunes / Tessa de Boer (Leiden University, Netherlands) Global Privateering: Insights into a Global Data Base Beyond Maritime Violence
  - Lucas Haasis / Oliver Finnegan / Gabrielle Robilliard-Witt (University of Oldenburg, Germany) The Prize Papers in London: A Global Archive
  - Margaret Hunt (University of Uppsala, Sweden) / Gustav Ängeby (Stockholm University) The Scandinavian Prize Papers Project: Opportunities for Research

The Scandinavian Prize Papers Project: Opportunities for Research

Margaret Hunt (University of Uppsala, Sweden) / **Gustav Ängeby** (Stockholm University)

Abstract

The Scandinavian Project has identified several thousand Danish/Norwegian, Swedish and other Scandinavian ships but it has also worked to bring the Prize Paper material into conversation with other Scandinavian and non-Scandinavian sources. This presentation emphasizes what is to be gained, especially for the study of neutrality, war, the slave trade, and non-elite global actors, by using an integrated and contextual approach.

Through two different case studies we look at the fate of some individuals associated with the Caribbean maritime sector during the Seven Years' War (1756-1763). Economic warfare launched against the French empire and its colonies by British privateers spurred a transportation crisis that had global implications and that threatened both imports of foodstuffs to the Caribbean islands and exports of colonial goods. In short, it disrupted daily life in the colonies, in the metropole and on the ships. The first case study uses the Prize Papers, Sea Pass Protocols, and taxation records from the Danish West Indies to examine this development for subjects of smaller neutral states. More to the point, it argues that privateering caused the Danish islands to be inserted in the trading circles of the French, English, Dutch, and Spanish empires. Ultimately, this created new opportunities, roles, and dangers, for sailors and petty traders who plied international trade routes during global conflict.

The second case study uses sources from the Prize Papers as well as plantation and garrison records to examine the impact of privateering and the chaos of war on enslaved people. Specifically, it looks at two formerly enslaved men who escaped the Danish island of St. Croix and tried to forge new, but, as it turned out, precarious lives for themselves at British Gibraltar.

Key words

War, Privateering, Empire form Below, Semi-periphery, Slavert & The Slave Trade

Biography

Margaret R. Hunt is professor emerita of history at Uppsala University in Sweden. She is the author of books and articles on British social history, European women, maritime history and the British East India Company in the seventeenth century.

Gustav Ängeby is a PhD candidate in history at the Department of History, Stockholm University. His thesis explores Scandinavian merchant networks in the Indian Ocean and the Caribbean from circa 1750 to 1815.

S. 3. 54. – MARITIME DISCOURSE
Moderator: Gijs Dreijer
(Leiden University)

Decolonization at Sea: Oceans as Imperial and Anti-Imperial Spaces

Kris Alexanderson (University of the Pacific)

Abstract

During the late-imperial period, as oceans grew more congested and demand for marine natural resources increased, littoral nations began claiming stretches of territorial seas, meaning coastal waters over which they exercised sovereign control. The lack of international consensus over maritime law prior to World War II— seas had been free and unrestricted under the centuries-old doctrine of mare liberum—meant there was little to stop this rapid "enclosure" of oceanic space. Enclosure of the seas intensified after 1945, when the United States made unprecedented claims over not just its coastal waters, but the entire continental shelf adjacent to its shores. Almost immediately, smaller and newly-liberated nations across the Global South, alongside nations in the Global North, made similar claims by demarcating their own territorial seas, claiming ownership over the seabeds and subsoils of continental shelves, and declaring exclusive rights to exploit all marine natural resources found in, under, and even in the airspace above the open oceans. By the 1960s, free seas had been replaced by de facto "ownership" of thousands of nautical miles of ocean, including the exclusive rights of littoral nations to exploit all marine natural resources located anywhere from three to two hundred miles off their coastlines.

Beneath this global fever to "own" the world's oceans lay some of decolonization's most pressing issues: What were the geographic and political limits of national sovereignty? Who had the right to control and profit from the world's natural resources? How should colonial injustices be acknowledged and rectified at the end of empire? Where might nations resist Cold War divisions and enact alternative political models? By repositioning our geopolitical understanding of decolonization to an oceanic perspective, this paper reveals the ways in which maritime spaces helped create new opportunities for negotiating the distribution of power and wealth in a post-empire world.

Key words

Maritime sovereignty, marine resources, oceanic colonization

Biography

Kris Alexanderson is Associate Professor of History at the University of the Pacific (California, USA) where she teaches courses on world history and maritime history. Her first book, Subversive Seas: Anticolonial Networks across the Twentieth-Century Dutch Empire (Cambridge University Press, 2019), is at once a history of global maritime networks connecting

colonial Indonesia to port cities in East Asia, the Middle East, and Europe and a ship-level history of the everyday lives and political struggles of colonial subjects traveling across the world's oceans. Her current research project repositions our geopolitical understanding of modern imperialism and decolonization to an oceanic perspective, revealing the ways in which maritime spaces have historically created unique opportunities for negotiating the distribution of power, wealth, and natural resources, including in today's twenty-first-century world.

Navigating Conflicts: From Local Rivalries to Global Maritime Trade Dominance – An Analysis of the Commercial Dynamics in the Far East through an Unpublished Assessment by Viceroy D. Francisco da Gama (early 17th century)

Amândio Barros (Polytechnic of Porto, School of Education/CITCEM-UP/Navy Academy)

Abstract

This paper presents an unpublished assessment from the Viceroy of India, D. Francisco da Gama, exploring the intricate commercial relations between Macau and Castilian Philippines shipowners in the late 16th and early 17th centuries. The central focus lies on the intense rivalry between two trade routes – the Portuguese route via the Cape of Good Hope and the Castilian route through the Manila galleon – ultimately vying for control over global maritime trade, especially in the context of trade with Japan and the significant commodities involved, notably silk and silver.

The Viceroy provides a detailed analysis of the challenges faced by Macau shipowners, emphasizing how the interference from Manila shipowners was resulting in the economic ruin of the city. The navigation and trade data provided aim to support the argument that Castilian competition was not only harming commercial interests but also the economic stability of Macau, a crucial trade centre in the Far East.

The paper also explores the complex dynamic between the Portuguese and Castilians, highlighting the emergence of broader international competition. Both groups faced the growing threat of Dutch and English competition in the region, adding an additional layer of complexity to the scenario. The commercial clash, beyond its economic impact, reveals the interconnections between local events and the development of global issues.

Furthermore, the paper addresses the religious dimension of this conflict, involving Macau Jesuits in evangelizing missions in Japan. The sensitivity of this topic in the relationship between the Portuguese and the Japanese is explored, emphasizing how commercial and religious matters intertwined and mutually influenced each other.

In summary, this study offers a comprehensive and insightful view of commercial relations in the Far East during a crucial period in maritime history, highlighting the intersection be-

tween economic interests, global rivalries, and the spread of religious missions. The Viceroy of India's opinion emerges as a valuable source for understanding the multifaceted dynamics that shaped maritime trade and geopolitical relations in the transition to the 17th century.

Key words
Maritime Trade Rivalry, Global Commerce Dynamics, Macao and Manila Commercial Relations, Viceroy D. Francisco da Gama, Religious and Economic Interplay

Biography
Amândio J.M. Barros, born in Porto. He is specialized in maritime and in maritime economic history. Phd degree in History in the University of Porto, Post-doctoral graduate in the University of Porto and University of Valladolid. Member of CITCEM (Transdisciplinar Research Centre-Culture, Space and Memory). He was awarded with prizes (Academia de Marinha and Fundação Engenheiro António de Almeida) for his research in Portugal, and participates in international transdisciplinar research projects. His fields of interest are the mercantile and maritime communities in the late medieval and Early Modern Period during the Discoveries and Portuguese Expansion (15th-17th centuries) and he published books, book chapters and articles in Portugal and abroad. Most of his work is available in international databases and libraries.

The Changing Maritime Order and Knowledge Production of the Law of the Sea in East Asia(1974-1981)

Hanghang Cui (Korea University)

Abstract

An international workshop, named "Law of the Sea: Major Problems from the East Asian Perspective," took place in Korea in July 1981. Co-hosted by academic institutions from Korea and the United States, including Seoul National University, the Law of the Sea Institute, and the Korea Ocean Research & Development Institute, this workshop marked a significant milestone. It garnered attention as the first conference to address the legal aspects of maritime issues in East Asia during that period. Additionally, the event played a role in catalyzing the formation of an academic network in East Asia focused on marine studies. This initiative sparked improved relationships between Korea, China, and Japan concerning maritime issues.

This study will primarily concentrate on the international workshop mentioned earlier, aiming to uncover the shifts in the maritime order in East Asia during the late 1970s and examine the production of knowledge regarding the law of the sea. Moreover, the study will place a greater emphasis on non-Western perspectives throughout the process of generating knowledge about the law of the sea. It will subsequently highlight the internal dynamics that propelled diplomatic relations between China and South Korea.

Drawing from recently accessible archives, this study will specifically address three historical inquiries. Firstly, it will investigate the concerns of the Korean people regarding the waters surrounding the Korean Peninsula in the late 1970s and the underlying reasons for these concerns. This inquiry will be substantiated by examining the perceptions and anxieties of the Park Chung-hee government regarding the security and economic dimensions of maritime issues.

Secondly, the study will explore the diplomatic policies implemented by the Park Chung-hee government and their influences on South Korea's relationships with China and Japan. A comprehensive understanding of this question will be achieved through an examination of the background, procedural aspects, and effects of the international workshop.

Thirdly, the study aims to unveil how the prevailing maritime legal order underwent reorganization or reconstruction amid escalating complexities in maritime issues. This will be addressed by examining the policies implemented by the Park Chung-hee government. Specifically, the government, in addition to enacting a series of domestic laws, endeavored to de-

velop certain islands as part of an effort to consolidate maritime border areas.

To address these historical questions, this study will primarily emphasize several dimensions. Firstly, it will underscore the interconnectedness of maritime issues in East Asia with Korea's domestic developments at the local level. Going beyond mere explanations of maritime disputes between countries, this study will highlight how regional disputes exerted influences on local developments within Korea.

Secondly, the study will accentuate the role of non-governmental actors in international relations and non-Western knowledge production, a facet that has not been adequately explored in existing research. While many studies have primarily concentrated on the post-Cold War period's international relations processes, this study aims to adopt a fresh perspective on understanding international relations during the Cold War era. By delving into the intellectual historical dimension, it will explore the processes of reconciliation between East Asian countries beyond the confines of the Cold War paradigm.

Key words
The Park Chung-hee Government, Maritime Issues of South Korea, Academic Network, China, Japan

Biography
Hanghang Cui is a postgraduate research student in Korean history at Korea University where she earned her Master's degree. Her research focuses on maritime rights and international relationships in East Asia. Her recent publication includes "The Park Chung-hee Government's Recognition of Maritime Rights and the Diplomacy in East Asia(1965-1974)" in The Journal of Korean History, No.202 (2023). She received her bachelor's degree at Zhengzhou University in China, which led her to raise her research interest in cultural interconnections among East Asian countries. She completed the 11th Academy of International Law in 2023. Concurrently, she is involved in two research projects supported by The National Social Science Fund of China. These projects delve into the United States' policies on the Korean Peninsula.

Reconsidering Geographical Understandings of Maritime Spaces: Centering Oceanian Perspectives on Security Issues in the Pacific

Sandra Meerwein (Obama Institute for Transnational American Studies at Johannes Gutenberg-University Mainz, Germany)

Abstract

David A. Chang advocates the reconfiguration of global exploration histories by considering the impact of indigenous Hawaiian people as active agents of that exploration with regard to the construction of global geography and of how to identify and situate themselves as people within it (Chang: The World and All the Things Upon It, 2016). Chang's approach offers a shift in perspective regarding global exploration and implicates a narrative of human-environment relations pertaining to maritime realms that challenges prevalent Euro-centric, colonial, imperial and nationalistic narratives of exploration. In this respect, such angles present an alternative territorial interpretation to imperialist and colonial narratives of the history of ocean under which oceans were considered spaces providing access to territories for various forms of resource exploitation. From this perspective, for most Western and industrial nations, oceans are superficial, connective spaces that enhance prospects of trade opportunities and, simultaneously, serve to solidify power positions. At the same time, these notions amplified the understanding of island territories (and its peoples) as properties that could easily be acquired through means of colonialism whereas the maritime space in between had to be conquered and controlled.

Complementary to Chang's approach, renowned anthropologist Epeli Hau'ofa identifies Oceanian peoples as "custodians of the ocean" and geographically situates them in direct interconnection with maritime spaces that transcends and dissolves imaginary borders (Hau'ofa: We Are the Ocean, 2008). Moreover, this implies a reciprocal relationship between humans and the environment and interprets oceans as subjective and active natural agents of their own and dismisses the idea of oceans as passive spaces of mere utility. This notion of reciprocity is also implied by various Pacific Island nations who identify as "[…] large oceanic countries and territories […]" and "custodians of nearly 20 percent of the earth's surface [...]" (2050 Strategy, PIF Secretariat 2022).

Why does this shift in perspective matter? Through the lens of history, the impact of socio-cultural interpretations of human-environment relations on foreign policy approaches becomes evident. In this framework, I analyze discrepancies in foreign policy approaches in the Pacific regarding issues of territoriality and maritime security, ranging from grey zone

activities, transnational crime and illegal, unreported and unregulated fishing (IUUF).

I argue that Oceanian perspectives support the creation of an alternative understanding of territoriality in connection with defining human-environment relations pertaining to maritime spaces and in juxtaposition with predominant narratives of maritime history presented by industrial nations. This approach does not seek to exchange one view for another but rather to enhance understandings of alternative perspectives that serve as complementary to adapt policies dealing with maritime security issues in the Pacific in a more holistic and efficient manner.

Key words
Territorial interpretations, maritime security, Oceania, foreign policy, maritime history narratives

Biography
Sandra Meerwein is a PhD candidate, research assistant and instructor for Transnational American Studies at Johannes Gutenberg-University (JGU) in Mainz, Germany. She obtained both of her degrees (B.A., Political Science/M.A., American Studies) at JGU. During her studies, she participated in language exchange programs at Doshisha University and Kwansei Gakuin University, Japan, and Wenzao University, Taiwan. Her research interests lie in Transpacific and Critical Ocean Studies regarding matters of territoriality and maritime security and issues of collective memory, identity, and foreign policy.

Her dissertation project focuses on territorial interpretations of maritime spaces, specifically regarding the Pacific. For her research, she participated in the Daniel K. Inouye Asia-Pacific Center for Security Studies research fellowship program 2021-23 in Honolulu. In 2022/23 she received a GAES PhD scholarship to conduct both archival and empirical research at several academic and governmental institutions in Japan and Hawaii.

S. 4. 16. – VARIETIES OF MARITIME RISK MANAGEMENT: THE MEDITERRANEAN, NORTHERN EUROPE, AND EAST-ASIA, 15TH-19TH CENTURIES - PART 1

(PRIN 2022 PROJECT "UNDER UNCERTAINTY" – CUP D53D23000790006 AND PRIN PNRR PROJECT "WIND WAVES AND STORMS" – CUP E53D23020150001)

Moderator: Felicita Tramontana
(University of Roma Tre)

Panel Abstract

Maritime trade was (and still is) a profitable yet risky business. Damage to ships and cargoes caused by natural disasters (i.e. storms, winds, adverse weather conditions), as well as those ascribable to human activity, have constantly to be considered by business actors willing to minimize losses and maximize profits. Between the 15th and 19th centuries, a broad array of responses to these uncertain events were available, including contractual arrangements, formal and informal procedures, individual strategies, public policies, and religious beliefs. In many European markets it was possible to shift the risks to someone else by underwriting an insurance policy or a bottomry contract, but also to share losses by means of ex-post procedures, like general average. Contractual agreements were common also in the East Asian maritime trade, including partnerships similar to commenda in coastal China and bottomry (nagegane) in Japan. Preventive strategies were also routinely exploited: to secure their loyalty, Chinese investors could preemptively take their shipmaster's family hostage; in the Mediterranean and the Atlantic, cabotage and convoys served reducing the risks of sailing the open sea. Dividing the cargo among multiple carriers was a practice normally adopted everywhere, like seeking protection provided by armed vessels. Even rituals were among the possible options, including Taoist ceremonies performed after surviving sea storms, pilgrimages by Dutch sailors safely returned home, and the habit of Catholic ship-owners to name their ships after a saint.

In analyzing this multifaceted historical evidence, an evolutionary interpretation has prevailed among scholars, who argued that modern and (theoretically) more efficient tools and strategies replaced traditional ones. The focus went to premium insurance with the outcome of overshadowing not only the number of existing alternatives to sea risks, but also the interplay likely at work among them.

Setting aside any evolutionary bias, this panel aims at shedding new light on the multifaceted ways in which business actors dealt with the uncertainties of maritime trade. A special focus will go on maritime climate risks within the modern theoretical framework of resilience, according to which it is not the nature of adversity that is most important, but how society deals with it. A comparative approach will allow exploring geographically diverse perceptions of marine risks and the strategies adopted to manage them. Contributions will observe and compare three distinct regions, such as the north Atlantic, the Mediterranean, and the East Asian maritime corridor, targeting their different trajectories but also their possible points of contact. They will also provide a general overview useful to classify the large set of tools and strategies at work and develop a theoretical framework suitable to analyze them in comparative terms.

We apply for a double-panel with 8 papers in total. Most of them refer to two ongoing research projects funded by the Italian government: "Under Uncertainty. Coping with Risks in

the Mediterranean Maritime Business (Italy, 16th-19th centuries)" and "WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)".

- Moderator : Felicita Tramontana (University of Roma Tre)
  - Giovanni Ceccarelli (University of Milan) / Simona Morini (University IUAV of Venice) Uncertainty at sea: economic and philosophical approaches to maritime risks anagement
  - Luisa Piccinno / Andrea Zanini (University of Genoa) Weather adversity and accidents in early modern maritime trade: Genoese businessmen strategies to minimize the price of risk
  - Andrea Addobbati (University of Pisa) The last resort: frauds and disputes over the insured's good faith in the Tuscan courts of the early modern age
  - François Gipouloux (CNRS/EHESS Paris) Risk assessment and risk management in maritime trade: The paradox of late imperial China

Uncertainty at Sea: Economic and Philosophical Approaches to Maritime Risks Management

Giovanni Ceccarelli (University of Milan) / **Simona Morini** (University IUAV of Venice)

Abstract

We seek to present a theoretical and philosophical framework suitable to classify the number of instruments to which economic actors resorted to cope with sea risks and then analyze the interactions and combinations that historically have been used in dealing with such uncertainty. The core idea is to target the management of sea risks focusing on economic, institutional, and cultural diversity, rather than looking for one-size-fits-all reconstructions, which tend to overestimate the role of insurance contracts and industry.

Insights deriving from post-colonial studies and recent scholarship on the varieties of Capitalism in early modern Europe can provide the theoretical background to reorient our research perspectives. Including in the narrative non-Western instruments, practices, and institutions to manage the risks of maritime trade, can tell us a lot about how uncertainty was dealt with in the Early modern period. Drawing on decision theory, risk management, and business ecosystems management, we aim at re-designing a taxonomy that can be applied to historical analysis and encompass the multifaceted array of tools and strategies that have been experimented. These might include market-based risk instruments (commendae, exchange and sea loans, premium insurance), sharing practices (general average, mercantile agreements and networks, mutual funds and other forms of community solidarity including those based on religious beliefs), as well as security devices put in place by state institutions (armed escorts, treaties, coastal and route defense). Given that maritime economies are not self-secluded systems, these responses to sea risks and their mutual integration should be explored in different geographical areas and at different levels of interaction.

As we delve into the diverse strategies employed in the maritime business it becomes apparent that the sea is both a realm of unpredictability and a stage of human agency. Luck, that unpredictable force shaping destinies, often plays a role obscured by the more tangible threads of economic theories and institutional practices. Yet, within this unpredictability lies an intricate interplay of chance and choice. How much of historical success or failure can be attributed to sheer luck, and how much to the calculated decisions of seafarers and traders? Were the innovative risk management strategies of the past a result of deliberate choices, or were they responses to external pressures and constraints? And finally, what can we learn about this interplay from the iconography of maritime luck? Exploring the boundaries of free will within the historical maritime context invites a deeper reflection on the agency of individuals and communities in shaping their destinies on the high seas, as in any other un-

predictable or complex situation.

This paper is the outcome of the funded PRIN 2022 and PRIN PNRR projects: "Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries)" and "WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)".

Biography

Giovanni Ceccarelli, PhD, is full professor of Economic history at the University of Milan, former Davis Fellow at Princeton University, Farfel Fellow at the Huntington Library of Pasadena and Senior visiting fellow at the University of Exeter.

His research interests include: early modern commerce and finance, with a special focus on risk-management contracts, late medieval and early modern economic thought and culture, food and retail history. His latest book is "Risky Markets: Marine Insurance in Renaissance Florence", Brill 2020. He is currently: P.I. of the project "Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries)" funded with a 250,000 euro grant by the Italian Ministry of University and Reasearch; Foreign research partner of the project "Risky business: pricing, governance, and integration in European insurance markets, c. 1400-c. 1870" funded by the Netherlands Organisation for Scientific Research (P.I. Sabine Go).

Simona Morini is Associate professor of Philosophy and Decision Theory at Università IUAV di Venezia. Her research and publications concern the nature and characteristics of non-demonstrative rationality and the analysis of ways of conceptualizing uncertainty in different research fields: probability theory and statistics, decision and game theory, skepticism and, in general, epistemology, history of ideas and ethics. Among her books, Il rischio. Da Pascal a Fukushima, Bollati Boringhieri, Torino 2014. Her latest publications: "Reinventare la politica. Tecnologie civiche e gestione della complessità" in G. Giacomini, L.Taddio (eds), Filosofia del digitale, Mimesis Edizioni, Milano 2020; "A philosopher's perspective on intuition: intuition and the Chinese room" . In A. Grimalt (ed.), Bion, Intuition and the Expansion of Psychoanalytic Theory, Routledge, London 2022; "Rischio e fiducia", in Psiche, vol.IX, n.2/2022, Il Mulino, Bologna; "Burocrazia e digitale. Ripensare la macchina statale", in G. Giacomini, L.Taddio (eds), La Politica nel mondo digitale, Mimesis Edizioni, 2023.

Weather Adversity and Accidents in Early Modern Maritime Trade: Genoese Businessmen Strategies to Minimize the Price of Risk

Luisa Piccinno / Andrea Zanini (University of Genoa)

Abstract

In the early modern age, maritime trade was a profitable but risky business. Damages to ships and cargo caused by storms and bad weather were very frequent events that businessmen had to take into account to minimize losses and maximize profits. Risk could be transferred to a third party, for example by subscribing an insurance policy. In this case, the premium was the main transaction cost paid by ship-owners and merchants. Instead, they could rely on a risk-sharing tool, the General Average. This institution, by redistributing extraordinary costs and damages among all parties involved in the business venture, often resulted in lower transaction costs, although at higher risk. A further alternative was the employment of another instrument, the bottomry loan (cambium maritimum). Not only would this transfer the risk of the voyage onto the money lender, but it also provided the capital, or part of it, to invest in the business.

Scholars have often analyzed these tools as separate institutions, without providing a complete picture of the available options for businessmen and without considering the interplay in their use with regard to the degree of risk associated with the weather conditions on each route. Our paper aims at analyzing and crossing quantitative sources related to all of them, to evaluate and compare the transaction costs paid by businessmen and to understand the underlying reasoning behind their risk management strategies.

To this end, our research is focused on the years between the end of the 17th and the first half of the 18th centuries and it is based, from a microeconomic perspective, on the study of archival sources relating to the business of a number of Genoese entrepreneurs, while, from a macroeconomic perspective, on the analysis of data extrapolated from the Risky Business and AveTransRisk databases. Through the analysis of data mapping the dangerousness of each route calling at the port of Genoa and the frequency of accidents, we will try to understand the strategies and solutions that businessmen adopted to minimize risk and reduce transaction costs.

This paper is the outcome of the funded PRIN 2022 and PRIN PNRR projects: “Under Uncertainty. Coping with Risks in the Mediterranean Maritime Business (Italy, 16th-19th centuries)” and “WWS (Winds, Waves and Storms): historical data and modern quantitative ap-

proaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)".

Key words
Shipping routes, weather adversity, Early modern Genoa, transaction costs, business strategies

Biography
Luisa Piccinno is Full Professor in Economic History at the University of Genoa and has been senior visiting fellow at the University of Exeter (UK). Her research interests are focused on the maritime history of the Republic of Genoa and on the Mediterranean trade network. Among her recent publications: The Economic Structure of Maritime Trade Calling at the Port of Genoa Through the Analysis of General Average Data (Sixteenth–Seventeenth Centuries) in M. Fusaro, A. Addobbati, L. Piccinno (eds.), General Average and Risk Management in Medieval and Early Modern Maritime Business, Cham, Palgrave, 2023, pp. 297-234.

Andrea Zanini is an Associate Professor of Economic History at the Department of Economics, University of Genoa. His research interests cover a wide range of topics, including the organization of long-distance trade and finance during the early modern age and economic development in the long run. His recent publications include Financing and Risk in Genoese Maritime Trade During the Eighteenth Century: Strategies and Practices, in M. Fusaro, A. Addobbati, L. Piccinno, (eds.), General Average and Risk Management in Medieval and Early Modern Maritime Business, Cham, Palgrave, 2023, pp. 335-359.

S. 4. 52. – CULTURAL ENCOUNTERS IN THE INDIAN OCEAN I

Moderator: Pierre-Niccolò Sofia

(Università di Padova)

Navigating Tides and Trade: The Journey of Armenian Merchant in the Indian Ocean (15th-18th century)

Udeshna Boruah (Jawaharlal Nehru University)

Abstract

Encompassing around 68 million square kilometers, the Indian Ocean stretches across three continents, encompasses numerous islands, and extends into the Mediterranean seas. It features two major sub-sea land ridges and a basin with depths reaching up to 6 kilometers. This extensive region plays a crucial role in influencing climate patterns and fish resources, thereby shaping the maritime activities that have developed over the course of history. In contrast to the Atlantic or Pacific Oceans, the Indian Ocean boasts a rich historical tapestry dating back to ancient times, reminiscent of the cultural significance found in the Mediterranean. (Ridgway 2005)

Historians traditionally divide maritime history in the Indian Ocean into four distinct periods: the ancient era, the "Islamic" period, the early modern era marked by European involvement, and the subsequent era of European dominance and empire from the mid-eighteenth century onward. Specifically, the period between European entry and the mid-eighteenth century is often further categorized into Portuguese, Dutch, and British phases, highlighting the major roles played by each European power during its respective dominance. The sixteenth century saw Portuguese rule, followed by Dutch supremacy in the seventeenth century, and the eighteenth century witnessed the ascendancy of the British. (Parthasarathi & Riello 2014) Alongside these European powers, smaller yet significant contributors, such as the Armenians, played crucial roles in shaping Indian Ocean trade dynamics.

The Armenian community has long been linked with commerce, a perception prevalent among non-Armenians. Interestingly, only a minority of Armenians historically engaged in business, with over 70% of the Armenian population being primarily peasants before a significant diaspora in the early 20th century. Despite their relatively small numbers, Armenian merchants have remarkably extended their influence to nearly every part of the world, demonstrating considerable success in trade endeavors. This global reach and success in trade underscore the impact and entrepreneurial spirit of the Armenian merchant community.

This study delves into an examination of the vibrant trade coordinated by Armenian merchants, which reached its zenith during the seventeenth century. Their extensive commerce extended across both overland and overseas trade routes, covering regions such as the Levant of Europe, India, and far-reaching countries in Southeast Asia, including Malacca, Siam, Pegu, and the Philippines. Despite their relatively small numbers, the Armenians played a

significant role in Indian Ocean trade, often rivaling larger European powers. The research aims to unearth the mechanisms and strategies employed by this vibrant Armenian merchant community, shedding light on their fundamental role in shaping the intricate dynamics of trade in the Indian Ocean. By investigating the nuances of their maritime trade ventures, the paper seeks to elucidate how this seemingly modest community managed to wield substantial influence amid the formidable competition posed by the greater European powers in the Indian Ocean trade network.

Key words
Merchants, Trade Diaspora, Indian Ocean

Biography
Udeshna Boruah is a doctoral candidate at the Center of North East India Studies, Jawaharlal Nehru University, specializing in Medieval Studies. She holds a Master's degree from the prestigious Center for Historical Studies at JNU.

Udeshna has showcased her scholarship at various international and national conferences, including notable presentations at the Indian History Conference (2019) and the conference on "Troubling Times: South Asia and the Postcolonial" at Princeton in 2022.

Her current research interests center around the enthralling intersection of economic history and space, with a particular emphasis on economic history. Udeshna's doctoral dissertation, titled 'State Making and Production of Space: A Study of Duars in the Eastern Frontier of British India,' delves into the intricate processes of state formation against the backdrop of economic changes in the Duars region—a crucial area in the eastern frontier of India.

Udeshna Boruah's compelling research adds valuable insights to the economic history discourse, exploring the dynamic relationships between economic transformations and spatial considerations in the context of India's eastern frontier.

Monsoon Rhythms and Opium Chains: The Seasonal Dynamics of the Dutch East India Company's Trade during the Early 18th Century

Shohei Okubo (Ryukoku University)

Abstract

This paper examines the relationship between monsoon rhythms and the Dutch East India Company's opium trade in 18th-century maritime Asia. The Company capitalised on indispensable profits in its intra-Asian trade by selling opium from Bihar in Java, the largest opium export market before the rise of British dominance in Bengal and the Chinese market. Introducing seasonality as an analytical framework and utilising Company records, this study illuminates how the Company adapted to seasonal cycles across the Indian Ocean for trade sustainability and profitability. It traces the opium commodity chain from production and procurement in Patna, Bihar, through transportation in the Ganges River and the Bay of Bengal, to sale in Batavia, Java, highlighting the seasonal influences and interactions between the Company and local traders. The methodology integrates quantitative data, such as price and trade volumes, with qualitative historical accounts to map the trading flow, management, and interaction by monsoonal rhythms.

The analysis unfolds in three parts. The first part provides an overview of the Dutch East India Company's opium trade, establishing the historical landscape. The second part focuses on synchronising opium procurement and transportation with local agricultural and monsoonal patterns, including strategic adaptation in purchasing from local traders aligned with poppy harvest and production cycles and transportation adjustments to monsoonal wind shifts, particularly along the Ganges River and the Bengal Bay. The final part explores the patterns of opium sales strategies at Batavia auctions relating to opium wholesalers, such as overseas Chinese, European burghers, and Indian Muslims. It emphasises the strategic adjustments of auction seasons in line with local monsoon, trading, and shipping rhythms to maximise profits.

The findings reveal that the Dutch East India Company's sustainability and profitability in the opium trade were not solely due to its monopolistic status, as previously suggested, but also its strategic management of seasonal variations. This insight adds a new dimension to understanding the Company's trade dynamics in maritime Asia, demonstrating the complex interplay between commerce, environment, and local societies in historical contexts.

In conclusion, this paper presents a nuanced view of the Dutch East India Company's opium trade. It highlights the critical role of seasonal factors in historical commodity chain analyses and underscores the necessity of considering environmental and seasonal influences in historical economic studies. These insights contribute to a deeper understanding of the Company's operational dynamics and emphasise the broader implications of environmental factors on historical trade networks, providing a valuable framework for future studies in global maritime trade.

Key words
Opium commodity chain, Seasonal trade dynamics, Bengal, Java, Dutch East India Company

Biography
Shohei Okubo, a Ph.D. candidate at the University of Tokyo, is set to join Ryukoku University in Kyoto as a full-time lecturer of economic history in April 2024. He conducted research at the University of Indonesia and Leiden University as a visiting researcher. His primary focus is the consumption, distribution and production of opium in early modern maritime Asia and also the emergence of the Dutch colonial opium regime. He has published several articles in both English and Japanese, notably "Markets and Competition: Opium Trade in the Malay-Indonesian Archipelago from the Late Seventeenth to the Early Eighteenth Century," in Radhika Seshan and Ryuto Shimada, eds., Connecting the Indian Ocean World: Across Sea and Land, (Routledge, 2023); "The Dutch East India Company and the Opium Society during the Middle of the Eighteenth Century: The Creation of Opium Privilege by the High Government at Batavia [in Japanese]," Shakaikeizaishigaku [Socio-Economic History] (2020).

Ceylon on the Shipping Network of the Dutch East India Company in the Eighteenth Century

Yusuke Yoshioka (University of Tokyo)

Abstract

Ceylon has been a key maritime traffic point in the Indian Ocean since the ancient time. The Dutch East India Company expanded into the oceanic arena of Asia and established a trading post on Ceylon in the seventeenth century. This trading post was used as its second key point after Batavia during eighteenth century. This paper clarifies how the Dutch East India Company positioned Ceylon in its shipping network in maritime Asia, by consulting the Archives of the Bookkeeper-General at Batavia kept in the National Archives of the Netherlands, which give us a plenty of information about daily business transactions of the Dutch Company in each trading post during the eighteenth century.

Ceylon was connected to several Dutch trading posts by its vessels. The shipping routes of the Dutch Company which connected Ceylon to other trading posts can be classified into three types based on distance and sort of vessels. The first is the short-distance shipping routes. The routes linked Ceylon with Malabar and Coromandel. Smaller vessels such as smaller yachts, sloops and native vessels were used on the routes, and transported pepper from Malabar or cotton textiles from Coromandel to Ceylon.

The second type is the middle-distant shipping routes. These routes linked Ceylon with Dutch trading posts in Persia (Iran), Surat in Gujarat, Bengal, Batavia, and other parts of maritime Asia. Large vessels such as ships, bigger yachts and fluyts were used on the second type of shipping routes. In Ceylon, Asian commodities for as Asian market were reshipped to other trading posts, or stored for Europe. For instance, some Japanese copper was transported to Ceylon via Malacca, and reshipped to trading posts in India. Conversely, some of the cotton textiles and other commodities from India and coffee from Mocha were once stored in Ceylon for transport to Europe. Thus, Ceylon played a role as key transit station in the Dutch intra-Asian trade.

The third type is concerned with the Euro-Asian trade. It was the long-distant shipping routes between Ceylon and the Netherlands. Large vessels were employed on these shipping routes. Silver from Europe were mainly transported to Batavia, but smaller amounts were destined to Ceylon. On the other hand, commodities from Indian Ocean World, such as Indian cotton textiles, Arabian coffee and Ceylonese cinnamon, were transported via the shipping route for Europe. Some Southeast Asian commodities carried by Dutch ships from Batavia were also transported to Europe via Ceylon.

In this way, as a node of the Dutch shipping network for intra-Asian trade and Euro-Asian trade, the Dutch trading post of Ceylon became the second most important rendez-vous point after Batavia by reshipping commodities to and from several parts of maritime Asia and the Netherlands.

Key words
Dutch East India Company, Ceylon, intra-Asian trade, Euro-Asian trade, rendez-vous

Biography
Yusuke Yoshioka is a graduate student at Department of Asian History, the Graduate School of Humanities and Sociology, the University of Tokyo. He is majoring in Asian maritime history and the history of the Dutch East India Company. Currently he is working on the shipping and trading activities in Dutch Ceylon from the points of view of Asian maritime history as well as global history. He is a graduate from Aoyama Gakuin University in Tokyo with award of excellence from its department of history to his BA dissertation titled "A Study on the Change of the Dutch East India Company: Ceylon's Role in the Sugar Trade, 1720-1740." He gave a contribution to a seminar in 2023 under the Indian Ocean World Studies Project in the National Institutes for the Humanities, titled "The Dutch East India Company's Ship Movements and the Ceylon Trading Post in the Eighteenth Century."

S. 4. 78. – SHIPPING COOPERATION AND TRANSFORMATION

Moderator: Ki-hwan Lee
(Korea Maritime & Ocean University)

The Cooperative System Formed Throughout the 20th Century among Large and Small Shipping Companies in Japan

Sung-shin Cho (Ph.D. Candidate, Kyoto University)

Abstract

The Japanese shipping industry grew throughout the 20th century and, by the end of World War II, it had achieved the world's largest ship-owning country in 1969, excluding countries with flag of convenience registry. This growth has attracted research interest, and many studies have analyzed major shipping companies and government policies to elucidate these factors. However, because these studies focused only on the major Japanese companies, they did not analyze the intra-industry structure and, as a result, did not reveal the changes in shipping company relations over the past century up to the present day. As this study elucidates, one of the factors contributing to this growth was the inter-company cooperative relationships among major and small and medium-sized enterprises but the actual status of these relationships remains unresolved. In addition, studies in Japan have begun to reveal that small regional shipping companies called "Imabari shipowners" own about half of Japan's shipping fleet, and research that includes small and medium-sized companies is required. The purpose of this study is, to focus on the organizational structure of the company to explain that the inter-industry relationships established by the Japanese shipping industry are a historical process that was built throughout the entire 20th century. This study analyzes the relationships among shipping enterprises through two methods. First, this study uses the local Japanese ship registrations and Lloyd's shipping registers to investigate when cooperation in the Japanese shipping industry emerged, from the 1910s, when the number of private shipping companies increased, through to the present day. Second, this study compares the Japanese business model with those of European shipping countries, such as Greece, to extract the characteristics of these relationships. The results of this study are as follows. First, cooperation among Japanese shipping companies emerged during the interwar period, when shipping companies lacked capital, and it continues to play an important role to this day. Second, this relationship also became a key factor in the growth of small and medium-sized enterprises, which changed its shape after World War II. This relationship has become a characteristic of the Japanese shipping industry. The third is that the characteristics of Japan are related to Japanese business practices of long-term stable transactions, which are characteristic of a country that includes shippers, manufacturers, and other industries other than the shipping industry. These findings contribute to showing the similarities and heterogeneities between shipping firms that transport their own cargo and those engaged in trade between third countries.

Key words
Shipping Compnies, Shipping Industry, Business History, Post World War Two, Business Organization

Biography
Academic Career: Graduated in March 2015 from Kyoto University, Faculty of Economics, majoring in Economic History. After working in a private firm for 5 years, entered the Graduate School of Economics, Kyoto University in 2020 and received a Master's degree in March 2022. From 2022 to the present, a PhD student at the Graduate School of Economics, Kyoto University, studying shipping companies from 1970 to 2000 in Japan and East Asia. From October to November 2023, a Visiting Researcher at IMS-FORTH, Greece.

Academic Achievement: In March 2022, received the Kyoto University Outstanding Master's Thesis Award. Publication in the Japanese Journal of Business History in December 2023, about the maritime cluster of Imabari, a small city in Japan.

Major international conference presentations: European Business History Association (EBHA) Annual meeting (June 2022, Madrid), Business History Conference (BHC) (March 2023, Detroit), EBHA 2023 (August 2023, Oslo).

From Shipping to tourism: The transformation of Greek Maritime Islands to Global Touristic Destinations in the Second half of the 20th Century

Gelina Harlaftis (Institute for Mediterranean Studies-FORTH & University of Crete)

Abstract

Santorini, Mykonos and Ithaca some of the known Greek islands, have become presently global touristic destinations. These islands along with many others in the Aegean and Ionian seas used to have large shipping fleets and were the cradles of Greek-owned shipping. This paper will examine the Greek island maritime communities and their shipowners who invested to tourism and the touristic business in the second half of the twentieth century. The aim is double. Firstly to bring out the fact that the transformation of the activities of the Aegean and Ionian maritime communities from shipping to tourism was based on the continuation of their long-term relation to the sea. These were small societies of high mobility. Seamen left their microcosm to reach out to the big world. And then the whole world learnt of their microcosm and reached to them.

The Aegean and Ionian maritime communities nurtured maritime entrepreneurship in the 19th century. The transition from sail to steam at the turn of the 20th century broke down the affluence of many of old traditional maritime communities. In the first half of the 20th century a lot of the prosperous island maritime communities witnessed a population drain with immigration to the main port cities like Piraeus or abroad to the Americas or Australia. In the second half of the 20th century, their populations were obliged to seek alternative sources of income and employment again from the sea. They thus turned from the business of sailing on the sea to "selling" the sea. The second half of the 20th century saw a new revival and development of many maritime communities with large or smaller investments from either the big capitalists of the islands, the shipowners, or the immigrants that returned to their place of origin to invest. They transformed thus their relation to the sea from shipping to tourism. The seafarers that once sailed on the sea to reach global destinations transformed their island by ships and airplanes to global destinations. The history of maritime communities in the islands will be put both in the wider context of the transformation of the shipping business centres and in the development of tourism in Greece and in the wider Mediterranean area.

Key words

Shipping, tourism, maritime communities, shipowners, Greece

Biography

Gelina Harlaftis, Director for the Institute for Mediterranean Studies of the Foundation of Research and Technology-Hellas (FORTH) since 2017, is Professor of Maritime History in the University of Crete. She has graduated from the University of Athens and has completed her graduate studies in the Universities of Cambridge (M.Phil.) and Oxford (D.Phil.). She was President of the International Maritime Economic History Association (2004-2008). In 2009 she was a Visiting Fellow at All Souls College, Oxford University, and in 2008 International Visiting Scholar at Harvard Business School. Her research interests are in maritime history, economic and social history, business history, global history and diaspora history. She has published 31 books in English, Canadian and Greek publishing houses and more than 70 articles in edited volumes and international peer-reviewed journals. Her last book is Onassis Business History, 1924-1975, (Brill, Leiden 2023).

S. 4. 20. – MAPPING THE CREATION AND EVOLUTION OF MUTUAL FUNDS, INSURANCE, AND WELFARE SYSTEMS FOR SEAFARERS AND DOCK WORKERS ALONG THE AEGEAN AND NORTHERN BLACK SEA COASTS (1856–1932)

Moderator: Young-soon Nho
(Korea Maritime & Ocean University)

Panel Abstract

In the second half of the 19th century the eastern Mediterranean and the Black Sea have already been an important element for the growing industrialized economies of western Europe. Greek merchants and ship-owners acted as crucial mediators, transporting grain from the Black Sea to Western Mediterranean and Northern European ports. During the transition from sail to steam, which brought about changes in ship technology and working conditions for seafarers and dock workers, the governments of the newly formed Greek state and the Russian Empire took initial steps to address the welfare of these working-class members. The shift to steam power and the removal of restrictive policies like the Corn Laws (1846) and the Navigation Acts (1849) created a more competitive environment in long-distance shipping, prompting state intervention.

For Greece the first pension fund for seafarers - based on French legislation-established in 1861 although the related conversations started from the very beginning of the newborn state. At the same period the Russian Empire tried to answer to the rivalry of the Eastern Question, created the Russian Steam Navigation and Trading Company as an economic and political tool. Very quickly (1868) introduced a dual-purpose mutual insurance and pension funds specifically designed for seafarer's and employees of the company. This was an evolution in the period of Great Reforms that guided in 1904 to the establishment of inter-professional Mutual Aid Funds of Seafarers in the Merchant Fleet. An exact decade later, Greece, in a period of monumental changes, voted for legislation that gave opportunities to each trade union to create a mutual fund for its members. The dock workers of Piraeus took advantage of this new law from the beginning until establishing an insurance fund for their occupation in 1931.

These evolutions and changes in a period in which Greece lacked a system of central insurance could give an opportunity, in addition to the analysis of 19th century Greece and the Russian Empire, to discuss and map the subject of insurance and welfare systems. The area and the period that has been selected could give intriguing insights into aspects of an underestimated field from the research until now. Needless to say, this matter was accessed not only to economic but also to social history. In juxtaposition with the changes in the broader area of European history of the second half of the 19th century, the conclusions could complete the image of our understanding of these societies in a period marked by structural transformations.

- Moderator : Young-soon Nho (Korea Maritime & Ocean University)
- Anna Sydorenko (Postdoctoral Research Fellow of IMS/FORTH, Greece) Navigating Welfare: Mutual Insurance and Pension Funds of the Northern Black Sea Coast Seafarers

- Alkiviadis Kapokakis (PhD student of the University of Crete/IMS-FORTH, Greece) The Welfare System for Seamen in Greece during the second half of the 19th Century: Examining the Operation of the Seamen's Pension Fund
- Thomas Kalesios (PhD student of the University of Crete, Greece) From mutual to insurance funds: the case of the dock workers of Piraeus in the period of transition (1910's-1930's)

Navigating Welfare: Mutual Insurance and Pension Funds of the Northern Black Sea Coast Seafarers

Anna Sydorenko (Postdoctoral Research Fellow of IMS/FORTH, Greece)

Abstract

During the "Great Reforms" era in the Russian Empire, there was a significant surge in the establishment of 'public organizations.' These organizations were characterized as voluntary, self-governing entities, formally organized associations of subjects within the empire. They operated regularly to pursue specific political, social, economic, and cultural objectives.

A pivotal development during this period was the introduction of dual-purpose mutual insurance and pension funds in 1868, specifically designed for seafarers and Russian Steam Navigation and Trading Company employees. These funds served as a pioneering model within the broader landscape of emerging mutual and insurance funds, which began to spread across various professional categories in the Russian Empire. Functioning as a welfare system, these funds addressed their members' diverse needs.

The paper traces the trajectory of this evolving system, exploring its growth and adaptation to the unique challenges specific professional groups face. A key milestone in this progression was the establishment of inter-professional Mutual Aid Funds of Seafarers in the Merchant Fleet in 1904. This marked a significant consolidation and formalization of mutual aid efforts, reflecting the maturation of the voluntary public organizations into a more integrated and cohesive structure. By examining the establishment and evolution of these mutual aid funds, this paper sheds light to our understanding of the development of welfare systems within the context of the broader social and political transformations of the time.

Key words

Black Sea, Seafarers, Mutual Insurance, Pension Funds, Russian Steam Navigation and Trading Company

Biography

Anna Sydorenko, Ph.D., (2017), Ionian University, is currently a Post-Doctoral Researcher at the Institute for Mediterranean Studies of the Foundation for Research and Technology, Hellas (FORTH). She is co-Editor of the Mediterranean Seafarers in Transition. Maritime Labour, Communities, Shipping and the Challenge of Industrialization 1850s-1920s (Brill 2023) and Between Grain and oil from the Azov to the Caucasus: The Port-cities of the Eastern Coast of the Black Sea, late 18th – Early 20th century (2020). Her research interests lie in maritime economic and social history, port history, Black Sea history, and the Greek diaspora.

Relief and Welfare for seamen in Greece during the second half of the 19th Century: Examining the operation of the Seamen's Pension Fund.

Alkiviadis Kapokakis (PhD student of the University of Crete/IMS-FORTH, Greece)

Abstract

In 1836, the newborn Greek state, in the context of a wider institutionalisation of the rules of navigation and the exercise of maritime professions (seamen, fishermen, boatmen, divers etc.), set up a reserve fund to care for disabled and elderly seamen. In order to set up the reserve fund, the state decided to allocate a portion of the earnings from shipping licenses and fines. The regulations for navigation were based on French legislation and the corresponding French insurance fund Caisse des Invalides de la marine. The Initiators of the scheme, copying the French regulations, saw the provision of care for elderly and seriously injured seafarers unable to work as a kind of privilege/incentive that would make shipping more attractive to coastal and insular populations.

However, the fund was successfully established and operated 25 years later, in mid-1861, during a challenging period for the Greek merchant shipping industry. The operation of the Seamen's Pension Fund (in Greek Naftiko Apomachiko Tameio or NAT) would henceforth be based primarily on contributions from all those involved in the maritime professions (deducted 3% of the salary). For reasons related to revenue collection, but not only, the establishment of the NAT was accompanied by a new way of registering seafarers and their service on board. In essence, a labour market oversight system was enforced which altered the requirements for accessing seafaring occupations. Additionally, the fund offered not only pensions but also a small amount of financial aid to relief seafarers and their families.

The purpose of this paper is to highlight the role played by the NAT in relation to merchant shipping and seafarers in particular during the transition from sail to steam, the welfare policies it has developed, the criteria for receiving pensions and financial assistance.

Key words

Relief, Welfare, Maritime Professions, Greece, 19th century

Biography

Alkiviadis Kapokakis is a PhD candidate in the Department of History and Archaeology of the University of Crete in co-supervision with the Institute for Mediterranean Studies (IMS/FORTH). The subject of his thesis concerns labour relations in the Greek-owned fleet, the labour market and the social security of maritime workers during the transition from sail to steam. The PhD thesis is part of the research project ERC Starting Grant Seafaring Lives in

Transition, Mediterranean Maritime Labour and Shipping, 1850s-1920s (SeaLiT). He has contributed to two collective volumes on the transition from sail to steam and on the seafaring professions. As a postgraduate fellow of the Institute of Mediterranean Studies, he has worked on programs for the classification and digitization of archival material concerning the maritime economy (Onassis Business Archive) and economic policy of the Greek state during the 20th century.

From Mutual to Insurance Funds: The Case of the Dock Workers of Piraeus in a Period of Transition (1910's-1930's)

Thomas Kalesios (PhD student of the University of Crete, Greece)

Abstract

Between 1910's and 1930's Greece underwent a period marked by transitional and structural changes that effectively served as a re-foundation for the country. Due to the prolonged period of war (1912-1922), the defeat, and forced exchange of population with Turkey the need for the modernization of the institution of the state was crucial. New laws enacted in 1914, facilitated the formation of trade unions but also introduced provisions for the establishment of mutual funds to benefit their union members. It is noteworthy that during this era, with no centralized insurance system in the country, these new measures provided a crucial means of financial and social security.

Taking advantage of their well-organized structure and advantageous position in the port's operations, the dock workers of Piraeus, Greece's largest and most vital port, promptly seized the opportunity presented by the new law. They expeditiously established regulations for mutual aid funds to supplement and support their union members and their families.

In 1925, as the biggest and most important port associations underwent merger procedures, the associated funds had to be amalgamated into a single entity, posing a set of practical issues requiring resolution. In addition, it is important to point out that this fund is being set up at exactly the same time that discussions are taking place about the creation of a central fund and insurance system in the country, which will take place a few years later. The author of one of the drafts of the Piraeus dockers' insurance fund, which was founded in 1931, was the same person entrusted with designing the central state system.

The interest in the Piraeus Dockers' fund is based, on the one hand, on the importance of work and how it is organized and, on the other hand, on the process of selection and transition from the non-permanent phase to the stable and permanent labor relations established in the port at that very period (1930). Therefore, this insurance fund functioned mainly as a social safety valve for those not selected to continue working in the port.

The purpose of this paper is to highlight the procedure that gradually led the unions of the dock workers of Piraeus from the establishment of mutual funds to one insurance fund, in the exact period that Greece addressed the issue of central insurance system as something

completely new.

Key words
Mutual funds, insurance, dock workers, Piraeus-Greece, 20th century

Biography
Thomas Kalesios is a PhD Candidate in the Department of History and Archaeology of University of Crete.

He holds a first class honors BA in History from the Department of History and Archaeology of the University of Crete.

He also holds an MA with distinction in Modern and Contemporary History (Department of History and Archaeology, School of Philosophy of University of Crete).

The subject of his PhD research is the study of the "Dockworkers of Piraeus, 1880-1940. The making and the function of an occupational group. Its corporal and trade union organization, political action and daily life.".

He had also been a member of archival classification teams in several archives of Greece and worked as research assistant in different projects. He also worked as assistant researcher in ERC STG 2016, SeaLiT project in the Institute of Mediterranean Studies (IMS/FORTH) from March 2018-September 2021.

S. 4. 60. – STUDY ON THE DUTCH EAST INDIA COMPANY (VOC)

Moderator: Hideaki Suzuki
(National Museum of Ethnology)

Wrestling with disconnection: memories, food, and Enslavement in the Dutch Indian Ocean Empire

Kathleen Burke (NYU Shanghai)

Abstract

How did enslaved people in the Dutch East India Company's eighteenth-century empire view the Indian Ocean? These people – from Malabar, Coromandel, Bengal in present-day India, the eastern part of today's Indonesia – were forcibly transported across the ocean to the Company's ports littered along the ocean littoral. By shifting our perspective away from colonial elites, we can grasp a very different sense of the ocean, one that speaks of lost homelands, families, and selves. This paper explores the ocean from the perspective of enslaved cooks and cultivators in the Company's headquarters in Batavia, present-day Jakarta, Indonesia. By spotlighting how enslaved people transported, grew, and processed familiar plants from their homelands, I explore how the ocean signified both disconnection and loss, as well as opportunities for new kinds of connections. Using food as an analytical object, I reconstruct how enslaved people used food to overcome their disconnection from their homelands, forging links, however partial and incomplete, with memories and ontologies of self before their enslavement.

Key words

History from below, subaltern sea, food

Biography

Kathleen Burke is research fellow at the Center for Global Asia at New York University in Shanghai. She is a historian of food, gender, and early modern maritime empires in the Indian Ocean. She is the recipient of the Connaught International Fellowship and is grateful for the many institutions which have helped fund her research in archives in Indonesia, Sri Lanka, the Netherlands, and Germany.

Lost and Found in Ezo: VOC Castricum's 1643 Voyage and its Consequences in Cartography, Geography, and Ethnography

Hung-yi Chien (Department of History, National Cheng Kung University)

Abstract

The Dutch East India Company, or the VOC, was a late-comer to East Asia's early modern maritime trade. Struggling among local states, empires, and other European powers, the VOC had to find their trade partners and sources of precious metal to facilitate their East Asia trade. Since the beginning of the seventeenth century, the VOC had secured trade posts across Asia and the source of silver from Japan. However, it lacked a trade monopoly with a certain state and exclusive precious metal rights. The demand for trade partners and precious metals propelled the VOC to launch several discovery voyages since the mid-1630s.

One of the "discoveries" in this period is Maarten Gerritsz. Vries' 1643 voyage on the VOC ship Castricum to find Cathay and the Gold and Silver Islands. Although this voyage failed to meet its original objectives, its findings in Ezo (today's Hokkaido, Sakhalin, and Kuril Islands) contributed to cartography, geography, and ethnography in the following centuries. These contributions formed two rounds of knowledge circulation between Europe and East Asia and witnessed a significant case in the history of knowledge from the seventeenth to the twentieth centuries.

This study will first summarize the expectations and the record of Castricum's voyage to Cathay and the Gold and Silver Islands in 1643 and then go into the consequences of this voyage in cartography, geography, and ethnography. The result of Castricum's 1643 voyage was published in 1646, and the newly discovered coastlines appeared almost immediately on world and regional maps afterwards. It revised the imagined coastline proposed in the late sixteenth century and remained trustworthy until the mid-eighteenth century when the Russian expeditions brought more accurate information back to Europe. Regarding geography and ethnography, Amsterdam burgomaster Nicolaas Witsen included more reports from this voyage in his significant compilation, Noord en Oost Tartarye (1687, 1705, and 1785). Despite the limited circulation, a copy of the 1785 third edition reached Japan at the beginning of the nineteenth century. Baba Tēyu, an interpreter of Dutch, translated Witsen's text and compared its information with the findings of Japanese expeditions to Ezo in the previous decades. Baba's translation remarked a significant convergence of knowledge about Ezo before Japan opened to the world. In 1858, Dutch scholar Pieter Arend Leupe discovered the journal of Castricum's steersman and published it with famous Japanologist Philipp Franz

von Siebold's ethnographic annotations. In the twentieth century, Japanese scholars of the indigenous Ainu culture used this journal to study the peoples beyond the Japanese's control in the seventeenth century.

In short, Castricum's 1643 voyage failed to achieve its original objectives but succeeded in achieving many unintended scientific goals. However, Castricum's contributions to cartography, geography, and ethnography are much less known than its contemporaries' voyages, such as Abel Tasman's to Australia. This study sheds light on Castricum's 1643 voyage and hopes to advance our understanding of the indigenous people reflected in the old Dutch records and the history of knowledge across the Eurasian continent in the previous centuries.

Key words
Circulation of knowledge, forgotten voyage, Ezo (Hokkaido, Sakhalin, and Kuril Islands), Compagnies Land, Nicolaas Witsen

Biography
Dr. Hung-yi Chien is an assistant professor in the Department of History at National Cheng Kung University (NCKU). She obtained her PhD from the Department of Taiwan Studies at the National Taiwan Normal University (NTNU). Before joining NCKU in 2022, she did postdoctoral studies at Academia Sinica, NTNU, the National Taipei University of Education, and Ruhr University Bochum. She published academic papers on Taiwan history, the Psalmanazar affair, the history of knowledge, and other fields. Since joining NCKU, her primary research interest has been the development of Taiwan studies and its genealogy of knowledge in the early modern period. She participates in international Taiwan studies programs, such as "Taiwan als Pionier", funded by the German government. Her expertise also includes Taiwan's education history, indigenous Formosan, and Hakka studies. Besides research, she teaches Taiwan history from the sixteenth to eighteenth century at undergraduate and graduate levels.

Elephants on Board: Dutch East India Company's Diplomatic Gifts in Mughal Bengal in the First Half of the Eighteenth Century

Chisa Mizobuchi (University of Tokyo)

Abstract

In the eighteenth century, lower Bengal became a major center of international trade in the Mughal empire. This region was linked with Mughal major cities such as Patna, Agra and Delhi by water transportation on the Ganges River. The trading posts of the Dutch, British and other European East India Companies were located in lower Bengal, which was connected to maritime trading network in the Bay of Bengal and beyond. Among the European East India Companies, the Dutch East India Company (VOC) was outstanding in terms of trading volume in this region. From the 1630s onwards, the VOC expanded into lower Bengal in earnest. At the beginning of the eighteenth century, the influence of the Mughal empire declined and political situations in Bengal changed on a large scale. Yet, the VOC continued to exert themselves to maintain harmonious relations with local powers in Bengal. For this purpose, the exchange of gifts was an essential means. The VOC in Bengal carefully discussed what gifts to send and to whom, while taking into consideration political situation and its change as well as local culture and customs in Bengal.

Elephants had been one of the important gifts exchanged between the VOC and indigenous states in the Indian subcontinent. In the first place, the VOC had been involved in the elephant trade in Ceylon since the seventeenth century. Ceylonese elephants were transported on VOC vessels to various regions such as lower Bengal and the Coromandel Coast as trading commodities or diplomatic gifts.

At the beginning of the eighteenth century, the VOC had customary exchanged gifts, including elephants, with the Mughal royalties and high officials in Bengal. Records of VOC's trading post in lower Bengal include the reports on the transportation of elephants as gift from the Dutch in Ceylon and the letters from the Mughals in Bengal regarding elephants. For example, Farrukh Siyar (1683-1719), a grandson of the Mughal emperor Bahadur Shah (r. 1707-1712) and the deputy of subahdar of Bengal, requested two elephants to the VOC in 1710.

Consulting these Dutch records, this paper investigates the exchanges of diplomatic gift of elephants during the first half of the eighteenth century from the following three perspectives: First, this paper sheds light on the transportation of elephants by vessels to lower Ben-

gal from Ceylon. The number of elephants transported and the methods adopted to carry them on board are analyzed. Second, this paper describes the relationship built through the exchange of gifts between the VOC and the Mughal royalties and high officials in lower Bengal, particularly focusing on how elephants were treated and what kind of meaning elephants took on as gifts in cross-cultural trade. Third, this paper analyzes the influence of transition in political situations in Bengal in terms of the relationship between the VOC and local powers, taking it into account that elephants were animals concerned with the dignity of local rulers and the court rituals during the later Mughal period.

Key words
Elephant, Dutch East India Company, Mughal empire, dimplomatic gifts, Bengal

Biography
Chisa Mizobuchi is a PhD student and a JSPS research fellow for young scientists (DC1) at the Department of Asian History, Graduate School of Humanities and Sociology, the University of Tokyo. She is currently working on the history of relationships between humans and animals, with particular attention to elephants in India during the Mughal period and the early British colonial period from the early sixteenth to the mid-nineteenth centuries. Her research includes not only Indian environmental history, but also cross-cultural history in South Asia and global intellectual history. Her recent work in Japanese is "Crossing the Cultures of Asia and Europe in the Early Modern Period: A Case Study of Elephants with Turrets in the European Visual Arts," Comparative Civilization: Journal of the Japan Society for the Comparative Study of Civilizations, 39, 2023.

Triangular Trade among Japan, India and Southeast Asia by the Dutch East India Company during the Seventeenth and Eighteenth Centuries

Ryuto Shimada (University of Tokyo)

Abstract

This paper examines the so-called triangular trade of the Dutch East India Company (VOC) in maritime Asia during the seventeenth and eighteenth centuries. This triangular trade was a trade business that connected Japan, India, and Southeast Asia, and was one key trading business among lots of intra-Asian trading business carried out by the VOC.

Unlike the British and French East India Companies, the VOC realized extensive intra-Asian trade. The VOC was able to engage in wide-ranging intra-Asian trade because it had abundant financial resources, and for this reason, it established many trading posts throughout maritime Asia from Japan to the Arabian Peninsula, operated many ships and maintained strong military power. In addition, the VOC organically linking this intra-Asian trade business with the Europe-Asia trade business, and then this Dutch Company reaped enormous profits. In fact, as the VOC pocketed large profits from the intra-Asian trade, the Dutch Company was able to reduce the export of silver from the Netherlands. In other words, the more profits the VOC obtained from the intra-Asian trade, the less silver was necessary for the VOC to bring to maritime Asia from the Netherlands. In this way, it is clear that the business of intra-Asian trade was highly important for the VOC.

Among the many intra-Asian trades by the VOC, the most important was the trade business that linked Japan, India and Southeast Asia. The VOC exported gold, silver and copper from Japan to port cities in the Indian subcontinent such as Surat in Gujarat and Hooghly in Bengal. The VOC sold these Japanese metals and procured cotton textiles in India. Then, the VOC brought Indian cotton textiles to Southeast Asia as a means of payment and obtained Southeast Asian goods for the Japanese market, such as sugar from Batavia and deerskin, rayskin and sappanwood from Ayutthaya.

This paper, first, focuses on the ship operations for this triangular trade and its changes by the VOC. This survey turns out that the VOC had been efficiently allocating its limited number of vessels by taking full advantage of the seasonal wind changes in monsoon Asia.

Second, the paper analyzes the volume and values of each major commodities traded in the triangular trade by the VOC and calculates the gross profits from the triangular trade. Previ-

ous studies, including my own, have emphasized the importance of the VOC's triangular trade connecting Japan, India, and Southeast Asia, but it is still not so clear how much products were actually traded in this triangular trade in terms of volumes and values and how much profits were made for the VOC. In contrast to previous studies, this paper attempts to conduct such comprehensive quantitative research and shows the importance of the Dutch triangular trade among Japan, India and Southeast Asia in the early modern period.

Key words
Dutch East India Company, Intra-Asian trade, Japan, India, Southeast Asia

Biography
Ryuto Shimada obtained PhD from Leiden University in 2005 and currently Associate Professor in Asian History at Faculty of Letters, the University of Tokyo. He is working on maritime Asian history since the sixteenth century and particularly interested in intra-Asian trade and the cross-cultural history of international ports in Asia during the early modern period. He has published several books and articles in English and Japanese, including Ryuto Shimada, The Intra-Asian Trade in Japanese Copper by the Dutch East India Company during the Eighteenth Century, Leiden and Boston: Brill Academic Publishers, 2006; Ryuto Shimada, "The Bay of Bengal Trade in the Late Seventeenth Century and Armenian Merchants," Acta Asiatica: Bulletin of the Institute of Eastern Culture, 123, 2022; and Radhika Seshan and Ryuto Shimada (eds.) Merchants and Ports in the Indian Ocean World: Across Sea and Land, London and New York: Routledge, 2023.

S. 4. 63. – WARSHIP
Moderator: Chang-hee Lee
(Korea Maritime & Ocean University)

Private Shipbuilders' Naval Shipbuilding in Britain at the Turn of the Eighteenth Century: A case of the Johnson family's Blackwall Yard

Shoya Fugetsu (Kyoto University (Japan) and University of Glasgow (UK) (double degree))

Abstract

My research focuses on the Royal Navy's shipbuilding contracts (hereafter, warship contracts) from the Nine Years War to the War of the Spanish Succession (1688-1714) to clarify the extent of private yards' contribution to Britain's warship-building programs. The period saw the rapid expansion of warship contracts both in number and geography, due to the intensifying war contexts and the advancing naval architecture. While the importance of the contractors to the British Navy has been pointed out numerically, the characteristics of the contractors are largely unknown. The lack of scholarly accounts is mainly caused by the lack of records left by private yards. Yet, the Johnson family of Blackwall is a rare exception who left rich records that enable us to examine some aspects of their daily business. Moreover, the Navy Board's (an organization responsible for the construction and maintenance of warships) letters contain various information regarding its interactions with contractors, especially because of the troubles in managing the rapidly expanding contracts.

For my research, I employ the Navy records (mainly ADM 106) at the National Archives at Kew and the Johnson Papers at the British Library. Combining these documents, I examine the Johnson family's, the largest contractor at the time, case to identify its contract relationship and traits required to maintain a successful business with the Navy. More precisely, I test three aspects of the family for this paper:

1) The family's wider connections to the Navy (business relationships outside warship contracts and non-business ties and how they were helpful for the family to obtain warship contracts).
2) The traits of the yard (the size and kinds of its facility and how they were helpful for the family to obtain warship contracts).
3) The family's interactions with the Navy during its warship contracts (what kind of troubles it faced, and what kind of support it received if there were any).

By elucidating Blackwall Yard's characteristics, I argue that the dominant contractors, the Johnson family, exploited all three aspects to adapt to the changing market at the time of the wars and technological developments. The revealed nature of warship contracts indicates that not only the development of the naval administration, traditionally naval historians' focus, but also active engagements of private yards played a key role. As I also argue the ambig-

uous boundary between the 'state and private', the paper points out that the symbiotic relationship between the Navy and contractors contributed to Britain's effort of naval shipbuilding collectively.

Key words
Shipbuilding, Government contracts, Early modern, Britain (UK), Naval history

Biography
CURRENT EDUCATION
Kyoto University, Kyoto, Japan PhD in Economics (Daigaku-in Keizaigaku-kenkyuka Hakase-kouki Katei)
University of Glasgow, Glasgow, UK PhD in Economic and Social History (Double degree programme with the university above)

PAST EDUCATION
Pennsylvania State University, Pennsylvania, USA Bachelor of History, Department of History
University of St Andrews, St Andrews, UK Master of Letters – Early Modern History, Department of History

CONFERENCES
April 2022: 2022 BHC (Business History Conference) Meeting, Mexico City
April 2022: Business History Society of Japan, April Meeting
April 2022: The Socio-Economic History Society (Japan)
June 2022: EBHA Congress 2022, CUNEF, Madrid
March 2023: 2023 BHC Meeting, Detroit
August 2023: EBHA Congress 2023, Oslo

The Regia Nave Puglia Around the World (1898-1923)

Bruno Cianci (University of Genoa / Rahmi M Koç Museum, Istanbul)

Abstract

The Regia Nave Puglia is one of the very few naval ships built during the Kingdom of Italy to have survived in some form the fury of war events and obsolescence. Built to provide service and assistance to overseas colonies, this Regioni-Class protected cruiser was the first ever naval vessel to be laid and launched at the Taranto naval arsenal, which was inaugurated in 1889. While in commission, the RN Puglia (which was named after Apulia, the region of Taranto) traveled extensively around the world to show the flag of the recently unified Italy in distant seas, completing two full circumnavigations and calling at dozens of ports on all continents, with the aim of visiting Italian communities around the world. The history of this ship and crews has been meticulously defined thanks to the original documents studied by Bruno Cianci: among these is the material preserved in the archives of the Italian Navy in Rome, the archives of the 'Vittoriale degli Italiani' (the museum which houses the remains of this ship) and a private diary of a naval officer also unpublished. From all these documents emerge unknown aspects of the life on board of the sailors of the time, of the encounters at sea and on land, as well as of the war events that the Regia Nave Puglia witnessed in the quarter of a century that saw her commissioned (1898-1923): from the Boxer revolt in China to the First World War; from the Italian-Ottoman war (1911-12) to the anti-Italian riots that tormented Dalmatia in the post-war period.

Key words

Regia Nave Puglia, Armoured cruiser, Italian Royal Navy, Taranto

Biography

Bruno Cianci was born in Paris (France) in 1970 to Italian parents. He currently works at the Rahmi M. Koç Museum of Istanbul, where he's been based since 2008. He holds a laurea magister in Political and Social Sciences (University of Milan) and is a doctoral student in Marine Science and Technologies (University of Genoa). He has authored twelve historical and maritime books and, as a chartered journalist, over a thousand articles (published in twelve languages), mainly related to boatbuilding, navigation and geopolitics of the sea. These activities have earned Bruno Cianci several literary and journalistic awards. In 2021 he's been awarded the Order of the Star of Italy by the President of the Italian Republic for his contribution to bilateral relations between Italy and Turkey.

Globalised Lower Decks: Multinationalism in the Lower Decks of the French and British Navies

Jeremy Young (Valor international Scholars, Anseong-Si, South Korea)

Abstract

In the latter half of the 18th century, France and Britain stood as two prominent colonial empires on the world stage. Their prosperity and influence hinged upon maritime trade during the era of the first globalisation. To safeguard and expand this crucial trade, both nations were compelled to cultivate formidable naval forces. However, during the Age of Sail, these naval fleets demanded a substantial and labour-intensive workforce. For instance, a first-rate ship of the line could require a crew of up to a thousand seamen. To meet these demands, both the British Royal Navy and the French Navy implemented systems of compelled maritime labour, known as impressment in the Royal Navy and "le système des classes" in the French Navy.

While both navies are often perceived as enduring symbols of their respective nations, the origins of their crews have been somewhat overshadowed. As Sara Caputo astutely pointed out in her book's introduction, we tend to overlook the substantial contributions made by tens of thousands of foreign seamen to the operations of the British Royal Navy. Recent studies have also illuminated the significant presence of black seamen in the Royal Navy, exemplified by figures such as Olaudah Equiano, who not only served as a seaman but also became a prominent writer and abolitionist.

Conversely, in the French Navy, as noted by historian Niklas Frykman, France primarily resisted the trend of relying on foreign-born sailors. Instead, it opted to expand the pool of eligible conscripts from metropolitan France. However, this approach has often led to the neglect of foreign seamen who served in the French Navy, especially during times of conflict. It has also obscured the contributions of black and Indian seamen, known in the French world as "lascars," to the maritime labour force in France.

This study draws upon existing literature in both French and English languages, including my own published work on black seamen in the Royal Navy and the French Naval World. Additionally, it utilises ship logs and muster rolls from archives in both France and Great Britain. Our objective is to emphasise that, despite referring to the French Navy as "Royale" and the British Royal Navy as national entities, the composition of their crews reflected the cosmopolitan nature of the French and British empires during the extended 18th century. Furthermore, by examining the origins of the maritime labour force in both France and Great Britain, this paper reveals that the composition of these crews exemplified a more fluid

labour market within the context of the first globalisation.

Key words
Impressment, Systeme des Classes, Warships, lower decks, seamen

Biography
Dr. Jeremy Young, a historian specialising in French and British history, embarked on his academic journey at the University of Paris Saclay, where he earned a degree in History. His interdisciplinary pursuits led him to political science studies at ICES in France. Driven by a global perspective, he obtained a Diplomacy degree from the University of Nottingham in the UK and a Postgraduate Certificate in Education from the University of Southampton. Under the mentorship of Professors Serge Benoit and Sylviane Llinares, he pursued a PhD at the University of Paris Saclay and later at the University of South Brittany, focusing on maritime recruitment practices in 18th-century France and Great Britain. His research delved into complexities like methodologies, challenges in seamen shortage, forced labour, and the involvement of slaves and black seamen. Currently, Dr. Young imparts his expertise in International History at Valor International Scholars in South Korea and actively contributes to the field through memberships in the Historical Society of Guadeloupe and collaborative efforts on maritime labour at the University of Barcelona.

S. 4. 5. – EXCHANGE OF COMMODITIES AND CULTURE IN EAST ASIA(1)

Moderator: Jae-woon Yun
(Daegu University)

Panel Abstract

This panel was organized to examine the exchange of goods through the East Asian oceans in the 1st and 5th centuries. In the first article, we will review iron, the second fur of Chinese northeastern regions, and finally ceramics. Through this, we would like to re-examine the historical significance of the exchange of goods through the East Asian seas in the 1st and 5th centuries.

First paper will examine the exchange of iron. Previous research has predominantly focused on intermediaries along the southwestern coastal trade route. However the distribution methods in consumption areas have been mentioned only briefly. Therefore, by comprehensively reviewing cases from the eastern coastal region, the intention is to reestablish the scope of the iron trade network in ancient East Asia during the 1th to 3rd centuries.

Second paper will examine the exchange of fur. The Chinese northeastern regions, such as Heilongjiang Province and Russian Maritime Provinces, were traditionally considered a hub of sable fur production and trades. The fur trade network in this period was significantly influenced by the geopolitical situations or political dynamics among the factions in this region, a topic in which many studies have taken interests recently. This paper analyzed the characteristics and changes of the fur trade network.

Third paper will examine the exchange of ceramics. In the 4th and 5th centuries, Paekche crossed the Yellow Sea and negotiated frequently with the Eastern Jin and Song in the Jiangnan region of China. Chinese porcelain crossed the Yellow Sea into central Paekche and spread along the coast to the south-central Korean peninsula through the Paekche maritime network. Thus, Chinese ceramics from this period are evidence of Paekche's cultural exchange through the sea.

- Moderator : Jae-woon Yun (Daegu University)
  - Ji-hyun Kim (Korea University) Iron Production and Distribution of Chinhan(辰韓) and Byeonhan(弁韓) in the 1st and 3rd Centuries
  - Jong-rok Lee (Korea University) The Fur Trade in the Chinese Northeastern Regions from the 1st to 3rd Century AD
  - Dong-min Lim (Keimyung University) Paekche's Importation and Spread of Chinese Ceramics in the 4th and 5th Centuries

Iron Production and Distribution of Chinhan(辰韓) and Byeonhan(弁韓) in the 1st and 3rd Centuries

Ji-hyun Kim (Korea University)

Abstract

In ancient societies, the emergence of iron as one of the key factors in the growth of ancient states. The exchange between groups possessing iron and those in need of it contributed to the advancement of trade. What must be established in exchanges between groups are the production source, gathering site, and consumption area. This text focuses on the iron trade by the Chinhan(辰韓) and Byeonhan(弁韓), and the production and gathering sites of iron, as well as the distribution process through which iron was exported to consumption areas, will also be examined.

Previous research has predominantly focused on intermediaries along the southwestern coastal trade route. However the distribution methods in consumption areas have been mentioned only briefly. Therefore, by comprehensively reviewing cases from the eastern coastal region, the intention is to reestablish the scope of the iron trade network in ancient East Asia during the 1th to 3th centuries.

The production source of iron is generally believed to have been primarily the Chinhan(辰韓) region, and in terms of geographical context, the role of serving as a gathering site for iron was the Kimhae region. Iron produced and gathered in this manner was consumed in commanderies(郡縣), Han(韓), Ye(濊) and Wa(倭). But there is limited information about how the Ye(濊) participated in international trade. By focusing on the trade of Ye(濊), this study aims to comprehensively examine the areas where iron was consumed. It can be concluded that iron produced in the Chinhan(辰韓) and Byeonhan(弁韓) regions was distributed through an extensive 'maritime network'.

Key words

Chinhan(辰韓), Byeonhan(弁韓), maritime network, iron trade, maritime routes

Biography

Ji-hyun Kim is pursuing a Ph.D in History Study student at the Korea University after obtaining a master's degree from Korea University. Currently she is researching ancient societies of Korea under the supervision of Daejae Park, with focus on Samhan.

She submitted a paper titled "Chinhan's Trade with Foreign and the Growth of Saroguk" to The Journal of Korean Ancient History last year, and this March, she submitted another pa-

per titled "Iron Production and Operation of Maritime Trade of Saroguk" to The Journal of Society for the Study of Early Korean History.

Ji-hyun Kim is expanding on their master's thesis, which focused on the Saro-guk of Jinhan, and is dedicating their doctoral studies to reconstructing the ancient transportation routes from Saro-guk to Silla. Recently, they published a well-received paper on the maritime trade operations of Saro-guk in the southeastern coastal area, demonstrating potential for future research development.

The Fur Trade in the Chinese Northeastern Regions from the 1st to 3rd Century AD

Jong-rok Lee (Korea University)

Abstract

The Chinese northeastern regions, such as Heilongjiang Province and Russian Maritime Provinces, were traditionally considered a hub of sable fur production and trades. The ancient ethnic groups called 'Yilou' or 'Sushen' were fur producers well known to the Chinese people from the 1st to 3rd century AD. Yilou's products were exported to the mainland China via Koguryŏ or Puyŏ, and they were later recognized as one of the major products of these polities. The fur trade network in this period was significantly influenced by the geopolitical situations or political dynamics among the factions in this region, a topic in which many studies have taken interests recently. This paper analyzed the characteristics and changes of the fur trade network. Under the assumption that the fur trade during this period took place via water routes, the paper suggests that the hegemony of this trade network strongly depended on securing the trade routes. Also, the dominance over the transportation routes served as the basis for the development and expansion of the naval routes of the political factions such as Koguryŏ in this region, which later influenced the naval routes in the East Sea to a certain extent.

Key words

Yilou, Sushen, fur trade, Koguryŏ, sable fur

Biography

Lee, Jong-rok is a Research Professor at the Center for Korean History, Korea University. He received his Ph.D. from the Department of Korean History at Korea University in 2022. He is also working as a managing editor of International Journal of Korean History, published by Center for Korean History. He has written several articles on ancient Korea and Koguryŏ. His academic focus is on the relationship between Koguryŏ and the ethnic groups inhabited in the coastal region of the East Sea, Northeast Region of China, and Primorsky Krai of Russia during the ancient period.

Paekche's Importation and Spread of Chinese Ceramics in the 4th and 5th Centuries

Dong-min Lim (Keimyung University)

Abstract

Paekche bordered Koguryŏ to the north and the Yellow Sea to the west, so they had to cross the sea to negotiate and exchange with China. Until the 3rd century, various East Asian countries used a network of long-distance coastal routes centered on China. However, the changing international political situation in the 4th century gradually strained these coastal routes. Paekche was able to take in the inhabitants of the Lelang and Daifang Commanderies, which had been destroyed by Koguryŏ, and dominate the southern part of the Hwanghae-Do for utilizing the Yellow Sea Central Cross Route from Kyŏnggi Bay to the Shandong Peninsula. This allowed Paekche in the fourth and fifth centuries to negotiate frequently with the Eastern Jin and Song in the Jiangnan region of China. As a result, large numbers of Chinese ceramics entered the center of Paekche, some of which spread to the Han River basin, the Kŭm River basin, the Yŏngsan River basin, and the coasts of the Yellow Sea and the South Sea. The spread of Chinese ceramics occurred primarily via maritime routes.

Some believe that Chinese ceramics were brought directly from China by various regional powers on the Korean Peninsula. However, as of 2024, more than 300 pieces of Chinese ceramics have been excavated near Seoul, the capital of Paekche during the 4th and 5th centuries. This represents an overwhelming percentage of the total number of Chinese ceramics found in Paekche and on the entire Korean Peninsula. Furthermore, given the international situation in the 4th and 5th centuries, it is likely that the sea route to China was monopolized by the center of Paekche. Therefore, the reception and spread of Chinese ceramics was likely under Paekche's control.

Paekche adopted more than just ceramics, but also aristocratic cultures from the Jiangnan region, such as the culture of drinking alcohol or tea. In the 4th and 5th centuries, Chinese porcelain crossed the Yellow Sea into central Paekche and spread along the coast to the south-central Korean peninsula through the Paekche maritime network. This maritime network was a pluralistic order built by securing favorable ports of call without dominating long-distance coastal routes. Using its monopoly on sea routes to and from China as a driving force, Paekche was able to create a network that connected various powers in the south-central Korean peninsula and the Japanese archipelago. Thus, Chinese ceramics from this period are evidence of Paekche's cultural exchange through the sea.

Key words
The Yellow Sea Central Cross Route, Chinese ceramics, Paekche, maritime network

Biography
Lim, Dong-min received his B.A., M.A., and Ph.D. from the Department of Korean History at Korea University. He specializes in Korean ancient history, especially Paekche history, maritime history, network analysis and foreign relations. His recent publications include the following articles ; "Sŏnamhaean yŏnanhangno 'network'wa kayaŭi p'ogu(The ports of Kaya and the south-west coastal route network)", Sŏnsawagodae vol.73, 2024; "Exploring a New Methodology for Studying Korean Ancient History Using Network Analysis: Focusing on negotiation data from the Eastern Jin and Sixteen Kingdoms to the Song and Northern Wei period", International Journal of Korean History Vol.28, 2023; "Paekche hansŏnggi haeyang network yŏn'gu(The Study on the Marine Network of the Hansŏng(漢城) Period of Paekche(百濟))", Ph.D. dissertation, Department of Korean History, Korea University, 2022.

S. 4. 27. – VISIONS OF THE SEA: PART 1 – THE STATE
Moderator: Erik Odegard
(Leiden University)

Panel Abstract

For poet and writer Anne Stevenson, 'the sea is as near as we come to another world'. Stevenson was certainly not alone in the way she perceived the sea. From immemorial times, mankind has developed different visions of the sea, depending on chronology, the identity of the observer and the historical, economic, and cultural contexts of the observation. The sea has been a space of connections, but also of separations. Oceans have staged power struggles, witnessed numerous losses and framed imaginations and representations. Visions of the sea have thus determined the way states and people have related to the masses of water that border all continents and these diverse relationships have shaped the way individuals, communities and central states relate to the liquid space, being in relationships of sovereignty, survival, economic sustainability, societal representation, fear or wonder.

This panel of 3 sessions investigates the way people have related to the seas in the longue-durée. We have welcomed contributions of scholars working from the point of view of central states, communities or individuals to understand how these historical actors have shaped their world by using and, at times, exploiting, if not abusing the sea to find regimes of domination, survival or fulfilment. Guided by the methodological principles instilled by current debates in global history, we venture onto a continuous chronological approach, taking different historical actors (collective and individual), contextualizing these relationships within- and across several disciplines, with particular attention to cultural formations, gender, class, regionality, as well as political and environmental contexts.

The lived experiences and appropriations of the sea and the way they informed mentalities and practices have been paramount in multiple and multifaced societies and created specific stereotypes that once historically analysed seem to have been pure constructions. Tropes regarding some people's and state's proneness to take to the sea dominate still popular culture, perceptions of the self and national identities. However, few of these tropes hold true when brought into 'conversation' with historical primary sources and queries that deviate from traditional historiographical narratives.

This set of four sessions hopes to compare: 1) the way different states related to the sea and how that informed regional sovereignty and power; 2) the way different professional groups (fishermen, traders, scholars, government employees, etc) perceived and made use of the sea vis-à-vis their relationship with local polities; 3) the way different subaltern or 'stateless' groups experience the sea vis-à-vis their personal lives and social horizon (dependents, women and children, pirates and smugglers).; 4) the way in which slavers and enslaved envisaged the sea. These comparisons will result in a meaningful understanding of the sea across different cultural and political systems, evidencing diverse, but also concordant perceptions of the oceans worldwide.

This session is the first of four and focuses on the visions of the sea having as departing point of analysis the state.

- Moderator : Erik Odegard (Leiden University)
  - Cátia Antunes (Leiden University) European Maritime Expansion: Visions of the Sea, 15th-18th centuries
  - Michael Talbot (University of Greenwich, United Kingdom) Visualising Ottoman Maritime Worlds in the Eighteenth and Nineteenth Centuries
  - Ronald C. Po (London School of Economics, United Kingdom) The Qing Empire and Two International Fisheries Exhibitions
  - Rémi Dewière (Northumbria University) Fluctuating shores: spaces of resistance: Lake Chad in the politics of Kanem and Borno sultanate (13th-17th centuries)

European Maritime Expansion: Visions of the Sea, 15th-18th centuries

Cátia Antunes (Leiden University)

Abstract

This paper explores the different ways in which Europeans related to the sea at the dawn of maritime expansion overseas. This relationship developed overtime as a response to the encounters with peoples that did not share similar notions of the sea. The West Coast of Africa, the Indian Ocean, the South China Sea posited challenges to European understandings of the sea as a way of expansion and, towards the end of the eighteenth century, domination. Despite the existence of a common conceptualization of the sea, different European states and their concomitant empires treated the sea differently and in doing so defined differentiated relational regimes with other maritime powers. This differentiation resulted in different colonial regimes that endured beyond the transition from early modern to the modern period.

Key words

Europe, Maritime Expansion, Visions of the Sea, Early Modern

Biography

Prof. Cátia Antunes is Professor of Global Economic Networks: Merchants, Entrepreneurs and Empires at the Institute for History at Leiden University, The Netherlands. Her research includes cross-cultural trade and exchanges, the role of merchants and entrepreneurs in the build-up of empire and comparative history of empires. She is currently the chief editor of the International Journal of Maritime History.

Visualising Ottoman Maritime Worlds in the Eighteenth and Nineteenth Centuries

Michael Talbot (University of Greenwich, United Kingdom)

Abstract

This paper will explore two examples of how maritime visualisations facilitate an understanding of the shifting nature of the Ottoman Empire as an empire and as a state through the prism of commercial routes. One of the primary links between the state and the sea was the facilitation and expansion of maritime trade routes, and attempts to define Ottoman spaces on coasts, islands, and open waters in shifting global contexts. The first example focuses on the mid-to-late eighteenth century, when the Ottoman Empire responded to increased international commerce and domestic and international threats to that commerce by creating defined maritime spaces in which Ottoman law applied at sea. The second example focuses on the mid-to-late nineteenth century, when the expansion of Ottoman trade across the world saw the creation of a new form of Ottoman maritime space through an extensive consular network designed to support and protect trade. The two together will visualise the changing nature of the Ottoman state through the use of maritime space, emphasise the crucial role of coastal history, and show that whilst the empire contracted on land in this period, in one way it expanded its reach significantly at sea.

Key words

Ottoman, Maritime Worlds, Visions of the Sea, 18th century, 19th century

Biography

Dr Michael Talbot's research explores Ottoman history in a global context through Ottoman relations with other states and societies, including through encounters at sea. He has published on Ottoman-British relations, Ottoman Algiers, Ottomans and Southeast Asia, and Ottoman concepts and practices of maritime sovereignty.

The Qing Empire and Two International Fisheries Exhibitions

Ronald C. Po (London School of Economics, United Kingdom)

Abstract

Focusing on how the Qing government, together with its active reformists and industrialists, viewed, prepared, and participated in the international fisheries exhibitions hosted in London and Milan in 1883 and 1906, respectively, this presentation illustrates and examines the interconnections between two seemingly disparate phenomena: fisheries development in late imperial China and one type of industrial exhibition held in the West. What motivated the Qing, supposedly a continental, land-based power, to so eagerly participate in such events? Why was the Manchu administration, traditionally renowned for their military exploits on horseback, concerned with all these fisheries matters? Why was the fisheries industry and, by extension, the territorial sea important to the Qing empire at the time when it was thought to be on the verge of collapse?

Key words

Qin Empire, Visions of the Sea, Fishery Exhibitions, 19th century, 20th century

Biography

Ron Po, currently a visiting professor at Leiden University, is an associate professor of the Department of International History at the London School of Economics and Political Science. He authored the The Blue Frontier: Maritime Vision and Power in the Qing Empire, published by Cambridge University Press in 2018.

Fluctuating Shores: spaces of resistance: Lake Chad in the politics of Kanem and Borno sultanate (13th-17th centuries)

Rémi Dewière (Northumbria University)

Abstract

Lake Chad is a vital body of water situated in the central Sahel. During the Middle Ages and the modern era, multiple Islamic states extended their territories along its shores and formed a unique, mixed connection with this inland sea. The physical and hydrographic features of Lake Chad played a significant role in the manner in which states like the sultanates of Kanem (located in present-day Chad) and Borno (located in present-day Nigeria) perceived aquatic environments. The shallow Lake Chad is versatile and morphs in appearance following the ebb and flow of its shores. Throughout medieval and modern times, much like the recent events surrounding Boko Haram, this natural phenomenon has alternated between resource and rebel space, opportunity and deterrent. Drawing on Arab and Borno sources, this presentation will explore the political and environmental history of Lake Chad and the riparian states, and examine the vision of the sea and liquid spaces in pre-colonial African Islamic states.

Key words

Lake Chad, Kanem Sultanate, Borno Sultanate, 13th-17th Centuries, Visions of the Sea

Biography

Rémi is a historian interested in the Islamic World in the Early Modern period, with a special focus on Islamic societies in Africa. He currently works on migrants and skill-transfer in the Islamic World, from Timbuktu to Java, from the 16th century to the 1850s. His book, Du lac Tchad à La Mecque. Le sultanat du Borno et son monde (XVIe-XVIIe siècle) (Éditions de la Sorbonne, 2017), provides a new perspective on the functioning of this Islamic Sahelian state in the Early Modern period and its relationship with the world around it through the trans-Saharan routes.

S. 5. 17. – VARIETIES OF MARITIME RISK MANAGEMENT: THE MEDITERRANEAN, NORTHERN EUROPE, AND EAST-ASIA, 15TH-19TH CENTURIES - PART 2

(PRIN 2022 PROJECT "UNDER UNCERTAINTY" – CUP D53D23000790006 AND PRIN PNRR PROJECT "WIND WAVES AND STORMS" – CUP E53D23020150001)

Moderator: Ronald C. Po
(The London School of Economics and Political Science)

Panel Abstract

Maritime trade was (and still is) a profitable yet risky business. Damage to ships and cargoes caused by natural disasters (i.e. storms, winds, adverse weather conditions), as well as those ascribable to human activity, have constantly to be considered by business actors willing to minimize losses and maximize profits. Between the 15th and 19th centuries, a broad array of responses to these uncertain events were available, including contractual arrangements, formal and informal procedures, individual strategies, public policies, and religious beliefs. In many European markets it was possible to shift the risks to someone else by underwriting an insurance policy or a bottomry contract, but also to share losses by means of ex-post procedures, like general average. Contractual agreements were common also in the East Asian maritime trade, including partnerships similar to commenda in coastal China and bottomry (nagegane) in Japan. Preventive strategies were also routinely exploited: to secure their loyalty, Chinese investors could preemptively take their shipmaster's family hostage; in the Mediterranean and the Atlantic, cabotage and convoys served reducing the risks of sailing the open sea. Dividing the cargo among multiple carriers was a practice normally adopted everywhere, like seeking protection provided by armed vessels. Even rituals were among the possible options, including Taoist ceremonies performed after surviving sea storms, pilgrimages by Dutch sailors safely returned home, and the habit of Catholic ship-owners to name their ships after a saint.

In analyzing this multifaceted historical evidence, an evolutionary interpretation has prevailed among scholars, who argued that modern and (theoretically) more efficient tools and strategies replaced traditional ones. The focus went to premium insurance with the outcome of overshadowing not only the number of existing alternatives to sea risks, but also the interplay likely at work among them.

Setting aside any evolutionary bias, this panel aims at shedding new light on the multifaceted ways in which business actors dealt with the uncertainties of maritime trade. A special focus will go on maritime climate risks within the modern theoretical framework of resilience, according to which it is not the nature of adversity that is most important, but how society deals with it. A comparative approach will allow exploring geographically diverse perceptions of marine risks and the strategies adopted to manage them. Contributions will observe and compare three distinct regions, such as the north Atlantic, the Mediterranean, and the East Asian maritime corridor, targeting their different trajectories but also their possible points of contact. They will also provide a general overview useful to classify the large set of tools and strategies at work and develop a theoretical framework suitable to analyze them in comparative terms.

We apply for a double-panel with 8 papers in total. Most of them refer to two ongoing research projects funded by the Italian government: "Under Uncertainty. Coping with Risks in

the Mediterranean Maritime Business (Italy, 16th-19th centuries)" and "WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)".

- Moderator : Ronald C. Po (The London School of Economics and Political Science)
  - Sabine Go (Vrije Universiteit of Amsterdam) Divergence in Governance: Adjudication of Marine Insurance and General Average in pre-modern Amsterdam
  - Maria Carmela Schisani / Giancarlo Ragozini / Francesca Caiazzo (University of Naples "Federico II") Weather events in the mid-18th century Mediterranean maritime trade: Automatic data extraction from Naples' sea protests through machine learning techniques
  - Paola Avallone / Raffaella Salvemini (National Research Council of Italy , Institute of History of Mediterranean Europe) / Concetta Damiani (University of Campania 'Vanvitelli) Bottomry loans or Insurance contract ?: A case-study from pre-Unification Southern Italy
  - Alessio Maria Musella (University of Teramo) / Maria Carmela (University of Naples "Federico II") / Tiziana Di Cimbrini (University of Teramo) Risk management policies of marine insurance companies in Southern Italy over the 19th century: An accounting history perspective

Divergence in Governance: Adjudication of Marine Insurance and General Average in pre-modern Amsterdam

Sabine Go (Vrije Universiteit of Amsterdam)

Abstract

Marine insurance (MI) and General Average (GA) were some of the tools applied in pre-modern Europe to deal with the risks inherent to long distance maritime trade. It soon became clear that MI, which was first introduced in Amsterdam in the mid-sixteenth century, and its emerging insurance market, was a complex instrument and prone to disputes and fraud. By the end of the sixteenth century, the number and complexity of insurance cases swamped the regular municipal court and a specialized court, the Chamber of Insurance and Average, was established. With the establishment of this court, the Amsterdam municipality chose a very different path other pre-modern commercial centers, like Antwerp and Bruges, where insurance disputes were often handled by consular courts.

GA was a generally accepted default rule, that did not require ex-ante contractual agreement, as was the case with MI. GA disputes had originally been dealt with by 'wise men', but after the establishment of the Chamber of Insurance, GA cases were added to the jurisdiction of this new Court. Although it would seem that from then on, the governance of MI and GA had converged into this new institution, when we assess the Court's ruling and procedures, we find that the Chamber incorporated two forms of governance, formal and informal. Why did the Amsterdam municipality opt to set up this hybrid type of governance rather than go for a structure with a proven record?

Key words

Marine insurance, general average, governance, enforcement, Amsterdam, Pre-modern

Biography

Sabine Go's research focuses on the emergence and development of economic institutions during early modern and modern times in the Low Countries. She is PI of the international project 'Risky Business', which develops an international long-term database of marine insurance premiums. Her most recent projects focus on the involvement of the Dutch insurance industry with slavery (18th-19th centuries).

Weather Events in the Mid-18th Century Mediterranean Maritime Trade. Automatic Data Extraction from Naples' Sea Protests Through Machine Learning Techniques

Maria Carmela Schisani / Giancarlo Ragozini / Francesca Caiazzo (University of Naples "Federico II")

Abstract

Sea protest is part of the institution of the General Average (GA), that allows the sharing of risks between the involved parties in maritime voyages (shipmasters/shipowners and merchants/passengers). Basically, sea protests were ex post formal transcriptions of a shipmaster's declaration concerning natural or man-made disasters leading to a damage during navigation. They were narrated before the authorities in the first port in which the shipmaster stopped after the accident. This source contains information on: ships' name and typology, master's name, route (origin and destination and intermediate stops), cargo and crew composition, length of journey, event's localization, narrative of the accident, etc. Often sea protests were filed as a precautionary measure to free shipmasters from liability in case damages to the cargo occurred. That is why they were extremely common and standardised across Europe.

This underused archival source provides very precise maritime meteorological observations. Extracting data from sea protests would strongly improve information and extended climate record for European seas that could be used as proxy of climatic events and economic/societal resilience. The wider and more synchronic surveys there are, the easier it will be to reconstruct the overall functioning of societal responses to maritime climate uncertainty and risk perception in the past.

The proposed paper represents the first step of a wider project which, starting from climate data surveys, aims to contribute to the historical definition/evolution of the concept of climate risk perception and management in maritime trade in the South of Italy over the past centuries.

Since the construction of large databases starting from archival documents is generally time consuming given that historical documents have a narrative form and the extraction of quantitative information to populate a database is still a human-based activity, in this paper we make a first endeavor to automatize one of these steps using directly textual information.

Using a set of sea protests series of the Neapolitan Real Compagnia di Assicurazioni Marittime (1751-1802) in textual form we aim to extract the information about the frequency and intensity of the climate events and encoding them through the Beaufort scale.

We will train a convolutional neural network (CNN) that classifies climate event descriptions and automatically encodes them in the numeric scale. Following Li et al. 2017, we will represent the semantic meaning of texts by the TF-IDF algorithm that calculate the weight of each word in a text. These vectors will be the input of the CNN for text classification. Similar methods have been used in other research contexts but in our knowledge, this is the first attempt in the field of archival sources and especially of sea protests. At the present stage of research, given the limited number of transcribed sea protests, we dichotomized the Beaufort scale to improve the capability of the text classifier.

This paper is developed within the funded research project PRIN PNRR "WWS (Winds, Waves and Storms): historical data and modern quantitative approaches to uncover the long-term strategies to prevent and mitigate climate risks in the European seas (15th-19th centuries)", CUP E53D23020150001

Key words
Southern Italy marine insurance, general average, weather adversity, convolutional neural network, machine learning

Biography
Maria Carmela Schisani, PhD, is Full Professor of Economic History at the Department of Economics and Statistics (DISES) of the University of Naples "Federico II". She has been the Coordinator of the Ph.D in Economic History of the University of Naples "Federico II". She is member of the Scientific Board of the Ph.D. in Economics of the University of Naples "Federico II". She has been (and is) involved in several national and international research groups. Her main fields of interest are financial history in modern and contemporary age (private and public finance in the South of Italy; insurance and banks; Italian financial market, international finance, financial peripheries of the 1st globalization), business history and historical network analysis. She is author of several publications, some of them in high-impact international scientific journals such as Cliometrica and Business History.

Bottomry Loans or Insurance Contract? A Case-Study from Pre-Unification Southern Italy

Paola Avallone / Raffaella Salvemini (National Research Council of Italy, Institute of History of Mediterranean Europe) / **Concetta Damiani** (University of Campania 'Vanvitelli)

Abstract

It is commonly known that, since the time of Hammurabi, in the Mediterranean life, the bottomry loan contract was the natural effect of 1. the needs of trade, 2. the existence of complex business relationships, and 3. the greed of the barbarians. It was not a direct transfer of risk, but rather a conditional loan: the lender committed the merchant to a sum of money before the voyage, which was to be repaid with (considerable) interest if the voyage was successful and not to be repaid if the ship was lost. How much this contract differed from maritime insurance is not always clear in the documents, above all in Italy where there was a ban on lending money at interest, considered an act against Catholic morality. Thus, alternative forms had to be found that disguised actual loans. This was the case of maritime exchange contracts.

Our paper will focus on the events of this institute from a privileged observatory - the records of the Tribunal of Commerce for the Pre-Unification Italian period, in which the full transcripts of the contracts are registered, accompanied by the generality of the subjects involved. The analysis of the documents allows to reconstruct the amount of money spent annually in the maritime exchange operations, to know the interest rates on loans in relation to different purposes of travel, and to identify lenders and borrowers. The aim is to show that despite the establishment and consolidation of maritime insurance companies, this maritime contract of ancient origin continued to have its autonomy as a maritime financing instrument.

Key words

Bottomry loans, maritime insurance, maritime trade, interest loan

Biography

Paola Avallone is Director of Research of the National Research Council of Italy at the Institute of History of Mediterranean Europe. She carries out teaching activities in Economic History of the Department of Economic Sciences and Statistics of the Federico II University. She is a member of the teaching staff of the doctoral course in "Mediterranean Studies. History, Law & Economics" at the Department of Law of LUMSA University. She specializes in the Economic History of Southern Italy between the 16th and 19th centuries with special attention to banking, insurance, local institutions, and the mobility of people and goods. Her

latest publication: "Monetizzare il credito. La Cassa di Sconto del Banco delle due Sicilie (1818-1860)", Bologna, Il Mulino, 2022.

Raffaella Salvemini is Director of Research of the National Research Council of Italy at the Institute of History of Mediterranean Europe. She deals with the economic history of Southern Italy with reference to assistance, education, ports and maritime healthcare. Vice president of the Friends of the Sea Museum of Naples association; scientific consultant for the Civic Museum of Procida "Sebastiano Tusa"; scientific advisor for Procida Italian Capital of Culture 2022. Among the recent publications on the sea theme: R. Salvemini, C. Fogu (a cura), Procida, orizzonte mare: storia marinara di un'isola, Roma, Nutrimenti, 2022; R. Salvemini, Napoli e il controllo della frontiera marittima al tempo del colera, in "Pandemia e Territorio, Studi e Ricerche socio-territoriali", Napoli, 11, 2021.

Concetta Damiani is Researcher (rtdA) Archival science – University of Campania "Luigi Vanvitelli". She collaborated with the Universities of Catania and Salerno and coordinated some projects dedicated to the reorganization and enhancement of historical archives, including that of the Chamber of Commerce of Naples and that of ENEL and participated in the activities of description and inventory of the Banco di Napoli historical archive. She carries out research on issues relating to digital archives, personal, family and business archives and forms of mediation and communication of documentary heritage.

Risk Management Policies of Marine Insurance Companies in Southern Italy over the 19th Century: An Accounting History Perspective

Alessio Maria Musella / Tiziana Di Cimbrini (University of Teramo) /
Maria Carmela Schisani (University of Naples "Federico II")

Abstract
This paper addresses the issue of uncertainty and risk in maritime business as a key issue to evaluate economic systems' resilience, over a long time.

Differently from the traditional notion of insurance that quantifies the perception of risk in probabilistic terms, this paper adopts a different approach, by using a qualitative analysis of balance sheet items and attached reports, to categorise risks in the long run. It focuses on the case study of maritime insurance in the South of Italy throughout the 19th century. Through thematic content analysis (TCA) we try to understand if there was homogeneity between companies in risk management strategies and thus in risk perception, whether it varied according to firms' dimension, whether these strategies changed with Italian Unification, whether the opening of the Southern market, the first globalisation and the arrival of foreign companies led to a change in the classification of risk and/or an adaptation to the categories used abroad.

To do this, we collected original sources mostly available at the Naples State Archive (balance sheets and attached reports) to obtain a massive collection of quantitative and qualitative data.

The analysis follows the systematic of a qualitative TCA (Kuckartz 2018), to which the "deductive-inductive category formation" corresponds. A concept-driven (deductive) development of risk categories derived from different kinds of literature (regulatory, accounting, and mercantile literature) and a data-driven (inductive) development of risk categories, derived from thematic analysis of archival sources will be outlined.

This way the paper aims to understand how risk perception guided the management risk policies of marine insurance companies over time. How these firms planned strategies to deal with uncertainty and risk is also a key issue to discuss, in a long-run perspective, the aspects of risk conceptualisation, vulnerability, adaptation capacity, tools, and policy options adopted under different market conditions.

This paper is developed within the funded research project PRIN "Under Uncertainty. Coping with risks in the Mediterranean Business (Italy, 16th-19th centuries)", CUP: E53D23000 340006.

Key words
Maritime insurance, risk categories, accounting history, risk management strategies, South of Italy

Biography

Alessio Maria Musella, PhD, is a Research Fellow at the Department of Economics and Statistics (DISES) of the University of Naples "Federico II" and an Adjunct Professor of Innovation Management at the Department of Political Science at the University of Teramo. A graduate with honors in Economics from the University of Naples "Federico II", he holds a PhD in Accounting, Management and Business Economics from the University of Chieti-Pescara "G. d'Annunzio". His academic studies include advanced training courses at various national and international universities. Actively participating in international conferences, his focus has been primarily on Accounting History. His research interests extend to Accounting History and Public Management, with some of his works published in high-impact international scientific journals (Accounting History).

Maria Carmela Schisani, PhD, is Full Professor of Economic History at the Department of Economics and Statistics (DISES) of the University of Naples "Federico II". She has been the Coordinator of the Ph.D in Economic History of the University of Naples "Federico II". She is member of the Scientific Board of the Ph.D. in Economics of the University of Naples "Federico II". She has been (and is) involved in several national and international research groups. Her main fields of interest are financial history in modern and contemporary age (private and public finance in the South of Italy; insurance and banks; Italian financial market, international finance, financial peripheries of the 1st globalization), business history and historical network analysis. She is author of several publications, some of them in high-impact international scientific journals such as Cliometrica and Business History.

Tiziana Di Cimbrini, PhD, is an Associate Professor of Business Economics at the Department of Political Science of the University of Teramo (Italy) where she teaches in courses of Management and Accounting. She is the president of the Master Degree in Public Administration Sciences of the University of Teramo. In 2008 she won the Best Paper Award of the Italian Academy of Business Administration / youth section. In 2018 she won the Alberto Bisaschi Prize of the Italian Society of the History of Accounting, for the best scientific publication of accounting history in English. Her main research field is accounting history and she is a member of the editorial board of Accounting History, the official journal of the Accounting and Finance Association of Australia and New Zealand.

S. 5. 53. – CULTURAL ENCOUNTERS IN THE INDIAN OCEAN II

Moderator: Kathleen Burke
(NYU Shanghai)

Baluchs as a Maritime People: Baluch Maritime Activities in the First Half of the 20th Century

Ichiro Ozawa (Ritsumeikan University)

Abstract

In this presentation, I examine the activities of the Baluchs as a maritime people in the Gulf of Oman region in the first half of the 20th century. Although the Baluchs of the coastal part of Makran (now the frontier region between Iran and Pakistan) had been involved in the maritime trade in the Gulf of Oman since the ancient era, scholars have paid little attention to them to date, partly because of the scarcity of the relevant sources. Mainly based on British sources on the slave and arms trade, which contain detailed information on this topic, I investigate the activities of these hitherto unattended people to throw new light on the maritime history of the Gulf of Oman and the western Indian Ocean. First, I present an overview of the variety of Baluch maritime activities, including Baluch chiefs promoting the trade connecting the sea with the inland regions, Baluchs acting as nakhodas (owner-captains of the native sailing ship, dhow), and Baluch merchants engaged in the Gulf of Oman trade, some of whom settled at Muscat, an important trade hub on the southern shore. I then discuss a concrete example of Baluch maritime activities based on a case study of Mir Barakat (Barkat), a Baluch chief of Jask (a port town on the northern shore), and his son Mirza bin Barakat. Whereas the father was mainly involved in the arms trade between Makran and Muscat, with his base at Jask and the adjacent inland region (Bashakard), the son established himself at Fujairah, the port on the opposite shore and now the seat of one of the emirates composing the UAE, and was notorious not only for his participation in the slave and arms trade, but also for his armed activities, which the British labeled as "piracy." In this presentation, the following aspects of their activities will be considered: the characteristics of their activities; their connections with influential persons or families on both shores of the Gulf of Oman based on marital relations; their relationship with Baluch nakhodas and the other maritime and mercantile people of the region; and their attitudes toward Britain and the other neighboring powers. Through this study, I elucidate the extensive activities of the Baluchs across the Gulf of Oman, which connected several regions flanking it, and present their historical importance as maritime people playing distinctive roles in the economic and social life of the Gulf of Oman region.

Key words

Baluchs, Makran, Gulf of Oman, Western Indian Ocean

Biography

Ichiro Ozawa now serves as an associate professor at the College of Letters, Ritsumeikan University (Kyoto, Japan). He received his B.A. in history from Sophia University (Tokyo, Japan; 2004) and his M.A. and PhD. in literature from the University of Tokyo (Tokyo, Japan; 2006 and 2016). His research topics include the military history of modern Iran, especially the history of firearms, and the history of trade and exchange in the western Indian Ocean world, especially Makran (a coastal region on the northern shore of the Gulf of Oman) and its surrounding regions.

Transporting Caste Across the Indian Ocean: Estate Files and the Family Laws of Indian Indentured Labourers in South Africa C. 1860-1911

Pritam Singh (London School of Economics and Political Science)

Abstract

In the colonial archives, the Hindi term Kalapani (black waters) has been often used to identify journeys across the oceans as a social death of the Indian migrants which led to them losing connections with their families, villages, and caste groups. Not differently, in recent historiography, overseas journeys by Indian migrants, particularly that of the indentured labourers, have been often linked with caste losing much of its force. It is argued that the hierarchical system of caste could not be sustained outside the Indian villages, where the interactions of Indian migrants with their social customs remained seriously limited. Contesting these ideas, this article suggests that the Indian indentured labourers carried their caste-based patriarchal family laws across the Indian Ocean to South Africa where they were employed to work on the plantations.

To make this argument, the article studies in detail the death estate files of upper-caste Indian individuals who went to South Africa as indentured labourers but later became prominent traders, planters, and even employers of indentured labourers. These estate files suggest how generational wealth and property among the ex-indentured labourers were transferred according to caste-based family laws that were not very different from the family laws being operated among the Hindus in India. Albeit such ex-indentured individuals found themselves in a completely different political environment, they often used manipulation of loopholes in the colonial laws of South Africa for the sustenance of their customary family laws. Often, the caste-based social family customs of the Indian migrants held much sway over the political laws of South Africa that were not essentially designed for the Indian populace.

These arguments, presented in the article, are unique on many fronts. Firstly, even though the linkages of caste and family laws have been heavily studied in the context of India, they remain largely understudied in the context of the Indian colonial diaspora around the Indian ocean arena. Family laws of Indians in South Africa have mostly been studied from the perspective of racism where Indian migrants were simplistically seen as individuals forced to follow the colonial family laws that had little to do with their native Indian customs. This article, contrarily, brings the agency of the Indian migrants in manipulating and navigating the colonial laws in their favour.

Also, this is the first time that the history of the caste-based family laws of ex-indentured labourers is being studied through death estate files. Even though these estate files provide a huge amount of information through wills, historical property dispute cases, and letters addressed to the inheritors, they still largely remain unused by historians. These estate files have only been used by the Indian citizens of South Africa to identify their ancestors for the purposes of getting Indian citizenship or for contemporary land dispute cases. Given the abundance of information stored in these estate files, the article limits itself to studying the estate files of a handful of individuals spanning from the beginning of Indian indentured labour to South Africa in 1860 until its end in 1911.

Key words
Caste, labour, colonial, India, South Africa

Biography
Pritam Singh is a PhD student in the International History Department of the London School of Economics and Political Science. Singh's PhD research project focuses on caste and the migration of indentured labourers from India to South Africa in the period between 1860 and 1911. Pritam completed his MPhil in Modern South Asian Studies from the University of Cambridge as an Indian Commonwealth Master's Scholar in 2020. This MPhil thesis on anti-caste Movements in Colonial Punjab was awarded a distinction and C.A. Bayly Prize for the best dissertation on South Asia. After completing his MPhil, Pritam worked as an Academic Tutor at O.P. Jindal Global University, Sonipat where he co-taught undergraduate courses on Modern Indian Politics, Political Philosophy, and the history of caste in modern India. His academic papers and book reviews focussing on caste in modern Indian History can be found in journals such as Economic and Political Weekly.

S. 5. 32. – DESERT AND THE SEA IN THE ISLAMIC WORLD: COMPARING MEDIEVAL AND EALY MODERN LIQUID SPACES INTERACTIONS

Moderator: Rémi Dewière
(Northumbria University)

Panel Abstract

This panel adopts a provocative stance, claiming that the world's largest continuous arid zone, known as Greater Sahara, or Saharasia, should be approach as another maritime space. It aims at gaining a better understanding of the populations living in this space and at its edges passes through the analysis of the interaction between the Sea and the Desert, from an interdisciplinary perspective gathering history, law, archaeology, art history, and literature. This approach inscribes itself in a long reflexion on the role of deserts as a liquid space (Delafosse 1924; Braudel 1949; Magalhâes-Godinho 1955; Horden 2012; Dewière 2017). The Sahara, in its largest extension, shares similar patterns when dealing with long-distance and local trades, mobilities, and the interaction between States and their environment than other oceans that surround it (Abulafia 2002; Horden and Purcell 2006).

At a political level, desert and the sea face the same problematics: distance from hubs of power, spaces of mobility and weak state control, transnational spaces. Many Islamic societies developed at the interface between the two worlds, and this vast zone has been often partially or totally associated with the Islamicate, and many historians called on an global approach centred on the Islamic societies from and on the fringes of deserts (Hodgson 1974; Gommans 2002; Sood 2011; Levi 2017; Wink 2020). The panel will then focus on the Afro-Eurasian Islamicate, from Mauritania to Mongolia, as an area that often have seen States and societies develop on the edges of maritime and arid spaces (Wink 2020).

By associating the two concepts of Islamicate and Saharasia, this panels seeks into going beyond the dichotomies between maritime and desert world, from the perspective of the Islamic societies that inhabited in, or in the fringes of the arid and maritime worlds. In fact, Islamic societies developed imaginaries and eco-systems at the frontier between the blue and the yellow economies and areas of exchanges. Participants will then explore the maritime features of the Greater Sahara, named hereafter Saharasia, and the bridges and interactions between the desert and the sea.

Shores, cities and ports connecting the Oceans and the Sahara will be particularly studied, as interface between two spaces often studied separately, but that are often sharing similar legal regimes, artistic imaginaries, and network organisations. Be in law, art, trade, Islamic societies interplayed between the worlds of the Sea and the world of the desert. On a second hand, participants will be invited to explore the bridges between the two worlds, from an artistic, a legal, a political, and an economic perspective.
Each participant is invited to think about one or several of the following topics:

- Nodes of interaction between the deserts and the seas;
- Representations of the Sea and the Sand in Islamic literature;
- Patterns of trade and exchanges;
- Islamic Maritime and "desert" law.

- Moderator : Rémi Dewière (Northumbria University)
  - Bruce Hall (Berkeley University) Global capital, Ostrich Feathers and Saharan trade in Tripoli in the late 19th century: towards an economic history of a Saharan commodity boom
  - Hassan Khalilieh (University of Haifa) Bridging the Shore of Commerce: Applying Land-Based Islamic Commercial Laws to Maritime Ventures
  - Cheikh Sené (The Harvard University, Center for Italian Renaissance Studies, Bonn Center for Dependency and Slavery Studies) From the sea to the Sahara desert: routes, trade networks and knowledge in connectivity (15th-19th centuries)

Bridging the Shore of Commerce: Applying Land-Based Islamic Commercial Laws to Maritime Ventures

Hassan Khalilieh (University of Haifa)

Abstract

Following the advent of Islam and the establishment of law schools, Muslim seafarers, merchants, and jurists played a pivotal role in advancing the evolution of commercial maritime law. This legacy is evident in the introduction of unprecedented principles to maritime commerce, facilitated, in part, by the application of land-based laws to the sea. In the absence of maritime precedence, jurists skillfully applied land-based laws to the sea. On many occasions, they issued rulings solely on the basis of analogy (qiyās), comparing the ship to the camel or other beast of burden, and the carriage of goods on land to the conveyance of goods by the sea. In the opening statement of Chapter II, titled "On the Hire of Ships," from Muḥammad ibn 'Umar's treatise (d. 310 A.H./923 C.E.) Kitāb Akriyat al-Sufun wa'l-Nizā' bayna Ahlihā (Treatise Concerning the Leasing of Ships and the Claims between Contracting Parties), the author draws an analogy between the ship and the camel. He ingeniously extends certain principles governing land-based transportation to maritime carriage, thereby laying the foundation for a comprehensive legal framework governing maritime contracts: "Leasing ships is like hiring pack or riding animals. It takes one of two forms: a guaranteed personal service, or hiring a specific ship, pack camel, or riding animal." Through this extension, jurists applied the principle of land-sea reasoning analogy to various aspects of commercial laws, including employment of sailors, cargo transport, jettison, qirāḍ/muḍāraba partnership (commenda), and collision. The analogical approach extended its reach to encompass a diverse range of maritime themes such as piracy, naval warfare, taxation, religious rituals, and penal law.

Key words

Islam, maritime, commerce, law, Mediterranean

Biography

Hassan S. Khalilieh (Ph.D. in NES, Princeton University 1995 & S.J.D., St. Thomas University, School of Law 2018), is an associate professor at the Program in International Security & Maritime Strategy, Leon H. Charney School of Marine Sciences, University of Haifa. He is a specialist in Islamic admiralty and maritime law, and international law of the sea of the Early and Classical Islamic periods. He is the author of Islamic Maritime Law: An Introduction (Leiden: E.J. Brill, 1998), Admiralty and Maritime Laws in the Mediterranean (ca. 800-1050):

The Kitāb Akriyat al-Sufun vis-à-vis the Nomos Rhodion Nautikos (Leiden: E.J. Brill, 2006), and Islamic Law of the Sea: Freedom of Navigation and Passage Rights in Islamic Thought (Cambridge: Cambridge University Press, 2019).

From the Sea to the Sahara Desert: Routes, Trade Networks and Knowledge in Connectivity (15th-19th Centuries)

Cheikh Sene (The Harvard University, Center for Italian Renaissance Studies, Bonn Center for Dependency and Slavery Studies)

Abstract

In the 15th century, when Portuguese merchants supported by Florentine and Genoese businessmen opened the Atlantic route for the slave trade with Africa, the old trans-Saharan trade between the Mediterranean and the West African Atlantic seaboard across the Sahara continued to supply Europe and sub-Saharan Africa with slave products from various countries. The Mediterranean is a space of "connectivity" (Horden and Purcell 2000) between two spaces (the sea and the desert) and between three worlds (Europe, Asia, Africa) through their trade products. As a gateway for European goods (copper, manila, iron, textiles, pearls, coral, paper, weapons, etc.) and an outlet for African goods (ivory, gold, gum arabic, wax, slaves, ostrich feathers, etc.), the Mediterranean was a commercial zone par excellence, where various trading networks from different cultures (Jews, Christians and Muslims) met. From the 16th century, West African ports between Morocco and Mauritania (Agadir, Mogador, Arguin, Portendick, Saint-Louis and the Senegal River) competed with Mediterranean ports. Trade goods imported from Europe and Asia and transported along the coast were reintroduced into domestic circuits and circulated as far as the heart of the Sahara. "The victory of the caravel over the caravan" (Godinho, 1969) was never sudden. The sea came to terms with the desert. These enormous spaces become sources of wealth, danger, shipwreck and conflict.

Seaports and desert ports (oases) are at the heart of political and economic issues. The objective of this paper is to connect the sea and the Sahara desert in an economic context increasingly dominated by Atlantic trade. The aim is to show how these two spaces functioned and were organized through their ports, based on the circulation of material cultures, trade networks and knowledge.

Key words

Sea, Desert, Trade, Networks, Goods

Biography

Cheikh Sene Postdoc at The Harvard University, Center for Italian Renaissance Studies and Heinz Heinen

Center for Advanced Study, Bonn Center for Dependency and Slavery Studies.

My research focuses on:
- Early modern Africa
- Gender, race, slavery and dependence in Africa
- Trans-Saharan and Trans-Atlantic Worlds of Slavery
- Empire, Imperialism and Colonialism in Africa
- African Diaspora
- Global History
- Material culture

S. 5. 21. – THE LAW OF THE SEA AND MARITIME LAW: CONNECTIONS AND COMPARISONS (16TH-18TH CENTURIES)

Moderator: Louis Sicking

(Vrije Universiteit Amsterdam & Leiden University)

Panel Abstract

The panel explores the historical development and working of legal regimes at sea. These are traditionally defined as the law of the sea and maritime law, and they aim at regulating human presence and interaction across pelagic spaces. The focus of the panel is the Early Modern Age (16th-18th centuries). The speakers' different but tightly interconnected angles of analysis will provide a coherent ensemble.

- Moderator : Louis Sicking (Vrije Universiteit Amsterdam & Leiden University)
  - Louis Sicking (Vrije Universiteit Amsterdam & Leiden University) Law of the sea debates in the Early Modern Age (16th-17th centuries): mare liberum vs mare clausum
  - Margaret R. Hunt (Uppsala University) A case of interfaith shipboard sodomy in the Persian Gulf in the seventeenth century
  - Stefano Cattelan (Vrije Universiteit Brussel) Law of the sea in the Age of Mercantilism (17th-18th centuries): tensions and developments
  - Leos Müller (Stockholm University) Perceptions and use of maritime neutrality in Swedish prize cases in the British High Court of Admiralty, c. 1750-1800

Law of the Sea Debates in the Early Modern Age (16th-17th centuries): Mare Liberum vs Mare Clausum

Louis Sicking (Vrije Universiteit Amsterdam & Leiden University)

Abstract

The question of whether or not the sea can be owned or controlled has occupied the minds of many over the centuries. The discovery of America by Columbus made the questions of ownership of the sea and how regimes to govern the sea could be created and managed gaining importance on a global scale. This presentation discusses the history of the law of the sea from the perspective of 'Renaissance Europe', focussing on the 'battle of the books' dominated by the publication of Mare Liberum (1609) by Hugo de Groot (Grotius) and John Selden's Mare clausum (1635). It shows that the concept of the free sea was perfectly compatible with the adjacent or territorial sea both in legal practice and principle. The idea of the free sea, defended and made explicit by Grotius, was not new but originated in Roman law and its medieval interpretations. Rather than the free sea, mare clausum was the new contribution of early modern thinking on the law of the sea. The concept of mare clausum had been shaped by the division of the world's oceans among Spain and Portugal based on the papal bull Inter Caetera (1493) and the treaties of Tordesillas (1494) and Zaragoza (1529).

Key words

Law of the sea, Mare Liberum, Mare Clausum, Grotius, Selden

Biography

Louis Sicking is the Aemilius Papinianus Professor of History of Public International Law at Vrije Universiteit Amsterdam and lectures Medieval and Early Modern History at Leiden University. He currently directs with Bart Lambert the senior research project 'Managing Markets. Commercial Institutions in the Principalities of the Burgundian-Habsburg Low Countries Compared' (FWO Flanders/VU/VUB).

A case of Interfaith Shipboard Sodomy in the Persian Gulf in the Seventeenth Century

Margaret R. Hunt (Uppsala University)

Abstract

In 1648, a case of sodomy between a Muslim man and a sixteen-year-old English carpenter's boy came to light on an English East India Company ship that was then plying the Red Sea. This talk uses witness statements from the lascar crew, the confessions of the culprits and other legal records first to explore differences and similarities between Indian and English crewmembers' attitudes toward same-sex love, and second to compare and contrast the legal conventions that framed those beliefs.

Key words

Sodomy, English East India Company, lascars India, Islamic law

Biography

Margaret R. Hunt is Senior Professor of History at Uppsala University. She has written extensively on early modern social, gender, maritime and military history. Her most recent book (with Philip J. Stern) is The English East India Company at the Height of Mughal Expansion: A Soldier's Diary of the 1689 Siege of Bombay (Bedford St. Martins, 2016).

Law of the Sea in the Age of Mercantilism (17th-18th centuries): Tensions and Developments

Stefano Cattelan (Vrije Universiteit Brussel)

Abstract

This presentation explores the development of the law of the sea between the late seventeenth century and early eighteenth century. Two opposing principles had emerged in the previous centuries, mare clausum (the closed seas) and mare liberum (the freedom of the seas). Doctrinal and diplomatic debates had focused on whether states could exercise exclusive control over pelagic areas and to what extent, culminating with the publication of Hugo Grotius's Mare liberum (1609) and John Selden's Mare clausum (1635). Only at the end of the seventeenth century, claims of maritime dominion began to fade away. In this context, the Dutch jurist Cornelius van Bynkershoek proposed a compromise between the ideas of freedom and dominion over the sea in De dominio maris dissertatio (1703). Taking inspiration from novel trends emerging in state practice, he suggested that coastal states should be entitled to sovereign rights over a strip of coastal waters (cannon shot rule). The remaining pelagic spaces would lie beyond state jurisdiction, hence the long-lasting dichotomy between territorial sea and high seas. Nonetheless, the recurrent maritime conflicts of the age cyclically curtailed the freedom of navigation in practice, and jurists began to shift their attention to the rights of neutrals. At the same time, mercantilist policies and the 'jealousy of trade' heavily affected the freedom of the sea and trade, as shown by the Ostend Company affair (1722-1731). In conclusion, the evolution of the law of the sea 'beyond Grotius' appears more complex than traditionally assumed and deserves a renewed attention.

Key words

Law of the sea, neutrality, freedom of the seas, maritime sovereignty, history of international law

Biography

Stefano Cattelan is Postdoctoral Researcher at the Vrije Universiteit Brussel (VUB) and Adjunct Professor in Law at the Brussels School of Governance (BSoG). His current project has been funded by the Carlsberg Foundation and the Flanders Research Foundation (FWO). His publications focus on the history of international law and the law of the sea between the 16th and 18th centuries.

Perceptions and Use of Maritime Neutrality in Swedish Prize Cases in the British High Court of Admiralty, c. 1750-1800

Leos Müller (Stockholm University)

Abstract

18th-century Sweden belonged to minor European powers. In the course of great power wars, 1756-1763, 1778-1783, and 1793-1806, it carried out a more or less consequent neutrality policy, exploiting its neutrality of flag at sea. The Swedish merchant fleet and foreign trade expanded, by supplying the belligerents with goods, and by carrying the belligerents' cargoes. This was a profitable and risky business. Hundreds of neutral vessels under the Swedish flag were seized as prizes by the English and French. This paper looks specifically at a sample of Swedish prizes adjudicated by the British High Court of Admiralty. The cases illustrate the practice of "the law of the sea" in wartime.

Key words

Prize papers, neutrality, Swedish shipping, Sweden's foreign trade

Biography

Leos Müller is Professor of History and the Head of the Centre for Maritime Studies at Stockholm University. In his current research project, he studies Swedish prize cases in Prize Papers (HCA NA) and perceptions of Scandinavian maritime neutrality. His most recent publications are Neutrality in World History (2019) and 200 Years of Peace. New Perspectives on Modern Swedish Foreign Policy (2022), edited together with Nevra Biltekin and Magnus Petersson, and Europas vändpunkter, 1492, 1914, 1989 (2024).

S. 5. 76. – TRAVEL NARRATIVE
Moderator: Jong-jin Noh
(Korea Maritime & Ocean University)

Emotional Geographies of Pigafetta's Account: Exploring the Human-Ocean Connection

Bulkhia U. Panalondong (Central Mindanao University)

Abstract

In ancient times, oceans were often perceived as formidable barriers, separating cultures and impeding exploration. However, with the advent of modern navigation techniques, oceans transformed into conduits for discovery, travel, and the connection of peoples and distant worlds. This research seeks to explore the emotional geographies embedded within Antonio Pigafetta's account of Ferdinand Magellan's expedition and Juan Sebastián Elcano's first circumnavigation of the world. Drawing upon interdisciplinary methodologies, including historical analysis and cultural geography, this study investigates the emotional landscapes traversed by the expedition members during their arduous journey across the world's oceans. It examines the emotional responses evoked by the vastness, unpredictability, and sheer beauty of the marine environment, as well as the encounters with unfamiliar cultures and landscapes.

By analyzing Pigafetta's narrative, the research aims to uncover the emotional geographies that emerged within the crew's interactions with the oceanic realm. It explores the complex interplay between fear, curiosity, awe, and wonder experienced by the expedition participants as they navigated uncharted waters, encountered diverse marine life, and witnessed the magnificence of the natural world.

Moreover, the study delves into the emotional connections forged between the explorers and the oceanic environments they encountered. It investigates how the seafarers' emotional experiences shaped their perceptions of the ocean as a place of both danger and opportunity, and how these emotions influenced their understanding of the world and its interconnectedness.

The findings of this research contribute to a deeper understanding of the human-ocean relationship by highlighting the emotional dimensions of historical maritime exploration. By examining Pigafetta's account through an emotional geography lens, this study sheds light on the complex interplay between humans, oceans, and emotions, offering insights into the ways in which the oceanic environment has shaped human experiences, perceptions, and connections throughout history.

Key words
Emotional geographies, Pigafetta's account, Magellan's expedition and Elcano's first circumnavigation, maritime exploration

Biography
Bulkhia U. Panalondong is a dedicated faculty member within the Department of Social Sciences at Central Mindanao University, Philippines. She holds a Bachelor's and Master's degree in History from Mindanao State University-Iligan Institute of Technology and is currently pursuing a Ph.D. in History with a specialization in environmental history.

Her scholarly contributions encompass various research papers that delve into the realms of environmental history within Southeast Asia, East Asia, and the Philippines. Additionally, her academic pursuits extend to exploring topics such as gender and sexuality, as well as digital democracy. Her work has been recognized through publication in esteemed journals and presentations at prestigious international academic conferences held in China, South Korea, Canada, Japan, USA, and Germany.

Panalondong's passion for academic engagement has led her to participate in numerous regional and international academic events. She has further enriched her research capabilities through visiting research positions at renowned institutions including the Kyujanggak Institute for Korean Studies at Seoul National University, Ruhr-Universität Bochum (History Didactics/Public History), the University of Hamburg (Public History), and the Centre of Studies of Latin America at the Institute of Global Studies, Shanghai University. Moreover, she has also conducted research at the Department of History, Sun Yat-sen University in Guangzhou, China.

Navigating Powers and Confronting Prejudice: The Chinese Diaspora of the Sulu Sultanate in American Travel Accounts(1899~1913)

Elgin Glenn Salomon (University of the Philippines Visayas)

Abstract

Using American travel accounts during the early years of American colonialism (1898-1913), this article unpacks the everyday lives of the Chinese diaspora in Sulu (southern Philippines). Although they contributed to the cultural diversity of the Muslim-dominated Sultanate of Sulu, some Chinese traders and businessmen strategically navigated between the antagonizing forces of the Sultan and the American colonizers to maintain their maritime trade interests. However, due to their control over economic activities and their advantageous position with both the Sultan of Sulu and the American colonizers, the Chinese community became more vulnerable to piracy and prejudice, particularly during Jikiri's series of attacks (1907-1909).

Key words

Sulu Sultanate, American colonialism, Chinese diaspora, travel accounts, ethnohistory

Biography

Elgin Glenn R. Salomon is an assistant professor of history at the Division of Social Sciences, College of Arts and Sciences, University of the Philippines Visayas, Miagao, Iloilo. His works appear in Critical Asian Studies, Philippine Sociological Review, Studia Islamika, and the International Journal of Asia-Pacific Studies.

Northern Worldviews and the Sea During the Renaissance Period

Marie Vatjus (University of Helsinki)

Abstract

The centrality of sea transport is an undeniable paradigm in Scandinavian historiography. With their extensive coastal area, archipelagian population centres and inaccessible inland wilds, the Scandinavian states share a perception of the North as a fundamentally maritime region. As Scandinavian historical research largely focuses on inter-Scandinavian connections and relationships with Central Europe, different notions of the North get easily overlooked. Due to the modern political fragmentation of the eastern Baltic area, the understanding of both similarities and differences in outlooks across the region is incomplete also concerning the early modern period.

In this paper I focus on the perceptions of movement, distance, seasons, and maritime travel in the Scandinavian kingdoms of the 15th and 16th century contrasting them with the experiences of the more eastern states of Novgorod and Muscovy. I examine relationships and notions of geographical nearness between countries, cities, and important institutions such as universities in the Baltic region and focus in particular on how the educated classes perceived travel and the maritime natures of the nascent kingdoms.

From the point of view of the Scandinavian kingdoms, the topography of the Baltic and Northern Seas creates a natural east – west divide in the Baltic region. The Danish Straits separate the area politically, economically, and even culturally into two spheres, between which the Scandinavian countries have always sought to mediate. Out of these two the eastern, Baltic, sphere has always been the more important one, since this eastern sea has given the states a much more easily accessible entry to the lucrative eastern trade routes than what the long detour through the Barents Sea could provide. Along with the trade route, the Baltic Sea, however, provided the countries with a cultural and social network that shaped the intellectual mentalities of the kingdoms.

Having been long overshadowed in the Baltic area by the capital-rich German Hanseatic traders, the 15th and 16th centuries were the time for initiating more independent commercial and political activities for the Scandinavian, Polish and Russian states alike. Conflicts created by these actions caused continued wars in the region during the following centuries, with Sweden in particular trying to check all possible advances of the Muscovite kingdom to the port cities of the Baltic. Muscovy, on the other hand, saw access to the sea as an irreplaceable part of its social and economic development.

Access to the sea and the maritime environment thus took a key role not only in commercial and military spheres, but also regarding culture and self-perception. I am to examine and contrast these viewpoints by using travel reports, letters, and descriptions of embassies as well as excerpts from chronicles and geographical treatises from the different Baltic Sea regions.

Key words
Baltic Sea, Scandinavia, History of ideas, 15th century, 16th century

Biography
Marie Vatjus is an undergraduate in history and jurisprudence preparing to work on her doctoral dissertation on the intellectual influences of the Renaissance in the Swedish and Danish kingdoms. She is mainly interested in the history of science and ideas in the time period between the Renaissance and the nineteenth century. She has particular interest in the holistic nature of university science which functioned as a collective beyond modern fields of specialization. Additionally, she focuses on the change in mentalities that the developing university communities helped foster in the Baltic Sea region. Her research aims to deconstruct the divided nature of the Baltic region that the twentieth century has created.

S. 5. 58. – SEA REPRESENTATION IN THE FILM AND MEDIA
Moderator: Katerina Galani
(National Hellenic Research Foundation)

Misrepresentation of Maritime and Underwater Archaeology in Films

Asmaa Basiony (Alexandria Centre for Maritime Archaeology & Underwater Cultural Heritage)

Abstract

The archaeological discoveries have shed light on the deep-rooted connection between humans and the oceans; shipwrecks, fragments of pottery, and submerged settlements. These artifacts hint at a rich maritime heritage, demonstrating the extent to which the oceans have shaped human existence. showcasing the richness of our maritime heritage.

However, the dissemination of this knowledge to the public audience often relies on engaging and accessible channels with captivating storytelling such as films. This paper aims to explore the representation of maritime archaeology in films and investigate whether it is being misrepresented and stereotyped. To critically analyze the portrayal of maritime archaeology in films, it is essential to consider the role of popular media in shaping public perceptions By analyzing a range of films that feature maritime archaeology, and examining the extent to which these representations accurately depict the field and its findings, or if they perpetuate stereotypes and misconceptions. In order to properly study and analyze the representation of maritime archaeology in films, it is important to consider the limitations inherent in the field itself.

Key words

Maritime Archaeology, representation, film, Stereotype, public

Biography

Asmaa Elsayed (Alexandria Centre for Maritime Archaeology & Underwater Cultural Heritage, Alexandria University, Egypt. MA Student)

Across the Ocean: Seascapes and Migration in Contemporary Cinema and Art

Denis Grünemeier (Postdoctoral research associate at the Department for Art History of the Trier University, Germany)

Abstract

My presentation aims to explore the potential of cinema and art in addressing migration and the refugee crisis, which have become central social challenges of the 21st century. In this context, the sea emerges as a recurring motif, providing a visual and symbolic framework to delve into themes related to displacement.

Experiences of migration and loss, often accelerated by factors like climate change, modern warfare, and resource scarcity, starkly contradict our fundamental human need for social and personal anchorage. Consequently, there is a growing body of artistic representations responding to these contemporary challenges. In both media and art, classical art-historical imagery is being reinterpreted in light of contemporary catastrophes. One striking example is Théodore Géricault's 1819 painting "The Raft of the Medusa" (fig. 1). Géricault's masterpiece serves both as an allegorical representation of the failure of human civilization during refugee crises and as a reference point for contemporary artists (fig. 2).

This observation raises the question of how contemporary artists and filmmakers can effectively infuse humanism into migration narratives and offer a vision that transcends the realm of well-known, selective, and repetitive streams of media images. In exchange with other arts, cinema emerges as a vital form of resistance, capable of addressing the complex issues of borders, cultural amalgamation, and migration. From a religiously grounded contemplation, as in "The Ten Commandments" (1956), to the apparent crisis of humanism in "Human Flow" (2017) (figs. 3 and 4), feature films and (experimental) documentaries unfold their critical visual potential. As these examples illustrate, narratives concerning migration are frequently intertwined with portrayals of the sea—a realm that should be accessible to all nations and individuals, yet one that must be traversed first. Situating the displaced at the center of the Mediterranean, a geography itself a border now, "Fire at Sea," directed by Gianfranco Rosi in 2016, portrays a group of refugees singing a heartfelt song while sharing the story of their journey. In the lyrics of the song, we hear: "The sea is not a place to pass by. The sea is not a road." (fig. 5) Images of a turbulent sea under a gray sky evoke a profound sense of tension, almost serving as a symbol of our current condition (fig. 6).

In certain instances, water functions as a representation of the unconscious, revealing the traumatic and repressed aspects of the human experience. Simultaneously, images of the sea

are capable of transcending both time and space, evoking a deep sense of shared humanity. In my presentation, I will highlight the power of cinema and art as tools for exploring the relationship between seascapes and migration, focusing on a selection of powerful images and scenes, as well as Theo Angelopoulos' unfinished film project "The Other Sea" (2012).

Key words
Seascapes, Displacement, Migration, Contemporary Cinema, Contemporary Art

Biography
Denis Grünemeier was born and grew up in Kokshetau/Kazakhstan, and now is a postdoctoral research associate at the Department for Art History of the Trier University. Grünemeier's research focuses on the sea and migration in film and art as part of the interdisciplinary research program of the TRANSMARE Institute at the University of Trier. Grünemeier is co-editor of Focus on Blow-Up: Die Gegenwart der Bilder bei Antonioni (Hamburg 2018). He was a scientific trainee at the Jewish Museum Berlin and then held a Fellowship at the Gerda Henkel Foundation and lectureship at University of Hildesheim. Grünemeier received his DPhil from the Humboldt University of Berlin with a doctoral project on light and light design in film.

Remembering the Fishing: Commemorating Coastal Communities Online

Stefan Ramsden (University of Manchester)

Abstract

The rise of digital history is often understood in terms of traditional documentary sources, digitised and made available by archival institutions and libraries. However, a vast range of individuals and groups involved in community, local and 'special interest' history have also reached instinctively for digital materials, platforms and tools to collect source materials and disseminate these along with their own research about the history and heritage that matters to them. In this paper I argue that such 'community-generated digital content' represents an under-tapped but valuable source for maritime historians. I demonstrate this through a case-study relating to the history of the fishing industry in the UK. During the nineteenth and much of the twentieth century, the UK led the way in fishing technology, and had the world's largest fishing ports at Hull and Grimsby. In the 19th century, fish landed at these and other ports helped to feed the urban working classes whose labour powered the world's first industrial nation. Global economic shifts from the mid-twentieth century saw the dramatic decline of Britain's fishing industry and the nation now imports much of its white fish; nonetheless the industry retains an important place in the national imagination, as witnessed by its central role in the public debates around Britain's exit from the European Union. Fishing has a picturesque appeal and has long been a focus for the coastal heritage sector; however, many of the community groups in fishing ports around the UK that now collect, digitise and disseminate historical materials are former fishers who seek to commemorate the people and communities who worked in an industry which exacted an often severe toll in lives. The paper will focus in particular on a grassroots digital history project in the city of Hull (from the 1880s until the 1960s arguably the biggest deep water fishing port in the world). Hull's fishing community was socially, culturally and geographically distinct from the rest of the city, clustered into a district close to the fish docks. From the 1960s until the 1980s the city's fishing industry was beset by global economic headwinds which lead to its demise. Today, fishing heritage is deemed crucial to the city's social and economic renewal, and the 'Maritime Hull' project, steered by the council, is investing £28 million into renovating and redisplaying maritime heritage assets, including a historic fishing vessel. Many former fishers are ambivalent about this project, over which they feel they have little control; several grassroots commemorative initiatives exist, including the Bullnose Heritage Group who run a heritage centre and a website through which they share fishers' historic records and images. This online archive, (and others like it) bring to light documents and research not readily available elsewhere that illuminate the social history of the UK fishing industry, shedding light on its demise and complex afterlife in heritage and memory. The research in this paper has been un-

dertaken as part of a UK Arts and Humanities Research Council funded project, 'Our Heritage, Our Stories'. The project responds to the urgent challenges of discovery and sustainability that community-generated digital content presents.

Key words
Fishing ports, digital history, community, memory, heritage

Biography
I am a social historian working at the University of Manchester on 'Our Heritage, Our Stories', a large, multi-institutional project which examines how citizen-led digital history can bring new sources and new voices into conversations about the past. My current research explores how fishing communities in northern England seek to preserve and share memories of industrial and social change through digital means. This research dovetails with a long-standing interest in 'history from below'. Since completing a PhD in history at the University of Hull in 2012, I have used oral history methodologies to explore the interplay of economic, social and cultural change amongst working-class communities (including maritime communities) in northern England. In 2021-22, I was Wilson Family Research Fellow in Maritime History at the University of Hull, where I developed knowledge exchange partnerships with voluntary-sector maritime heritage organisations.

Playing the Mediterranean Maritime History

Apostolos Delis (Institute for Mediterranean Studies / FORTH)

Abstract

Board games and history have a long interrelated past. Many companies of board games have heavily invested on scenarios of games with a history as a subject, from the ancient up to the contemporary period. Therefore, a large category of board games concerns important historical events, especially military ones as wars or specific battles. There are however, other games on historic subjects as well related to diplomacy, civilization process or transportation competition.

In the context of the ERC STG 2016 project SeaLiT, despite the fact that it was not initially designed, we have produced a board game on shipping and navigation in the Mediterranean and the Black Sea during the long 19th century, namely from 1790 to 1910. The game is based on hard evidence from historical sources and on results from the existing literature on Mediterranean Maritime History. The game has an entertaining as well as an educational character. The players may learn elements of the mechanism of shipping industry, like the marine insurance, the ship market, the demand and the supply for commodities as well as the vagaries of navigation in the historical context of the 19th century. They may learn as well the limits of ship technology as well as the uneven importance of ports and of geography in the international division of labor.

The game is an innovative tool that can be applied not only for the individual learning of the person which decides to play, but also as a teaching method in academic and high school classes and as a stimulus for further investigation on various aspects of the Mediterranean Maritime History, engaging both the academic and the broader public.

Key words

Board Game, Mediterranean Sea, Long Nineteenth Century, Maritime Trade, Ships

Biography

Apostolos Delis is Principal Researcher at the Center of Maritime History, IMS/FORTH. Between 2017 and 2023 he coordinated the ERC STG 2016 project "Seafaring Lives in Transition. Mediterranean Maritime Labour and Shipping during Globalization, 1850s-1920s". He is author of the monograph Mediterranean Wooden Shipbuilding. Economy, Technology and Institutions in Syros in the Nineteenth Century, Leiden, (BRILL,2015) and co-editor of the volume Mediterranean Seafarers in Transition Maritime Labour, Communities, Shipping and the Challenge of Industrialization 1850s — 1920s Leiden, (BRILL 2023). His research interests lie in the history of technology of the sailing ship and of the steamship, the shipbuilding industry, port history, maritime labor and the institutions of shipping business.

S. 5. 6. – EXCHANGE OF COMMODITIES AND CULTURE IN EAST ASIA(2)

Moderator: Jae-woon Yun
(Daegu University)

Panel Abstract

This panel was organized to examine the historical significance of the exchange of commodities and culture through the East Asian seas in the 8th and 10th centuries. In the first article, we will review fur, the second metal products, and finally the route of Japanese calendar acceptance. Through this, we would like to re-examine the historical significance of the exchange of goods through the East Asian seas in the 8th and 10th centuries.

First paper was prepared to examine the fact of fur trade, which has an important meaning along with silk in East Eurasian trade in the 8~10th centuries. To this end, the historical significance of fur trade was investigated through the production and distribution process of fur, and consumption.

Second paper examines metal products used in Balhae's foreign negotiation. The iron was one of the important items as it was recorded in Balhae's specialties. Therefore, in this paper, It would like to examine the administrative districts of Balhae related to metal products, the items seen in foreign negotiations, and the method of domination of Balhae royal authority.

Third paper is to examine the route of Japanese calendar acceptance in the 9th century. First, the calendar system, which is said to have been introduced by the envoys from Japan during the Hoki period(770-781), is reviewed in relation to the envoys' arrival in Silla. Next, in this study, the calendar system introduced to Japan by Oh Hyo-jin(烏孝愼), an envoy from Balhae in 859 (the first year of Jogan), is reexamined. At this time, the point of view of the astronomical calendar culture, which was spontaneously growing and developing inside Balhae, will be considered important.

- Moderator : Jae-woon Yun (Daegu University)
  - Jae-woon Yun (Daegu University) East Eurasian fur trade in the 8~10th centuries
  - Jae-seong Ahn (Korea University) Balhae's Foreign Negotiation During the 8~9th centuries and Metal Products
  - Soon-il Chong (Korea University) Adoption Route of the Japanese calendar system in the 9th century

East Eurasian Fur Trade in the 8~10th Centuries

Jae-woon Yun (Daegu University)

Abstract

This paper was prepared to examine the fact of fur trade, which has an important meaning along with silk in East Eurasian trade in the 8~10th centuries. To this end, the historical significance of fur trade was investigated through the production and distribution process of fur, and consumption.

Through this, first, it can be seen that the East Eurasian fur shown in the 8th and 10th centuries data is fur of sable, tiger, Ursus arctos, Ursus thibetanus, panther, and seal in Balhae, and Silla only shows seals' fur. Fur was mainly produced in fishing hunting areas in eastern and northern Balhae, and it corresponds to Heowon-bu(懷遠府), Cheolli-bu(鐵利府), Anwon-bu(安遠府), and Solbin-bu(率賓府), as Lesser Khingan Mountains(小興安嶺) and Samgang Plain(三江平原) districts. In this area, there lived Funie Mohe(拂涅靺鞨), Yuexi Mohe(越喜靺鞨), Yulou Mohe(虞婁靺鞨), and Tieli Mohe(鐵利靺鞨), etc. Another mountain area is the fishing hunting area in central Balhae, which is the Jangbaek(長白) Mountain Range. In addition to this area, there was also a major production area for fur in the current coastal area where Heishui Mohe(黑水靺鞨) lived.

Next, it was confirmed that the fur of East Eurasia in the 8~10th centuries was distributed through transportation routes leading to Central Asia to the west and the Japanese archipelago to the east, centering on the northeastern region of Balhae, which was a major mountain area. It can be seen that Balhae actively utilized the receiving of the ruling power to make efforts in fur trade, and that fur trade was also carried out by Sogd merchants.

Finally, when viewed from data on fur consumption in Tang, Japan, and Silla, it can be seen that fur was a symbol of status that distinguished status.

In the end, the fur of East Eurasia in the 8~10th centuries can be said to have a pioneering historical significance as a world product.

Key words

Fur, fur trade, Sogd, sable's fur, Mohe

Biography

I graduated from Korea University, Department of History. Doctor of Philosophy. My research interests are in East Asian exchanges between the 8th and 10th centuries. My major publications include Studies in Ancient Korean Trade History (2006, Kyungin Publishing),

Sea of Exchange, East Sea (2015, Kyungin Publishing), History and Culture of Balhae (2007, Noreast Asian History Foundation), and A Compendium of Balhae Ruins (2023,Yejian Publishing).

Balhae's Foreign Negotiation During the 8~9th Centuries and Metal Products

Jae-seong Ahn (Korea University)

Abstract

This article examines metal products used in Balhae's foreign negotiation during the 8~9th centuries. In general, in studies related to trading products of Balhae, fur and horses were paid attention, but metal products such as iron and copper were not paid attention. However, iron was one of the important items as it was recorded in Balhae's specialties. Therefore, in this article, I would like to examine the administrative districts of Balhae related to metal products, the items seen in foreign negotiations, and the method of domination of Balhae royal authority.

Balhae traded with Tang and Japan using metal products such as Buddha statues and iron pots. Areas identified as iron production sites were generally conquered in the first half of Balhae. In particular, Weeseong(位城) and Cheolju(鐵州) regions became the territories of Balhae during the reign of King Mu(武王) and King Mun(文王), respectively. By the way metal products needed professional technology to process raw materials. Therefore, Balhae was processed metal products in the capital after defeating the area where the raw materials were produced. Later, metal products have been traded in negotiations with foreign countries such as the Tang and Japan. In the process, Balhae seized the right to foreign negotiations and strengthened the royal authority.

Key words

Balhae(渤海), Suryeong(首領), Foreign negotiation, Metal products, Royal authority

Biography

Jae-seong Ahn pursuing a Ph.D in History Study student at Korea University after obtaining a master's degree from Korea University. Currently he is researching ancient history of Korea under the supervision of Hosub Jung, with focus on Balhae.
In June 2022, he submitted a paper titled "The Development Process of Foreign Negotiation and its Meaning During the Reign of King Kang in Balhae" to The Journal of Korean Ancient History, and in March 2024, he submitted a paper titled "The Development of Foreign Negotiation and Meaning During the Reign of Daeijin in Balhae" to The KoguryoBalhae Yonku.
Jaesung Ahn is focusing on revealing international relations between East Asia in the 8~10th centuries by analyzing the Sovereign's message(國書) exchanged between Balhae and Japan. In particular, he intends to expand the scope of future research by focusing on the goods exchanged between the two countries.

Adoption Route of the Japanese Calendar System in the 9th Century

Soon-il Chong (Korea University)

Abstract

The purpose of this study is to examine the route of Japanese calendar acceptance in the 9th century. The 9th century here refers to the 'long 9th century'. It means from about 770 AD to about 930 AD. First, the calendar system, which is said to have been introduced by the envoys from Japan during the Hoki period (770-781), is reviewed in relation to the envoys' arrival in Silla. Next, in this study, the calendar system introduced to Japan by Oh Hyo-shin (烏孝愼), an envoy from Balhae in 859 (the first year of Jogan), is reexamined. At this time, the point of view of the astronomical calendar culture, which was spontaneously growing and developing inside Balhae, will be considered important.

Key words

Silla, Balhae, Japanese calendar system, astronomy, the 9th century

Biography

Dr. Soon-il Chong is an associate professor in the Department of History Education at Korea University. His research interests include ancient Japanese history and East Asian maritime history. He has published many books and papers in Korean and Japanese.

S. 5. 29. – VISIONS OF THE SEA: PART 3 – SUBALTERN GROUPS

Moderator: Ronald C. Po
(The London School of Economics and Political Science)

Panel Abstract

For poet and writer Anne Stevenson, 'the sea is as near as we come to another world'. Stevenson was certainly not alone in the way she perceived the sea. From immemorial times, mankind has developed different visions of the sea, depending on chronology, the identity of the observer and the historical, economic, and cultural contexts of the observation. The sea has been a space of connections, but also of separations. Oceans have staged power struggles, witnessed numerous losses and framed imaginations and representations. Visions of the sea have thus determined the way states and people have related to the masses of water that border all continents and these diverse relationships have shaped the way individuals, communities and central states relate to the liquid space, being in relationships of sovereignty, survival, economic sustainability, societal representation, fear or wonder.

This panel of 3 sessions investigates the way people have related to the seas in the longue-durée. We have welcomed contributions of scholars working from the point of view of central states, communities or individuals to understand how these historical actors have shaped their world by using and, at times, exploiting, if not abusing the sea to find regimes of domination, survival or fulfilment. Guided by the methodological principles instilled by current debates in global history, we venture onto a continuous chronological approach, taking different historical actors (collective and individual), contextualizing these relationships within- and across several disciplines, with particular attention to cultural formations, gender, class, regionality, as well as political and environmental contexts.

The lived experiences and appropriations of the sea and the way they informed mentalities and practices have been paramount in multiple and multifaced societies and created specific stereotypes that once historically analysed seem to have been pure constructions. Tropes regarding some people's and state's proneness to take to the sea dominate still popular culture, perceptions of the self and national identities. However, few of these tropes hold true when brought into 'conversation' with historical primary sources and queries that deviate from traditional historiographical narratives.

This set of four sessions hopes to compare: 1) the way different states related to the sea and how that informed regional sovereignty and power; 2) the way different professional groups (fishermen, traders, scholars, government employees, etc) perceived and made use of the sea vis-à-vis their relationship with local polities; 3) the way different subaltern or 'stateless' groups experience the sea vis-à-vis their personal lives and social horizon (dependents, women and children, pirates and smugglers).; 4) the way in which slavers and enslaved envisaged the sea. These comparisons will result in a meaningful understanding of the sea across different cultural and political systems, evidencing diverse, but also concordant perceptions of the oceans worldwide.

This session is the third of four and focuses on the visions of the sea having as departing point of analysis of so-called subaltern groups (a concept that demands critical reflection).

- Moderator : Ronald C. Po (The London School of Economics and Political Science)
  - Özlem Yildiz (Temple University, United States of America) Water as Blessing and Catastrophe in Sixteenth-Century Ottoman and Safavid Depictions of the Prophets
  - Guanmian Xu (Peking University) Sugar and a Transformation of Chinese Piracy, 1680s-1800s
  - Young-rae Choi (Florida International University) Activists who went from the city to the sea: A history of tidal flat environmentalism in South Korea
  - Sun-kee Hong (Mokpo National University) Changing perception of islands and the seascape: from view of Islanders and Policies

Water as Blessing and Catastrophe in Sixteenth-Century Ottoman and Safavid Depictions of the Prophets

Özlem Yildiz (Temple University, United States of America)

Abstract

This presentation focuses on the visions of the sea in the sixteenth-century Ottoman and Safavid manuscripts that illustrate the lives of the Abrahamic prophets. Depictions of the prophets, often categorized in scholarship as religious manuscripts, are in fact complicated accounts combining moral advice, historical education, entertainment, and representations of contemporary social life. Against the backdrop of this complexity, the sea and other bodies of water act as the material "sign" that conveys spiritual as well as political meaning. Sources including biographies of the prophets, dynastic histories, and books of divination portray water as a desired and wondrous natural blessing as well as a feared source of catastrophe. This paper will question how these conflicting representations of water in the miraculous tales of the prophets may reflect the sixteenth-century visions of the sea.

Key words

Ottoman, Safavid, 16th century, Visions of the Sea

Biography

Özlem Yildiz is a Ph.D. candidate in Art History at Temple University, and a fellow in the Islamic Art department at the Metropolitan Museum of Art. Her ongoing dissertation project investigates the relationship between the material and symbolic aspects of Ottoman, Safavid, and Mughal depictions of the Abrahamic prophets.

Sugar and a Transformation of Chinese Piracy, 1680s-1800s

Guanmian Xu (Peking University)

Abstract

The eighteenth-century is arguably one of the least eventful periods in the history of piracy in eastern Asia. From the collapse of the Zheng Regime in the 1680s until the resurgence of piracy in Taiwan and South China in the 1790s, few pirates gained prominence. However, beneath this era of "Pax Manjurica", a significant transformation occurred. Through an examination of evidence from imperial archives and local records, this research demonstrates a shift in the nature of piracy during this time. Departing from its focus on lucrative external trade in exotic goods, piracy turned towards the internal trade of bulk cargoes, notably tropical commodities such as sugar along the China Coast. This piratical involvement in maritime and tropical frontiers, in my opinion, was largely unforeseen by the rulers of China and gradually eroded the maritime defense system of the Qing Empire as the eighteenth century progressed.

Key words

Sugar, Chinese Piracy, 17th century, 18th century, Visions of the Sea

Biography

Guanmian Xu is assistant professor in the Department of History at Peking University. He receives his Ph.D. degree from Leiden University in 2021. His work focuses on the global history of material culture. His writings have been published in Journal of World History, International Review of Social History, and Itinerario.

Activists Who Went from the City to the Sea: A History of Tidal Flat Environmentalism in South Korea

Young-rae Choi (Florida International University)

Abstract

This paper (re)constructs a history of what I call getbol (tidal flat) environmentalism. In South Korea, getbol is a nature that has undergone a profound perceptual transformation, evolving from a wasteland deemed suitable for conversion into something useful to a precious nature deserving protection and care. This paper contends that environmentalists played a pivotal role in driving this change by examining the period spanning from the 1990s to the present, through which environmentalism emerged in cities, urban environmental activists shifted their focus to getbol driven by concerns about water pollution, anti-reclamation movements rose and fell, and conservation governance took shape. In so doing, this paper explores how activists discovered the muddy space, envisioned it as a living being, and how such an experience in turn transformed their activist practices. This getbol environmentalism represents a different form of environmental activism that has often been overshadowed by its mainstream Western counterpart.

Key words

Activism, Environmental History, South Korea, 20th century

Biography

Young-rae Choi is a human-environmental geographer with interests in the fields of Coastal and Marine Studies and East Asian Studies. Using political ecology and critical political economy, her research interrogates the complexity and interwovenness of development-conservation politics with a geographical focus on East Asia.

Changing Perception of Islands and the Seascape: from View of Islanders and Policies

Sun-kee Hong (Mokpo National University)

Abstract

The sea is a space of openness, and islands serve as a bridgehead to advance into the sea. However, the Korean Peninsula is located in the middle of the contact between the continents of China and Japan as island world, so the Korean Peninsula is also a country where maritime and continental aspects are intertwined in international politics. Perceptions of islands and the sea have also changed along with the political situation in neighboring countries, and the perception that has been stagnant for a long time is currently being reflected and applied to Korea's island and seascape' policies. The perception of islands and seas of the past is rapidly changing. As exchanges between continents and island countries become more active, such as accessibility between islands and continents and increased maritime power between countries, the narrow perception of islands and seas in the past is also changing. But are the islanders' thoughts really changing? Although the perception of the sea is open, the perception of the island still has not changed significantly. Islanders' perception of the sea and continent is still very different from that of inland citizens.

Historically on the Korean Peninsula, islands are relative objects of the inland. What determines relativity is, of course, the sea. The width and depth of the sea, which is the boundary between the inland and the island, and the speed of the ocean current affect the connectivity between the island and the inland. In the case of Japan, an island nation, the islands stand at yet another boundary. It is divided into large islands and small islands, centered on the main island, Honshu, and other islands. The interior of Japan, excluding Hokkaido, the Okinawa (Ryukyu) Islands, and even foreign settlements and annexed islands, is called 'Naichi'. In Okinawa, Honshu is called 'Naichi'. The term 'inland' is used interchangeably not only in Japan but also in Hong Kong and Macau. In China, the expressions 'naijin (内地人)' and 'mainlander (大陸人)' are used to distinguish them from Taiwanese. The word used in that way became the mainland of the Korean Peninsula during the Japanese colonial period. It was ironic that an island nation was asked to create a peninsula nation.

The island region of the Korean Peninsula was a historically, politically, and economically marginalized area. Due to the influence of international politics between neighboring countries and the emergence of pirates, the Joseon Dynasty implemented a 'Empty island' policy to vacate the island for hundreds of years, and the island was used as a place for political exile. Therefore, those who migrate to live in island areas are perceived as socially disadvantaged. Korea's island policy has been implemented as a 'policy of giving', that is, at the level of

generosity. Policies preferred by island residents include, for example, building bridges connecting the island and the inland, paving roads, improving residential environments, health and welfare, and education. Recently, various policies are being established for the sustainable development of the island. These include building tourism infrastructure, developing cultural content, supporting I-turn and U-turn projects, and revitalizing island regions.

Key words
Islands, seascape, islandness, policy, Korea

Biography
Sun-kee Hong is Professor at Institution for Marine & Island Cultures and Department of Liberal Art, Mokpo National University, Korea (Island Study). Editor-in-Chief of Journal of Marine and Island Cultures (https://jmic.online/). Chairperson of Korea Island Foundation. Promoting member of Commission on Island, International Geographical Union (IGU).

S. 6. 35. – MOBILITIES ACROSS THE OCEANS – PEOPLE, IDENTITIES AND KNOWLEDGE CIRCULATION

Moderator: Gelina Harlaftis
(University of Crete)

Panel Abstract

This panel will undertake a historical analysis of some social and cultural aspects of mass mobility in the Early Modern Age and will seek to analyze their transformative impact on the departing and hosting worlds and particular communities by focusing on different kinds of ocean-based migrations.

The proposed panel will look at these questions from the point of view of a social maritime history. Rosa Capelão and Amélia Polónia will take a specific look at women and children on the long sea voyages to India. Which women were officially allowed on board, and which could travel only as stowaways? Under which status did they travel? How was their presence perceived, monitored and punished? In which conditions and under which kind of control did they travel in the lengthy Cape Route maritime run? And for what reasons did children travel? How were they looked after or were subject to violence on board?

Francisco Mangas looks at an ethnic minority, i.e. the Portuguese Roma in the 18th century. Their link with maritime history consists in the practice of the authorities to forcibly ship them abroad into the various colonies, especially Brazil and Angola. This could tear family ties apart, but Roma families would nevertheless attempt to stay in contact and maintain those ties across the oceans.

Finally, Liliana Oliveira takes us to the field of maritime logistics, again in the framework of the Portuguese presence in the Indian Ocean. Her paper delineates how shipbuilding technologies had to be modified under the conditions of tropical waters, and how the initial knowledge transfer from the metropolis to the overseas shipyards was eventually turned around in favour of reciprocal flows.

The panel aims to contribute to some strands of historiographical fields under review:

1. The social history of the seas, by asking for the role of the "commoner", informal networks including women or ethnic minorities, and the way these non-state actors cast and maintained an invisible communication net across the seas.
2. The History of knowledge, by asking how European colonial dynamics of the Early Modern Age (1500-1800) contributed to knowledge circulation by connecting different continents and oceans on a global level. Transmitted culturally within defined geographical and cultural areas, its spread and uses is here understood in a global and intercultural set-up, when different worlds intermingle and collide, across the oceans and based on a global connectivity.

- Moderator : Gelina Harlaftis (University of Crete)
  - Amélia Polónia / Rosa Capelão (University of Porto) Women and children across the Oceans: The Portuguese Carreira da India, 16th-17th centuries
  - Francisco Mangas (CITCEM - Transdisciplinary Research Centre Culture, Space and Memory) Another maritime diaspora of Portuguese origin: the Roma in the 18th century Portuguese Empire
  - Liliana Oliveira (CITCEM - Transdisciplinary Research Centre Culture, Space and Memory) From Portugal to the Indian Ocean and back: The mobility of shipbuilding labor and technical knowledge, 1500-1640

Another Maritime Diaspora of Portuguese Origin: the Roma in the 18th Century Portuguese Empire

Francisco Mangas (CITCEM - Transdisciplinary Research Centre Culture, Space and Memory)

Key words
Romani communities, Forced exile, Early Modern era, Portuguese colonialism

Biography
Francisco Mangas completed his master's degree in History at Nova University of Lisbon in 2016. He has worked as a junior research fellow and is currently finalizing his doctoral project on the presence of the Roma community in Portugal during the Early Modern Era. His research is being conducted at the University of Porto and CITCEM. Mangas seeks to broaden the traditional "criminalistic" or legislative-focused approaches by expanding the documentary corpus to include other aspects of the historical experiences of this ethnic minority. Additionally, he was one of the organizers of the 8th IMHA International Congress of Maritime History, held in Porto in 2020.

From Portugal to the Indian Ocean and Back. The Mobility of Shipbuilding Labor and Technical Knowledge, 1500-1640

Liliana Oliveira (CITCEM - Transdisciplinary Research Centre Culture, Space and Memory)

Key words
Mobilities, Knowledge circulation, Shipbuilding labour, Indian Ocean

Biography
Liliana Oliveira completed her Phd's degree in History at the University of Porto in 2023 with the thesis Logística Naval e Consolidação Imperial. A construção naval no Estado da Índia (1500-1640) (Naval Logistics and Imperial Consolidation. Shipbuilding in the Estado da Índia (1500-1640), after been awarded a MA degree at the same University with the thesis Políticas Régias de Logística Naval (1481-1640) (Royal Naval Logistics policies), published by CITCEM in 2018.

She is currently a researcher of CITCEM (transdisciplinary Research Centre Culture, Space and Memory) and a teacher at ESE – IPP (High School of Education – Polytechnic Institute of Porto).

S. 6. 77. – FLEETS & MERCHANTS
Moderator: Ryuto Shimada
(University of Tokyo)

The Insular Experience of Zheng He: The Role of Islands and the Interactions of Islanders with the Chinese Admiral and His Crews, 1405-1433

Louis Sicking (Vrije Universiteit Amsterdam / Leiden University)

Abstract

The importance of islands in maritime and global history, more particularly in global connectivity, is widely recognized. It is however still mostly viewed in connection with European ventures overseas. This paper aims to contribute to widening the debate on the role of islands for global connectivity by focusing on the experience of Zheng He and his crews during the seven expeditions he undertook in the Indian Ocean between 1405 and 1433. While a growing body of literature is available on these expeditions, the role of islands, their inhabitants and their interactions with Zheng He and his men have not yet been studied in a systematic or comparative way. How did the inhabitants of the islands respond to the visits of Zheng He and his giant vessels? To answer this question a distinction will be made between bigger (e.g. Sri Lanka, Java) and smaller islands (e.g. Maldives), and locations on the coasts of the mainland. The relevant sources (Mingshi, Ma Huan and Fei Xin) will be analyzed systematically by using a model of Charles Dalli for island societies (developed for islands in the Mediterranean) which distinguishes between bigger and smaller islands and between the different reactions of their respective inhabitants to the outside world. This will allow to not only better understand the role of islands and their inhabitants for the expeditions of Zheng He but also to consider them in a wider, comparative perspective.

Key words

Islands, Zheng He, insular history, interactions, connectivity

Biography

Louis Sicking is the Aemilius Papinianus Professor of History of Public International Law at Vrije Universiteit Amsterdam and lectures Medieval and Early Modern History at Leiden University. He currently directs with Bart Lambert the senior research project 'Managing Markets. Commercial Institutions in the Principalities of the Burgundian-Habsburg Low Countries Compared' (FWO Flanders/VU/VUB). His research focusses on maritime and colonial history and the history of international law and diplomacy. His books include Neptune and the Netherlands (2004), Colonial Borderlands (2008), La naissance d'une thalassocratie (2015) and De bijl van Sint-Olav (2021) which is currently being translated in English and Norwegian (Bokmal).

Maritime Dynamics of Ithaca Island During the British Protectorate (1815-1864) through the Analysis of Island's Maritime Traffic

Kalliopi Vasilaki (Institute for Mediterrancean Studies(IMS-FORTH))

Abstract

This paper explores the characteristics of maritime activities on Ithaca Island during the British Protectorate from 1815 to 1864, examining both deep-sea and coastal trade. While prior research has often concentrated on deep-sea commerce in the Ionian Islands, this study uniquely combines the exploration of long-distance trade with the lesser-explored coastal trade networks that significantly influenced the Island's economic and social fabric. Examining the registers of ship arrivals and departures at Vathi, Ithaca's main port, this research unravels a complex web of maritime traffic, encompassing not only sizeable vessels engaged in long-distance voyages, but also the vital short-distance maritime movement with surrounding islands and coastal towns. These networks were instrumental in the transportation of goods, population and animals due to agricultural and breeding activities to neighboring islands and coastal towns –an aspect often overshadowed in discussions of grander maritime activities. In conjunction with the study of maritime traffic, this paper aims to examine the seafaring practices of Ithaca's population by analyzing crew lists from the island's fleet. This dual approach provides a comprehensive understanding of maritime dynamics, encompassing both the vessels that plied the seas and the individuals who manned them. To this end, this research, by incorporating on the one hand the macroscopic view of deep-sea commerce and the microscopic details of coastal trade and on the other hand seafaring practices, aims to construct a vivid and complete depiction of Ithaca's maritime trade during a pivotal period in its history, shedding light on the interplay between ships, people, and goods that shaped the island's connection to the sea.

Key words

Maritime traffic, seafaring, Ionian Islands, coastal trade, deep sea trade, maritime activities

Biography

Kalliopi Vasilaki is a Post-doctoral fellow in the Center of Maritime History, Institute for Mediterranean Studies (IMS/FORTH) where she studies the Maritime Communities in the Eastern Mediterranean, focusing on the island of Ithaca during the nineteenth century. She is also a member of the Marie Curie Staff Exchange (MSCA-Staff exchange) project, "PortA-Da: Port Arrivals Data. Automatic data collection for a large-scale comparative history of the 19th century shipping" with Principal Investigator Prof. Jordi Ibarz Gelabelt.

She completed her doctoral thesis in 2022, in the Department of History and Archaeology, at the University of Crete on the Maritime Community of La Ciotat (1850-1914). During her PhD, she was a PhD Fellow of the ERC STG 2016 project "SeaLiT: Seafaring Lives in Transition. Maritime Labour and Shipping", based in the Institute for Mediterranean Studies (IMS/FORTH) with Dr. Apostolos Delis as Principal Investigator.
Her research focuses on the maritime societies and communities in the Mediterranean during the long nineteenth century, and she has several publications in peer-reviewed journals and collective volumes. She holds a Master's degree in History (School of Advanced Studies in Social Sciences/Ecole des Hautes Etudes en Sciences Sociales, Paris, 2012) and a Bachelor's degree in History and Archeology (University of Crete, 2010).

S. 6. 55. – MARITIME CITY STUDY: PIRAEUS
Moderator: Byoung-joo Hah
(Korea Institute of the Middle East & Africa)

Identifying the Maritime Population and the Maritime Neighborhoods of Piraeus (1856-1904)

Minas Antypas (University of Crete)

Abstract

Piraeus is one of the two busiest container ports in the Mediterranean, along with Valencia, the fourth busiest in Europe and one of the top 40 ports in the world (2021). Its development began as early as the middle of the 19th century. Piraeus was literally built from scratch as a city to serve as the port for the capital (Athens) of the new Greek state. In the following decades, Piraeus overtook other ports of the Greek state, such as Ermoupolis (Syros) and Patras, to become the country's leading port. It also became the country's main industrial hub. From the beginning, Piraeus' labour force was formed through rural exodus and urban migration to the new city by people from the neighbouring areas, as Piraeus subordinated and transformed them into its hinterland (Marre 2006).

However, with a few exceptions (Bafounis 1985), Greek historiography has paid little attention to the emergence of Piraeus as an important regional port in the eastern Mediterranean. Instead, it has emphasized its importance as an industrial centre. Consequently, research has focused on the formation of the industrial proletariat of Piraeus (Tsokopoulos 1984; Panagiotopoulos 1985; Papastefanaki 2009). As a result, the tracing and identification of the maritime population of the city, who worked on ships and ashore, remains a largely unexplored topic to date.

On the contrary, this paper aims to identify the formation, composition and local origins of Piraeus' maritime population from the mid-19th century until the beginning of the 20th century. During this period, Piraeus became the main maritime labour market of Greece, attracting seafarers from the island communities of the Aegean Sea who settled in the new city. Specifically, the paper aims to record ship-related occupations (merchant seamen, captains, officers, shipping office employees, etc.), by using the information provided by the Municipal Register (Dimotologion) of Piraeus for the years 1869-1904 and the population censuses of 1856, 1879 and 1896. By tracing the settlement of these people in Piraeus through this archival material, we obtain relatively reliable quantitative data on the size of Piraeus' total maritime population and its share in the city's total workforce.

Furthermore, this paper seeks to identify the spatial allocation and distribution of the maritime population within the city of Piraeus. In particular, I focus on identifying the neighbourhoods where seafarers lived and answering the question of whether local segregation was reproduced in these neighbourhoods during these decades.

Finally, this paper attempts to identify the pull-push factors that induced certain groups of seafarers and port workers to settle in the new city, thus forming its maritime community(ies) in the following decades and contributing decisively to the formation of the Piraeus city's complex and the shaping of its urban physiognomy.

Key words
Mediterranean, Piraeus, Port-city Urbanization, Seafarers

Biography
I was born in Athens (1990) and live in Rethymnon, Crete. In 2014 I graduated from the National and Kapodistrian University of Athens, Department of History and Archaeology. In 2017 I received my Master's degree in Modern and Contemporary History from the Panteion University of Social and Political Sciences, Department of Political Science and History. In the same year, I was accepted as a Ph.D. candidate at the Department of History and Archaeology of the University of Crete (Ph.D. Supervisor: Gelina Harlaftis). For my dissertation, I received a grant for PhD students from the Hellenic Foundation for Research and Innovation (ELIDEK) in 2019. From March 2023, I am a Research Fellow for the project "PiraeusPortCity" (The Development of the Port City of Piraeus in the Age of Steam and Globalisation (1834-1914), hosted by the National Hellenic Research Foundation (Research Assistant: Katerina Galani).

Port Cities and Maritime Centers in the Age of Steam and Globalisation: The Case Study of Piraeus, 1834-1914

Katerina Galani (National Hellenic Research Foundation)

Abstract

The paper draws upon the research project The Development of the port-city of Piraeus in the age of Steam and Globalization hosted by the National Hellenic Research Foundation, Greece to discuss concepts, methodological issues and primary sources for the study of port cities in the long 19th century.

The paper investigates the maritime -economic and social- function of the port city of Piraeus from its foundation in 1834 until 1914, in the era of steam and globalization. In the nascent Greek state, Piraeus was gradually transformed into the biggest national port and the forerunner of industrialization in Greece. To the present day, Piraeus remains an international hub, the biggest container port in the Mediterranean, the fourth in Europe, and the headquarters of the largest merchant fleet in the world.

In the ever-changing and ever-demanding circumstances of technological innovation and global interconnections, ports evolved into maritime centers, that is bustling commercial and business centers to cater for the growth of national and international trade. Ports grew physically, while they concentrated services and businesses that were indispensable for the daily operation of shipping and trade, such as steamship companies, insurance agencies, migration and labour agencies, banks, consulates and embassies, suppliers, coal merchants and warehouses that synthesized the vivid maritime world of the port. However, not every port became a maritime center, nor every port was industrialized in the long 19th century.

The study of ports has lately witnessed a revival, predominantly driven by historians of globalisation. However, the perception of ports as mere contact zones, as liminal places between the sea and the land, between markets and civilisations leaves little room to explore the port city per se: the transformation of ports to adapt to the growth of the maritime sector and, vice versa, their transformative effect on the proper city, on its urbanization, industrialization and socio-economic infrastructure.

The paper focuses on the development and operation of the port and the surrounding port district of Piraeus for a comprehensive understanding of the economic function of the port and its impact on the city. In terms of methodology, the paper pieces together trade and

shipping statistics, censuses and fiscal sources for the demographic profile of the city as well as a detailed register of the services and businesses, the sea-related industries, port facilities and infrastructure drawing on city guides, almanacs and newsapers.

Last, the paper will present a web-based GIS urban map PiraeusDigiMap that is constructed based on the above evidence. This urban database that is open access online, provides a visual, interactive mapping of the dynamic landscape of the port city of Piraeus in selected temporal layers between 1834 and 1914, and captures the extraordinary evolution of the port and its adjacent economic and residential zones. PiraeusDIGIMAP allows users for the first time to follow the synchronized and intertwined development of the maritime and industrial zone of Piraeus, the integration of transport systems with the connection of shipping to the railway and road network, the expansion of port infrastructure to accommodate the ever-growing traffic of commodities and passengers; the expansion of the residential districts and their segregation upon the origin of settlers.

Key words
Port city, industrialisation, globalisation, maritime centre

Biography
Katerina Galani studied history and archaeology at the University of Athens and continued her postgraduate studies in Economic and Social History (M.Sc.) at the University of Oxford, Wolfson College. In Oxford, she also completed her doctoral thesis that was awarded the Frank Broeze Prize by the International Maritime Economic History Association in 2012.

Currently, she is a post-doctoral fellow at the National Hellenic Research Foundation, as principal investigator in the research project "The development of the port city of Piraeus in the age of Steam and Globalisation (1834-1914)". She also teaches Economic and Social History at the Hellenic Open University. Her first monograph British Shipping in the Mediterranean during the Napoleonic Wars. The untold story of a successful adaptation was published by Brill in 2017. In 2021, she co-edited with Alexandra Papadopoulou the collective volume Greek Maritime History. From the Periphery to the Centre, also published by Brill.

From Mutual to Insurance Funds: The Case of the Dock Workers of Piraeus in a Period of Transition (1910's-1930's)

Thomas Kalesios (PhD Student of the University of Crete/Greece)

Abstract

Between 1910's and 1930's Greece underwent a period marked by transitional and structural changes that effectively served as a re-foundation for the country. Due to the prolonged period of war (1912-1922), the defeat, and forced exchange of population with Turkey the need for the modernization of the institution of the state was crucial. New laws enacted in 1914, facilitated the formation of trade unions but also introduced provisions for the establishment of mutual funds to benefit their union members. It is noteworthy that during this era, with no centralized insurance system in the country, these new measures provided a crucial means of financial and social security.

Taking advantage of their well-organized structure and advantageous position in the port's operations, the dock workers of Piraeus, Greece's largest and most vital port, promptly seized the opportunity presented by the new law. They expeditiously established regulations for mutual aid funds to supplement and support their union members and their families.

In 1925, as the biggest and most important port associations underwent merger procedures, the associated funds had to be amalgamated into a single entity, posing a set of practical issues requiring resolution. In addition, it is important to point out that this fund is being set up at exactly the same time that discussions are taking place about the creation of a central fund and insurance system in the country, which will take place a few years later. The author of one of the drafts of the Piraeus dockers' insurance fund, which was founded in 1931, was the same person entrusted with designing the central state system.

The interest in the Piraeus Dockers' fund is based, on the one hand, on the importance of work and how it is organized and, on the other hand, on the process of selection and transition from the non-permanent phase to the stable and permanent labor relations established in the port at that very period (1930). Therefore, this insurance fund functioned mainly as a social safety valve for those not selected to continue working in the port.

The purpose of this paper is to highlight the procedure that gradually led the unions of the dock workers of Piraeus from the establishment of mutual funds to one insurance fund, in the exact period that Greece addressed the issue of central insurance system as something

completely new.

Key words
Mutual Funds, Insurance, Dock Workers, Piraeus-Greece, 20th Century

Biography
Thomas Kalesios is a PhD Candidate in the Department of History and Archaeology of University of Crete.

He holds a first class honors BA in History from the Department of History and Archaeology of the University of Crete.

He also holds an MA with distinction in Modern and Contemporary History (Department of History and Archaeology, School of Philosophy of University of Crete).

The subject of his PhD research is the study of the "Dockworkers of Piraeus, 1880-1940. The making and the function of an occupational group. Its corporal and trade union organization, political action and daily life.".

He had also been a member of archival classification teams in several archives of Greece and worked as research assistant in different projects. He also worked as assistant researcher in ERC STG 2016, SeaLiT project in the Institute of Mediterranean Studies (IMS/FORTH) from March 2018-September 2021.

S. 6. 56. – BETWEEN STARS AND WAVES: LIFEWAYS OF THE TRADITIONAL NIGHT FISHERS IN MACTANG, CAMOTES ISLANDS, CEBU

Moderator: Uh-sung Kim
(Busan University of Foreign Studies)

The Black Sea in the Emerging Global Economy of the 19th Century: The role of Merchant Shipping in the Internationalization of the Region's Grain Trade

Alexandra Papadopoulou / Socrates Petmezas (IMS/FORTH – CUNEF)

Abstract

This paper focuses on the evolution of the Black Sea as the world's leading grain-exporting area and its intensifying connectivity to western European markets during the 19th century. Fostered by an intensifying maritime connectivity and massive population movements (internal colonisation, immigration), the region underwent an unprecedented commercial revolution that transformed it into an integral part of the emerging global economy. Despite the centrality of the globalization debate in economic history in recent years and the expansion of the geographical scope of the related studies beyond the well-established Atlantic economy, the role of the Black Sea as granary for the industrializing European countries has remained largely unknown.

Based on newly processed "Black Sea Historical Statistics, 1812-1914", as part of the international interdisciplinary project "The Black Sea and the port-cities, 1774-1914", which combines data from the Russian, Romanian, Bulgarian and Ottoman archives, this paper is exploring the Black sea as a unified maritime region by focusing on the development of maritime clusters of port cities and their local, regional and global dynamics and connections during the late 18th till the early 20th centuries. Starting from the port-cities as gateways of the grain production of the hinterland, a booming interregional and international trade became possible through the emergence of maritime transport systems that formed a value chain that eventually led to the international markets, bridging thus the local to the global.

The paper will be divided in three parts. The first part will provide a brief presentation of the Black Sea project and in particular of our methodological approach. The second section will present the process of the evolution of the 21 port cities of the Black Sea through the investigation of the data of their maritime traffic and the evolving connections within a wider local and regional context over time. Lastly, the third section will proceed to examine the various maritime regions of the Black Sea and the linkages to the world economy.

Key words

Black sea, globalization, 19th century, grain trade, shipping, transport systems, maritime region, port cities

Biography

Socrates D. Petmezas is Professor of Modern Economic and Social History at the University of Crete and a member of the Institute for Mediterranean Studies/FoRTH. An economist by training, he completed his PhD in history at the École des Hautes Études en Sciences Sociales (EHESS), in 1989, has published three monographs and many articles, and edited six collective volumes. His research interests and publications are centered around proto-industrialisation, rural and agricultural history, historical national accounts and the social history of ideas in the ottoman, post-ottoman and greek world (18th-20th century). His present research projects focus on the Black Sea grain trade and the agricultural transition in the Balkans and Western Anatolia. Socrates D. Petmezas, Professor of Modern Economic and Social History Born in Athens (1957), he graduated from the Economics Department of the Aristotelian University of Thessaloniki and continued his postgraduate and doctoral studies in Paris, in the École des Hautes Études en Sciences Sociales (EHESS). He completed his PhD, in 1989, under the supervision of Helen Antoniadis Bibicou and since February 1990 he has been teaching in the University of Crete. Since 2001, he is also a collaborating member of the Institute for Mediterranean Studies/FoRTH and the president of its Scientific Council. He has published three monographs and many articles, and edited six collective volumes. He is a member of numerous Greek and international scientific societies. Presently he is the President of the Greek Economic History Association and a member of the management committee of the European Rural History Organization.

Alexandra Papadopoulou has received her Doctorate for her thesis with the title "Maritime Businesses, networks and institutions in the merchant shipping of the island of Spetses, 1830-1870. Organization, management and strategy". Her research interests revolve around the development of Greek shipping and island maritime communities and the Diaspora merchant communities in the Black Sea in the 18th, 19th and early 20th centuries. In the past, she has been a post-doc researcher with a two-year grant in Bocconi University in Milan and currently she is a visiting professor in CUNEF University in Madrid. Her recent research is related to the diversification of the Onassis business group in the aviation industry and the foundation of Olympic Airlines.

Development of Mariupol as a Port-City at the Azov Sea Through the Activity of the Greek Minority of the City(1780~1869)

Svitlana Arabadzhy (Postdoctoral fellow at the University of Oslo; Associate Professor at the Department of History and Archeology at Mariupol State University)

Abstract

Research aims to shed light to the role of the Greek minority in Mariupol who had broad rights in the Russian imperia. After resettlement from the Crimean Peninsula to the Azov Sea region, the Greek population gained the right to self-government within their community and freely develop any kind of crafts, industry, and trade in the city. The Mariupol Greek Court was established as a local self-government authority in 1780 and stopped existence in 1869. For 79 years, only Greeks could officially be residents of the city of Mariupol; foreign merchants were officially allowed to register with the city's merchant class only after 30 March 1859. All these rights and privileges of the Greek minority, on the one hand, contributed to the active development of entrepreneurship, domestic and foreign trade in Mariupol and the region, and on the other hand, provided opportunities for abuse of their position to the detriment of the development of the city's community.

The paper examines various issues such as economic structure of the Greek community, the merchants in Mariupol and their part in overall population structure of the port-city, development of enterprises and trade, influence of the German minority settled near Mariupol in the 20-s XIX century. Special attention is paid to commercial linkages between Mariupol and other European port-cities, including the statistics of ship-owners that were involved in the international trade between Mariupol and the ports of the Black and Mediterranean Seas at that time. The countries engaged in the export of goods were mainly represented by the Kingdom of Sardinia, the Kingdom of the Two Sicilies, Austria etc., which gave preference for high quality wheat, linseed, and rapeseed produced in Mariupol region. In the focus of the current proposal is the creation and growth of Mariupol as a port in the Azov Sea region, granting broad rights to the Greek minority, developing networks and foreign export trade.
The research is based mostly on Russian, Italian, Austrian and British sources. Sardinian, Neapolitan, and Austrian consular reports mainly of the first part of the XIX century, and the reports received from the consuls of Great Britain since 1858 reveal various aspects of the port-city, its community and add essential information which is not available in Ukrainian archives due to the consequences of the destruction of archival institutions during the Second World War and the present Russian-Ukrainian war.

Key words
Port-city Mariupol, Greek minority, the Azov Sea, consular reports, trade

Biography
Svitlana Arabadzhy is a Postdoctoral fellow in the Department of Archaeology, Conservation and History at the University of Oslo and an Associate Professor at the Department of History and Archeology at Mariupol State University. Her current research project "Becoming Greek South of Ukraine, 1774-2021: The History of Ukraine through its Greek Minority Between Local and Transnational Contexts (UAGREEKS)", has received funding through the MSCA4Ukraine project and is financed by the European Union and coordinated by the University of Oslo.

She completed her Ph.D thesis at MSU entitled: "Everyday life of Greek population in North Azov region at the end of XVIII – beginning of XX century: source studies aspect". Her studies are focused on the history of the Greek minority in Ukraine, their self-identification and everyday life; and the development of international trade in the port-cities of the Azov and the Black Seas.

Connected Oceans

Michael North (University of Greifswald)

Abstract

The Earth is a water planet. Three-Quarters of the surface is covered by water, and over 90 percent of the world's trade is carried by sea. Despite a flourishing/booming field of global history, seas as media of global exchange have attracted only little attention of/by historians. Nevertheless, in the last fifteen years individual seas, such as the Mediterranean (Abulafia), Baltic (North), Atlantic (Butel), Indian Ocean (Pearson), or Pacific (Matsuda) found their authors. Inspired by Fernand Braudel's La Méditerranée et le monde méditeranéen à l'epoque de Philippe II (Paris, 1949) these historians have constructed seas and oceans along their long-term physical and economic settings. Braudel's vision of a closed sea as geographic trigger for economic integration paved the way for the construction of similar closed systems, such as the Baltic, the Pacific, the Atlantic, the North Seas, and the Indian Ocean. My talk seeks to challenge these different vantage points and to understand, how the various seas and oceans were or became integrated and connected. That is why, I would like to examine the connections/networks that linked the seas and oceans with each other.

I will start with the Vikings, the first European merchants and seafarers that linked seas and oceans around the year 1000. Afterwards I will focus on the Genizah merchants of Cairo, Italian and Dutch Companies and finally end with maritime realms of memory.

Key words

Vikings, Genizah Merchants, Italian and Dutch Companies, Realms of memory

Biography

HIGHER EDUCATION AND QUALIFICATIONS

1988 University of Kiel: Habilitation in Medieval and Modern History.
1979 University of Gießen: PhD in Modern History.

EMPLOYMENT HISTORY
1995–current University of Greifswald: Professor and Moderator of Modern History.
1995 University of Rostock: Visiting Professor of Regional History.
1994 University of Kiel: Professor of Medieval and Modern History.
1991 University of Bielefeld: Visiting Professor of Economic History.
1989–1994 University of Kiel: Privatdocent of Medieval and Modern History.
1982–1994 University of Kiel: Curator at the Art Gallery.
1980–1982 Hamburg: Assistant Curator at the Museum für Hamburgische Geschichte.

RESEARCH MANAGEMENT AND SELECTED FUNDED PROJECTS

2010–current Director of the International Research Training Group 1540 „Baltic Borderlands: Shifting Boundaries of Mind and Culture in the Borderlands of the Baltic Sea Region" of the Universities Greifswald, Lund and Tartu [German Research Foundation, DFG-Funding].
2009–2014 Project „European Network for Baroque Cultural Heritage" (ENBaCH, Prof. Renata Ago, Università di Roma „La Sapienza"), Sub-project „The Reception of Italian and Netherlandish Art in the Baltic Area in the Seventeenth and Eighteenth Centuries" (Coordinated by Prof. Dr. Michael North) [EU-Funding].
2005–2007 Project „1806 – The Dissolution of the Holy Roman Empire" [Alfried Krupp Wissenschaftskolleg Greifswald, Alfried Krupp von Bohlen und Halbach-Stiftung-Funding].
2002–2004 Project „Hamburg and Frankfurt before the Imperial Chamber Court: Two Commercial Centres in Comparison" [DFG-Funding]
2001–2004 Project „Land and Sea: Communication and Integration in the Baltic Area" – Subproject 1 „Transfer and Reception of Art and Artistic Ideas into the Ports and the Hinterlands of the Baltic Sea" and Subproject 2 „Cultural Flows and Intellectual Networks between the Baltic Area and England" [Land Mecklenburg-Vorpommern-Funding].
2000 Project „Collecting and Taste in Eighteenth-Century Germany" [Gerda Henkel Foundation-Funding].
2000-2009 Director of the interdisciplinary Research Training Group (RTG) "Contact Area Mare Balticum: Foreignness and Integration in the Baltic Region" [German Research Foundation, DFG-Funding].

GRANTS, AWARS AND HONOURS

2018 (Spring) Kratter Visiting Professorship, Department of History, University Stanford. Hallsworth Visiting Professorship, School of Arts, Languages and Cultures, University of Manchester.
2016 Offer of position of Director of Helsinki Collegium, Institute of Advanced Study of Helsinki University, Finland, declined.
2016 First Award of the German Foundation of Maritime History for the Book „Zwischen Hafen und Horizont: Weltgeschichte der Meere".
2014 Honorary Doctorate of the University of Tartu (Estonia).
2012 Member of the Academia Europaea.
09/2010–06/2011 Fulbright Distinguished Moderator in Modern German Studies at University of California at Santa Barbara.
09/2009–01/2010 Coordinator of the Research Group „The Reception of Netherlandish Art in the Indian Ocean Region and East Asia, and its Impact on Asian Cultures" at the Netherlands Institute of Advanced Study [NIAS] in Wassenaar (The Netherlands).

09/2007–08/2009 President of the Society of Early Modern History in Germany.
01/2009–04/2009 Fellow in Residence at the Vlaams Academisch Centrum [VLAC], The Flemish Academic Centre for Science and the Arts in Brussels (Belgium) (Research project: „The Brussels Art Market in the Eighteenth Century").
01–03/2007 Fellow-in-Residence of the Netherlands Institute for Advanced Study [NIAS] in Wassenaar (The Netherlands) (Research project: „Transfer and Reception of Dutch Art in the Baltic Area").
01–03/2004 Visiting Scholar at the Getty Research Institute Los Angeles (Scholar Theme: Markets and Value)
2000–2014 Member of the Academic Advisory Board at the Alfried Krupp Wissenschaftskolleg Greifswald (Germany).
1999–current Member of the Scientific Committee at the Istituto Internazionale di Storia Economica „Francesco Datini" in Prato (Italy), since 2006 of the Giunta esecutiva.

UNIVERSITY SERVICE – ERNST MORITZ ARNDT UNIVERSITY

2016–current Head of the Department of History.
2012–2016 Member of the Research Commission of the Faculty of Philosophy.
2011–current Vice-President of the Greifswald Graduate Academy.
2007–2010 Deputy Vice-Chancellor for Research and Internationalization.
2006–2007 Vice-Dean of the Faculty of Philosophy.
2006–2007 Member of the Research Commission of the University.
2004–2007 Member of the Academic Senate.
2002–2004 Member of the Committee on Budgets of the Faculty of Philosophy.
1998–2000 Deputy Member of the Academic Senate.
1998–2000 Deputy Head of the Department of History.
1996–2000 Member of the Faculty Council of the Faculty of Philosophy.
1997–2002 Deputy Chairman of the Master`s Examination Board.
1997–2002 Member of the Research Commission of the Faculty of Philosophy.
1996–1998 Head of the Department of History

S. 6. 57. – STEAM PASSENGER SHIPS
Moderator: Chul Shin
(Busan University of Foreign Studies)

Navigating Mediterranean Maritime Mass Mobilities: Low-Cost Passengers in the Age of Steam (1869-1914)

Matteo Barbano (University of Genova / Institute for Mediterranean Studies, Rethymno)

Abstract

Low-cost mass mobilities are at the centre of the Marie Skłodowska-Curie action 'MedMaD - Mediterranean Mass Mobilities and Displacements in the Age of Steam (1869-1914)', which proposes a novel approach to the study of mass mobility in the "wider Mediterranean", including the Black Sea and the Red Sea, between the opening of the Suez Canal and First World War. The project's overall objective is to examine from a global perspective the development of mass transport maritime services in the age of steam, exploring their impact on inter- and extra-Mediterranean mobilities and displacements of passengers travelling in low-cost classes (third- and fourth-class or deck passengers, as defined by the ticket) by studying the operations of three major Mediterranean shipping companies: the Lloyd Austriaco, the Messageries Maritimes, and the Navigazione Generale Italiana. Supported by substantial state subsidies, the services of these three powerful passenger carriers responded to strategies dictated by market demand, state interests, private businesses, and international competition. This mix of factors, sometimes in agreement and sometimes conflicting, largely determined the development of the maritime axes of mass mobilities.

This paper intends to present some of the early results of the project, focusing particularly on the Lloyd Austriaco. While scholars have sporadically referred to Lloyd's involvement in mass shipping, mainly in the transport of Muslim pilgrims across the Red Sea, research has so far neglected to investigate the company's activities in the eastern Mediterranean and the Black Sea. In these areas, Austrian Lloyd played a crucial role, for example, in the transport of Ottoman subjects, facilitating the mass relocation policies adopted by (or imposed on) the Ottoman Empire in the second half of the nineteenth century. In a move to project Austrian political influence in the Levant, the company also helped the Porte to maintain control over the empire's faltering provinces by transporting masses of Ottoman troops to its unruly regions, such as Yemen, while, in the Ottoman Balkans, Bosnian Muslims fled from Austrian rule to Constantinople on the very same ships. Far from exhaustive, these examples represent only a portion of the company's wide operations that contributed to shaping Mediterranean mass mobilities between the 1870s and 1914.

The first, broader objective of this contribution is to provide an overview of these hitherto largely uncharted activities carried out by Austrian Lloyd. Combining quantitative sources

on passenger transportation, balance sheets, and state agreements from the company's archives, the paper will then explore the correlations between private business and Austrian power politics that shaped Lloyd's services in the Mediterranean and beyond. Finally, qualitative information from consular reports, maritime authorities, newspapers, and literature of the period will be used to offer insight into the conditions of mass transport of lower-class passengers on Lloyd's ships and to reflect on the impact of the evolution of low-cost maritime passenger service on the travel experience across the Mediterranean.

Key words
Passengers, Seaborne mobilities, low-cost mass transport, Mediterranean, Shipping companies

Biography
Matteo Barbano completed his PhD in History at the University of Genoa in 2016. From 2018 to 2021 he was a post-doc researcher at the ERC Starting grant "Seafaring Lives in Transition.

Mediterranean Maritime Labour and Shipping during Globalization, 1850s-1920s" (SeaLiT) studying the economic, social, cultural and political aspects of the transition from sail to steam navigation in the Mediterranean, mainly observed through the evolution of the Austrian steam merchant marine. He is now a post-doc researcher at the Institute of Mediterranean Studies of Rethymno, and from January 2024 he will be a Maria Skłodowska-Curie fellow at the University of Genoa with a project on the development of Mediterranean waterborne mass mobilities between 1869 and 1914 (Mediterranean Mass Mobilities and displacements in the age of steam - MedMaD).

Zanzibari seamen, British Steamships, and Global Labour Markets, 1890s-1940s

Gerold Krozewski (Osaka University)

Abstract

Over the last twenty years, the history of Indian Ocean seamen on European steamships has received increasing attention (G. Balachandran, Ravi Ahuja, Jonathan Hyslop). However, far less research is available on seamen from East Africa, who worked mainly as firemen and trimmers on British steamships. Available studies touch upon the subject primarily with a focus on the nineteenth century in relation to so-called "sidies/seedies" and Indian Ocean slavery (Janet Ewald), or as part of the history of indenture (Alessandro Stanziani, Hideaki Suzuki). The proposed paper will move away from this prevailing focus of analysis: first, in terms of the period, by studying the early decades of the twentieth century instead of the nineteenth century. Second, the paper will explore the connections between maritime labour in the Indian Ocean and the globalization of trade and labour markets. This perspective allows to argue that Zanzibari seamen did not disappear from the stokeholes of British ships in the early twentieth century. Rather, they became absorbed into a globalizing labour market, though remained confined to specific niches of the market. Firemen and trimmers from Zanzibar were arguably not the most prominent segment of labour on the British maritime labour market. However, the focus on seamen originating from Zanzibar allows to study the niches for marginalized labour in terms of types of shipping firms and labour mobility. Moreover, the investigation addresses the transition of Zanzibari seamen from ships operating with so-called "lascar" labour agreements to ships employing labour on "standard articles", as well as the challenges to this status. The analysis of the recruitment and movements of Zanzibari seamen will be related to the entrepreneurial objectives of shipping firms and the shifting approaches by the British state towards African and Asian maritime labour. The paper complements research on regional – global connections studied with regard to South Asian seamen, but also goes beyond available research on South Asia by focusing on the specific occupation of fireman and trimmers. The conclusions will highlight some of the difficulties in researching Zanzibari seamen and offer comparative observations regarding Somali seamen during the same period (Gerold Krozewski, 2022; for French shipping, Laurent Jolly).

Key words

Seamen, Zanzibar, British steamships, labour markets, globalization

Biography

I am a professor of history at Osaka University, Japan. Previously, I held positions at the Uni-

versity of Sheffield (England), the Graduate Institute of International and Development Studies (Geneva, Switzerland), and the University of the Free State (South Africa). My research covers topics of Europe's colonial and imperial relations in the nineteenth and twentieth century, notably with Africa. In my ongoing research, supported by a grant from the Japan Society for the Promotion of Science (JSPS), I study maritime labour relations between East Africa and the European steamship sector. In this framework, I recently published: "Hidden Seamen from East Africa: Somali Firemen, European Steamers, and Global Labor Markets, 1880s-1930s", International Journal of African Historical Studies, 55, 1 (2022), pp.21-43.
https://researchmap.jp/g.kro?lang=en
https://gerold.krozewski.jp

The Influence of Early Passenger Steamshipping on People's Mobility at Baltic Sea: Passenger Steam Ship Lines Called at Estonian and Livonian Ports 1837–1870

Teele Saar (Estonian Maritime Museum / University of Tartu)

Abstract

The influence of steamships on the economic and social changes in the 19th century has been underestimated, although steamships would deserve a place among the other technological inventions. The 19th century was a century of massive migration. Maritime history and migration history studies have mostly focused on transatlantic migration when the question concerns the steamship's role. There is still history writing very few studies about coastal passenger traffic. It should be kept in mind, that the 19th century was characterized by urbanization as well as local and seasonal migration without crossing the borders. The steamship was introduced two decades earlier (in the study area for decades) than railways, therefore the study of coastal passenger steamers allows an explanation of how steamships changed mobility and movement patterns.

Although there is quite a lot to know about legal restrictions on movement, still we do not know very much about the actual movement practices. My aim with this presentation is to answer the following questions: how have the regular steamship lines changed people's mobility? Who, why and where travelled with the steamships? What kind of movement practices they were using? What was the place of steamship lines amongst the other transport means? The main sources for this study were the cashbooks of shipping companies and steamship passenger lists, which have been examined by using the comparative research method.

The first result of the research would be to raise awareness and to explain the early steamship influence on the people who lived in the 19th century. Secondly, the study gives a better understanding of the local and seasonal migration processes, which also allows comparing the mobility of this region with similar processes in other parts of Europe. Third, the database of passenger lists would help in the future all the other historians researching this region and period.

Key words

Mobility, steamship, passenger traffic, Baltic Sea, 19th century

Biography

PhD student at University of Tartu, Institute of History and Arheaology.
Main reserch field: Passenger Steamboat Traffic in Estonia before the First World War.
Work experience: researcher at the Estonian Maritime Museum 2016 - ;
Junior Research Fellow in History at University of Tartu, Faculty of Arts and Humanities, Institute of History and Archaeology 2021-2023;
Head of the Reasearch Department of the Estonian Maritime Museum 2013-2016;
Researcher at the Estonian Maritime Museum 2011-2012;
Collection manager and researcher at the Museum of Hiiumaa 2006-2011.
Academical CV in English: https://www.etis.ee/CV/Teele_Saar/eng/

S. 6. 61. – MARITIME NETWORKS IN EARLY MODERN AND MODERN EUROPE

Moderator: Sung-kuk Kim
(Mokpo National Maritime University)

The Ocean that Connects: Clusters of Portuguese Settlement in the Brazilian Coastline in the 17th Century and the Population Adaptation to the Territory

Diogo Cardoso (CITCEM and ESE - Polytechnic Institute of Porto)

Abstract

In the Early Modern period, the Portuguese established a presence in Brazil that started with a few interactions and trades with the indigenous population and developed into a systematic use of the territory – and its previous inhabitants – and the transference of thousands of people from Europe and Africa to America. This activity created a land of oppression and opportunity for many, particularly those who were integrated or took advantage of the growing sugar economy. And, for that, the rivers and the ocean were extremely important.

The Brazil of the seventeenth century was a continuity of the conjuncture of the previous decades. After 1570, the sugar plantations experienced a growing success that attracted the population of the kingdom, creating new settlements and increasing the number of the Portuguese living in the Brazilian shores. The characteristics of the soil of the Northeast, the difficulty to cross to the interior due to topographical conditions and the defence of the territory by indigenous groups, and the necessity to be close to the port cities and villages to export the commodities, dictated a cluster of the Portuguese settlements along the coast. In fact, São Paulo, a small village at the time, was the only settlement of importance in the hinterland. The rivers and the Southern Atlantic were, until the discovery of gold in Minas Gerais in the end of the century, a striking feature of the Portuguese presence in America.

With this paper, it will be shown how this dependence created a presence gathered around the major harbours and how it affected mobility to, from and inside Brazil. To do so, the location of the Portuguese migrants and their descendants will be analysed, as well as the routes of mobility that led the Portuguese to America, and how the closeness to the rivers was essential for human transportation and conditioned the foundation of new cities and villages. The occupations of the migrants, a key factor to determine the Portuguese motivations in the territory and understand the importance of the sugar economy and the activity of the seamen, will also be at focus.

It will be clear that most of the maritime activity depended on the pilots, captains, and sailors of the kingdom, with almost an entire absence of seamen from Brazil or even the African

shores. This lack of a permanent and numerous maritime community intensified the number of vessels that left the Portuguese harbours in direction of Brazil or the African ports where the slaves were bought and then transferred to South America. The sugarcane economy, religious proselytism of the African, American, and European populations and war against natives and other European were the main pull factors of the migrants of a Brazil that, in the seventeenth century, was almost entirely gathered in the shores, with emphasis on the Northeast captaincies, particularly in Bahia and Pernambuco.

Key words
Colonial Brazil, migrations, port cities, plantation economy, seamen

Biography
Diogo Andrade Cardoso has a PhD in History from the Faculty of Arts and Humanities of the University of Porto, Portugal. He is a Visiting Professor at ESE – Polytechnic Institute of Porto and a researcher at CITCEM. His main subjects of study include the Portuguese presence in Brazil in the sixteenth and seventeenth centuries and Portuguese migrations to the overseas territories in the Early Modern period.

European Trade in Asia in the Last Quarter of the 18th Century: Business Organization and Financing

Tomás Pinto de Albuquerque (ISEG-CSG-GHES- Univeristy of Lisbon)

Abstract

Oceans boosted Europe's economic development in early modern. Journeys to Asia were risky and required huge amounts of capital. The organization and financing mechanisms were diverse. In the Iberian cases, the crown played a leading role, but there was also room for private initiative, as was the case in other European countries.

The complex system of voyages drew the attention of historiography, which was more concerned with studying the financing than the organization of voyages. As these are two fundamental and interconnected elements, it seems essential to us to know both. Only in this way will it be possible to understand the scale of the travel business and its impact on the European, Asian, and global economy.

Our aim is to contribute to this debate by reviewing theories on financing and making a significant contribution to the organization of travel.

The main question is how was Asian trade financed in the second half of the 18th century?

In the second half of the 18th century, Portugal witnessed a revival of Asian voyages, 300 years after the end of the golden age of Portuguese trade with India. This has led to a debate among historians about why this movement took place, and how these voyages were financed.

These scholars have given a great deal of space to the presence of foreign capital in the financing of this trade, above all through bills of exchange. However, we know that there were other forms of financing. For their part, the organization of these voyages is essential to know, because the legal models adopted were what allowed them to be carried out, above all by sharing risks. Something that has yet to be explored.

Our aim is to uncover the ways in which Portuguese Asian trade was organized in the second half of the 18th century, as well as revisit what has been said to date about financing of Carreira da Índia, offering a new perspective on how capital circulated.

To answer this question, we turned to a set of more than 200 commercial partnerships that were set up to promote Asian trade between 1780 and 1800. Data collected in a database

from all 18 notaries in Lisbon. We also analyzed the accounting books of some of the voyages. Those carried out by Portuguese colonial companies; and those made by private individuals.

In this way, we will be able, to analyze the forms of organization and the financing mechanisms, which we believe were broader than the granting of credit.

Key words
Oceans, capitalism, economic development, Asian trade

Biography
Tomás Pinto de Albuquerque (1991) obtained his degree in the Faculty of Social and Human Sciences, at the Nova University of Lisbon (2011-2014). At the same institution, he obtained a master's degree, presenting a dissertation titled "What role do networks play in building a trader's career?" (2014-2017). In 2017 he was a research fellow in the project "Capital markets and corporate governance in Early Modern economies" funded by the Foundation for Science and Technology (FCT) and developed in the Gabinete de História Económica e Social (GHES) of ISEG-UL. Currently has a PhD at Lisbon School of Economics and Management University of Lisbon (ISEG-UL), in his work he seeks to analyze the role that Portuguese colonial companies played in the development of capital markets in Portugal in the 18th century. He is currently a junior researcher at GHES carrying out research in the field of economic history.

S. 6. 62. – NAVIGATION, SAFETY, INSURANCE
Moderator: S. June Kim
(Korea Maritime & Ocean University)

Weathering the Storms: The Royal National Lifeboat Institution, 1849 to 1897

Samantha Jones (University of Exeter Centre for Maritime Historical Studies)

Abstract

Despite its auspicious beginnings in 1824 when it raised £10,000 in its first year, by 1849 the Royal National Lifeboat Institution (RNLI) had an income of just £354 and less than 20 lifeboats, many of which were literally rotting away around the coast. By 1897, however, the RNLI had almost 300 well maintained lifeboats encircling Britain and Ireland and an annual income of £60,000. With the RNLI marking its bicentenary in 2024, this paper will explore this pivotal period in the charity's organisational development through the prism of two events: the RNLI's receipt of a government subsidy between 1854 and 1869 and a Parliamentary inquiry into its management and operations in 1897, neither of which have received significant attention in either the RNLI's own historiography or the wider literature on nineteenth century charity and philanthropy and maritime safety reform. As the first organised national lifeboat service in the world, the RNLI relied on volunteers in coastal communities, many of which were small and remote, to deliver the rescue service while developing a centralised organisational and funding model. Volunteer crew frequently risked their lives to go to the aid of strangers whom they had never met providing an insight into one compelling aspect of the relationship between humans and the ocean. This paper will also explore how the lifeboat service in the UK and Ireland came to be provided by a charity and volunteers rather than by the state.

Key words

Lifeboats, RNLI, charity, coast, communities

Biography

Dr Sam Jones is in her sixth year of a part-time PhD in maritime history at the Centre for Maritime Historical Studies at the University of Exeter. She has an LLB in law from the London School of Economics (1989) and a DPhil in socio-legal studies from the University of Oxford (1992). Sam is also an RNLI volunteer, joining the lifeboat crew at Tobermory in 2010 where she is now the station's volunteer lifeboat operations manager (one of the first women to hold the role in the RNLI). Sam is also a member of the RNLI's Scottish Council.

Guardians of the Deep: Canadian Ocean War Graves and Commemoration for Those Lost at Sea

Chris Perry (Royal Canadian Navy)

Abstract

The vastness of Canada's maritime borders has played a pivotal role in the nation's history, particularly during times of war. As a nation intimately connected to the sea, Canada has witnessed countless brave souls who embarked on perilous voyages to protect their homeland and uphold global peace. Tragically, many of these heroes never returned, finding their final resting place beneath the unforgiving waves of the ocean. This paper explores how Canada protects those Ocean War Graves and honours those who were lost at sea.

The maritime history of Canada is deeply intertwined with the nation's military engagements. From the First World War to the present day, Canadian sailors, soldiers, and airmen have sacrificed their lives while serving at sea. The vastness of the oceans has often made the recovery of their remains impossible, leaving the depths of the sea as their eternal resting place. These Ocean War Graves serve as poignant reminders of the tremendous sacrifices made by Canadians in the name of freedom and security.

One of the most iconic Canadian Ocean War Graves is the final resting place of the HMCS Esquimalt, a Royal Canadian Navy Bangor-class minesweeper sunk by U-190 at the very end of the Second World War at the entrance to Halifax Harbour. The ship's loss resulted in the deaths of 44 crew members. Despite extensive search efforts, the remains of many sailors were never recovered, and the wreck has never been found. This incident underscores the challenges and uncertainties of war at sea, and the emotional toll it exacts on families and communities left in the dark about their loved ones' fate.

To ensure that these sacrifices are not forgotten, Canada has established a range of commemorative initiatives. The Royal Canadian Navy, along with various government agencies and organizations, maintains a strong commitment to honouring those who rest beneath the waves. Memorial ceremonies, wreath-laying ceremonies, and dedicatory services are regularly held at sea, creating a sense of connection and remembrance for those who served.

Moreover, advancements in underwater archaeology and technology have allowed for the discovery and documentation of many lost warships, shedding light on the lives of those who served on them. These efforts not only contribute to the historical record but also provide closure to the families of the fallen.

Canadian Ocean War Graves and the commemoration of those lost at sea are an integral part of the nation's history and identity. Through the stories of these heroes and the acts of remembrance that honour their memory, Canada pays tribute to the unwavering courage and sacrifice of its maritime servicemen and women. These ocean war graves serve as poignant reminders that, even in the depths of the sea, the spirit of those who served their country endures, forever guarded by the waters they sailed and the nation they protected.

Key words
Ocean, War, Graves, Remembrance, Canada

Biography
Chris Perry is the Historian for the Royal Canadian Navy. He holds an MA from King's College London and previously served in the RCN for 27 years. Chris is currently working on the biography of William Hall, VC, the first black man to receive the Victoria Cross.

S. 6. 22. – NEW PERSPECTIVES OF MEDITERRANEAN MARITIME CONNECTIONS WITH THE ATLANTIC WORLD (17TH-18TH C.)

Moderator: Andrea Addobbati

(Università di Pisa)

Panel Abstract

This panel reassesses the interactions between the Mediterranean Sea and the Atlantic World in the early-modern times. The three papers present recent innovative research projects which largely used digital humanities to deal with massive amount of data. Their results make it possible to provide a new narrative pointing to the relevance of Mediterranean agents and port cities' capacity to develop connections to the Atlantic Ocean.

- Moderator : Andrea Addobbati (Università di Pisa)
- Silvia Marzagalli (Université Côte d'Azur) / Guillaume Daudin (University of Paris-Dauphine (LEDa-DIAL)) / Loïc Charles (Université de Paris 8) / Pierre NIccolo' Sofia (Università di Padova) Marseille eighteenth-century maritime trade in the digital era: regional trade, global dynamics
- Pierre NIccolo' Sofia (Università di Padova) A link to the Ocean. Economic connections between the Mediterranean and the Atlantic through the case of Venetian glass beads trade in the 18th century
- Antonio Iodice / Rebecca Carnevali (Università Roma 3 (Italy)) Alternative or Complementary Views? New Mediterranean and Atlantic Connections from HolyLab, the Database of the Custody of the Holy Land, 17th-18th Centuries

Marseille Eighteenth-Century Maritime Trade in the Digital Era: Regional Trade, Global Dynamics

Silvia Marzagalli (Université Côte d'Azur) /
Guillaume Daudin (University of Paris-Dauphine (LEDa-DIAL)) /
Loïc Charles (Université de Paris 8) /
Pierre NIccolo' Sofia (Università di Padova)

Abstract
The vastness of Canada's maritime borders has played a pivotal role in the nation's history, particularly during times of war. As a nation intimately connected to the sea, Canada has witnessed countless brave souls who embarked on perilous voyages to protect their homeland and uphold global peace. Tragically, many of these heroes never returned, finding their final resting place beneath the unforgiving waves of the ocean. This paper explores how Canada protects those Ocean War Graves and honours those who were lost at sea.

The maritime history of Canada is deeply intertwined with the nation's military engagements. From the First World War to the present day, Canadian sailors, soldiers, and airmen have sacrificed their lives while serving at sea. The vastness of the oceans has often made the recovery of their remains impossible, leaving the depths of the sea as their eternal resting place. These Ocean War Graves serve as poignant reminders of the tremendous sacrifices made by Canadians in the name of freedom and security.

One of the most iconic Canadian Ocean War Graves is the final resting place of the HMCS Esquimalt, a Royal Canadian Navy Bangor-class minesweeper sunk by U-190 at the very end of the Second World War at the entrance to Halifax Harbour. The ship's loss resulted in the deaths of 44 crew members. Despite extensive search efforts, the remains of many sailors were never recovered, and the wreck has never been found. This incident underscores the challenges and uncertainties of war at sea, and the emotional toll it exacts on families and communities left in the dark about their loved ones' fate.

To ensure that these sacrifices are not forgotten, Canada has established a range of commemorative initiatives. The Royal Canadian Navy, along with various government agencies and organizations, maintains a strong commitment to honouring those who rest beneath the waves. Memorial ceremonies, wreath-laying ceremonies, and dedicatory services are regularly held at sea, creating a sense of connection and remembrance for those who served.

Moreover, advancements in underwater archaeology and technology have allowed for the discovery and documentation of many lost warships, shedding light on the lives of those who

served on them. These efforts not only contribute to the historical record but also provide closure to the families of the fallen.

Key words
Digital humanities, globalization, trade connections, Mediterranean, eighteenth-century

Biography
Silvia Marzagalli is full professor for Early Modern History at the University Côte d'Azur (Nice), and senior member of the Institut Universitaire de France. Her research focuses on merchant networks and warfare reorganization of maritime trade flows in the 18th and early 19th century, both in the Atlantic and the Mediterranean. She has coordinated two digital humanities research projects of the French National Research Agency, Navigocorpus and Portic (https://anr.portic.fr/), which provides online access to a database on shipping, and on-demand visualization of the collected data. She has recently published an Atlas de la navigation en France à la veille de la Révolution. Une effervescence portuaire (2023) and co-edited an issue on 'Maritime History through the Lens of the Digital Humanities' in Histoire & Mesure (2023).

Guillaume Daudin (https://gdaudin.github.io) has been Professor of Economics at the University of Paris-Dauphine (LEDa-DIAL) since 2012. He is associated to the OFCE (SciencesPo Paris) and the Institute for European Global Studies (University of Basel). He has worked for HEC, the London School of Economics, Cambridge University, Stanford University, SciencesPo, the university of Edinburgh, the university of Lille, and the Banque de France. He was President of the Association Française d'Histoire Économique from 2016 to 2019. He is a specialist in early modern economic history and current commercial globalization. His most recent research focuses on the eighteenth-century French trade (eg the Anglo-French trade war), slave trade profits, current value-added trade and the structure of trade costs from 1974. He has contributed to a number of public-facing research websites (especially http://toflit18.medialab.sciences-po.fr/#/home).

Loïc Charles is full professor in economics at the Université de Paris 8 and fellow researcher at the Institut national d'études démographiques (Ined).

The themes of research that recur the most in his publications are the history of French eighteenth-century political economy, the history of the eighteenth and early nineteenth-century French economy and the history of the interactions between visuals arts and social sciences in the interwar period in the Western world. He has published widely in (among other journals) Past & Present, History of Political Economy, Historical Methods and History of Science as well as several book chapters.

He is actually engaged in two book projects, one on the physiocratic movement (a group of eighteenth-century intellectuals and economists) with Christine Théré (Ined), the other on French merchant capitalism with Arnaud Orain (EHESS).

Pierre Niccolò Sofia obtained a PhD in Histoire et civilisation des mondes moderne et contemporain in 2022 at Université Côte d'Azur with a dissertation on Venetian glass beads industry and trade in the 18th century. In 2022 and 2023 he worked as post-doctoral researcher in the ANR program Portic at Université Côte d'Azur, studying French shipping and maritime trade in the second half of the 18th century. Since 2023, Pierre Niccolò Sofia is a member of the Centre de la Méditerranée Moderne et contemporaine at Université Côte d'Azur. He is currently a post-doctoral researcher at Università degli Studi di Padova, where he is carrying out a comparative analysis of economic resilience of Venetian glass and silk industries and trades in the 17th and 18th centuries. His research interests extend to economic history, history of labor and maritime history.

A link to the Ocean: Economic Connections Between the Mediterranean and the Atlantic Through the Case of Venetian Glass Beads Trade in the 18th Century

Pierre NIccolo' Sofia (Università di Padova)

Abstract

During the Early modern period, despite its unfavourable geographical position and the loss of its centrality within the European economy, Venice was not excluded from the development of oceanic trades. In fact, Venice maintained and developed connections with the Atlantic ocean through its industries, its shipping, and its maritime trade. As a result, between the 17th and the 18th centuries, Venetians carved out a dual role as both buyers and suppliers of products related to Atlantic trade, such as colonial goods. The main symbol and original contribution of Venetian economy to the oceanic trade were glass beads. Produced from the work of the furnaces and the hands of hundreds of men, women, and children in Venice, every year hundreds of tons of glass beads were exported to the Western ports of Marseilles, Lisbon, London, and Liverpool in exchange for sugar, cocoa indigo, and other commodities. The final destinations of Venetian beads were mostly the African coasts, were European and American slave traders bartered them for African captives mainly destined for American plantations.

Through the case study of Venetian glass beads trade, this paper examines the characteristics and the consequences of the relationship between the city of Saint Marc and the Atlantic ocean in the 18th century. The analysis exploits quantitative and qualitative sources from Venetian, British, French, and Portuguese archives - as well as databases (such as Toflit18 and SlaveVoyages), and of course an abundant scientific literature - to reconstruct the work organization of Venetian glass beads in the 18th century, its market structure and trade flows with the Ocean, the role of different economic agents, and the impact of the Atlantic economic evolution on the Venetian industry and trade. The paper adopts an approach that crosses the macro-analysis of flows and the micro-analysis of actors, following the commodity chain of Venetian glass beads in the 18th century, from manufacturing processes to marketing, specifying the routes, the actors and the markets involved. In this respect, the paper draws inspiration from the concept of a small-scale global history.

This research aims to show that, during this period, Venice had a deep and profitable commercial connection with the Atlantic Ocean that was mediated by specific products and eco-

nomic agents, and that this connection had major consequences on important parts of Venetian economy. Through the case of Venetian glass bead trade with the Atlantic, this analysis aims to offer a useful contribution to the scientific debate on the active role of the Italian peninsula in the making of an Atlantic space, and on the entanglements between the Inner Sea and the Atlantic Ocean at the end the Early Modern period.

Key words
International trade, commodity chains, mobility, global history

Biography
Pierre Niccolò Sofia obtained a PhD in Histoire et civilisation des mondes moderne et contemporain in 2022 at Université Côte d'Azur with a dissertation on Venetian glass beads industry and trade in the 18th century. In 2022 and 2023 he worked as post-doctoral researcher in the ANR program Portic at Université Côte d'Azur, studying French shipping and maritime trade in the second half of the 18th century. Since 2023, Pierre Niccolò Sofia is a member of the Centre de la Méditerranée Moderne et contemporaine at Université Côte d'Azur. He is currently a post-doctoral researcher at Università degli Studi di Padova, where he is carrying out a comparative analysis of economic resilience of Venetian glass and silk industries and trades in the 17th and 18th centuries. His research interests extend to economic history, history of labor and maritime history.

Alternative or Complementary Views? New Mediterranean and Atlantic Connections from HolyLab, the Database of the Custody of the Holy Land, 17th-18th Centuries

Antonio Iodice / Rebecca Carnevali (Università Roma 3 (Italy))

Abstract

When working on early modern maritime connections at a local or global level, scholars have emphasized the significance of trade networks, or at least of those networks (fiscal, military, and so on) created with the backing of nation states. These connections, driven by the needs of states, traders and consumers, evolved steadily over the centuries lying the first foundations for today's globalization process. What these historical reconstructions are lacking is how maritime connections were also shaped by further motivations that drove people in the past to travel or ship materials or commodities via sea routes. A notable motivation was religion, with frequent pilgrimages shaping medieval and early modern mobility.

In this perspective, the city of Jerusalem has always been a key destination for religious journeys, and specific networks were developed to cater to the needs of pilgrims and religious orders undertaking these. Above all others, since the 14th century the Franciscan order was entrusted by the papacy (with the agreement of the local rulers, the Mamelukes first and the Ottomans later) with maintaining the Holy Sites in and around Jerusalem and thus enable the access and devotional practices of Christians travelling to Palestine. This entailed the creation of an institution, called the Custody of the Holy Land, whose main goal and function was the gathering and shipping of alms meant for the maintenance of the Christian Holy Sites as well as the local community of friars.

Specifically, the Custody's network facilitated the circulation of alms and commodities through its own branches throughout the early modern world called commissariats. Each commissariat had its friar commissary, secular accountant and treasurer. The latter kept track of mostly alms but also revenues and expenses through account books. Starting from the second quarter of the 17th century, extracts of these were regularly requested by the papal Congregation of Propaganda Fide in Rome as part of its purpose of overseeing, and sometimes auditing, Catholic missions worldwide. Our paper, rising from the HOLYLAB-database framework (https://holylab-erc.uniroma3.it/), is built upon such accounting documents. We will use the data taken from the extracts produced by Franciscan commissariats to demonstrate how a religious maritime network such as the Custody's can provide infor-

mation on the circulation of money, objects, and people travelling during the 17th and 18th centuries, as well as on its interactions and overlapping with other networks at the local and global level.

Carnevali will first introduce the historical sources used in the project's database and their features, and then illustrate the original technical solutions adopted for the systematization of early modern accounting data. Iodice will show how the data can be used to reconstruct the most prominent routes used for people and resources within the Custody's network shedding light, for example, on previously-unknown commodity and accounting techniques specializations existing in the main commissariats that connected the Mediterranean and Atlantic to Jerusalem (Genoa, Livorno, Messina).

Key words
Custody of the Holy Land, Networks, Database, Digital Humanities, Maritime Trade

Biography
Antonio Iodice main research interests revolve around early modern European maritime risk management, trade, and mobility, with a specific focus on the Republic of Genoa and the Tyrrhenian area. He is a member of the HolyLab ERC project, led by Felicita Tramontana. Before that, he worked as a postdoc in Economic History at the University of Genoa, where he also obtained his second Ph.D. through a bilateral agreement with the University of Exeter as part of the ERC project AveTransRisk led by Maria Fusaro. He is an honorary research fellow at the University of Exeter and was also involved in the Risky Business project led by Sabine Go (VU Amsterdam) and Giovanni Ceccarelli (Milan). He actively contributed to design, populate and exploit the digital open access databases produced in all these projects.

Rebecca Carnevali is a cultural and social historian who specialises in the early modern period and everyday communication. After a MA at the Warburg Institute in London, her PhD project at the Centre for the Study of the Renaissance of the University of Warwick, funded by a Wolfson Foundation Scholarship, explored the relationship between Italian political life and urban communication through cheap print. Her research interests combine the study of the financial mechanisms employed by institutions and bureaucracies for gathering and circulating information, such as through paper, with the reconstruction of the networks developed by urban trades from the social and material viewpoint, with the aim of shedding light on the organisational implications behind the functioning of complex polities. Over the years, she has also developed an expertise in the data analysis of pre-modern sources.

S. 6. 31. – ROUNDTABLE: THE POTENTIAL OF DIGITAL METHODS FOR COLONIAL, MARITIME AND SLAVE TRADE HISTORY IN ASIA

Moderator: Filipa Isabel Ribeiro da Silva

(International Institute of Social History – Amsterdam)

Panel Abstract

In the last years, the development of digital tools and their application to the historical archives, and to various fields of study including Humanities has demonstrated the potential to revolutionize the traditional ways of conducting research leading to new insights and fresh avenues for research. Maritime History is no exception. The speakers in this roundtable will reflect on how the so-called "Digital Turn" has transformed the study of the topic of slave trade in early modern maritime Asia and beyond. To do so, they will depart from their experience in the implementation of three inter-related projects: Globalise, Exploring Slave Trade in Asia (ESTA) and the Global Business of Slave Trade. The team of Globalise is developing fundamental digital infrastructure to facilitate research in the massive archives of the Dutch East India Company – classified as UNESCO World Heritage – with the aim of fostering the new approaches to old themes in Maritime Asian History, such as slave trade in Asia. The team of ESTA network relies on various digital materials and tools to reconstruct the volume and different flows of the Asian Slave Trade. This has been achieved by stimulate collaboration between scholars across the globe working on this topic and on the construction of local, regional, and inter-regional datasets. The third project, the Global Business of Slave Trade explores digital sources from Dutch, Portuguese and Spanish archives not only to reconstruct of the main patterns and flows of slave trade in Asia but more importantly to identify main actors and their potential gains from getting involved in the Portuguese and Spanish slave raiding operations and transactions carried out within and beyond the sphere of influence of the Iberian powers in Asia and across the borders of various European and Asian empires in the region.

This roundtable will explore the evolution of the use of digital methods in the study of the movement of enslaved labor in Asia. It will then critically assess the impact of the 'digital turn' through an examination of the objectives, methodology and in some cases, the results of aforementioned digital history projects. The focus here will be on how these projects open up the archives, integrate data from different archives and different archival collections, create structured data and infrastructures facilitating the findability of enslaved persons and other actors in the slave trade, reconstruct slave voyages, and address ethical issues of bias and equitable data production in their work. It will thereby reflect on the implications of these projects in how they have managed to build upon and challenge the limitations of traditional historical research and more importantly, how they constitute a profound quantitative and qualitative intervention in studies of the movement of enslaved labor in Asia. In so doing, this round table will chart the irreversible change in maritime historical research that has been set into motion by digital tools underlining both the potential and drawbacks of this phenomenon.

- Moderator : Filipa Isabel Ribeiro da Silva (International Institute of Social History – Amsterdam)
  - Kay Pepping (Huygens Institute, Netherlands)
  - Pascal Konings (International Institute of Social History)
  - Philipp Huber (International Institute of Social History)

The Potential of Digital Methods for Colonial, Maritime, and Slave Trade History in Asia

Kay Pepping (Huygens Institute, Netherlands) /
Pascal Konings (International Institute of Social History) /
Philipp Huber (International Institute of Social History)

Abstract
This abstract explores the digital methods used in the GLOBALISE project to unlock the Dutch East India Company (VOC) archives, a critical resource for studying the movement of enslaved labor in Asia. The VOC acquired the sole right to trade with Asia from the Dutch Republic and their operations spanned most of the Asian continent. Its archive presents a detailed, though biased and distorted version of events and processes in Asia during the Company's existence from 1602 to 1798.

The VOC archives have been an important source for research into both Company and Asian history. This research was done despite the fact that these archives were difficult to search. The 5 million pages spanning archive could previously only be perused using the indexes created by the company itself. This is a time-consuming activity, as the indexes are primarily focussed on business, with titles often being nondescript.

Opaquely titled document 'missive from x to y dated z' might contain varied information ranging from ecological phenomena, the organization of local labor forces, the movements of Asian and European ships, to local religion and beliefs. The way to find this information was to laboriously work through the archive, page by page, to identify interesting segments.

The TANAP-project (2000 - 2007) digitized most of these indexes. This made it much easier to find documents on the basis of authorship, locations they were dispatched from and the year of creation. Combined with the large-scale scanning of the archive undertaken by the Dutch National Archives over the past years, the VOC archive has been made available in a way that allows it to fully participate in the 'Digital Turn'.

However, these scans lack machine-readable text. Additionally, despite TANAP making the archives much more searchable, its replication of the Company structure also replicated some of its biases. Titles are still opaque, and the company tended to group together documents like letters from Asian authors as one big 'collection of letters' spanning hundreds of letters rather than individual documents that can each be enriched with metadata for enhanced findability.

GLOBALISE aims to address these hiatuses. Initially, by using HTR (Handwritten Text Recognition) to automatically transcribe the archive in bulk to make it keyword-searchable. Through training a model that detects document boundaries, collated documents can then be separated into individually meta-datable documents. Training a NER (Named Entity Recognition) model enriches these documents with specific mentions of entities such as names, locations, goods, groups or professions.

This data links to expert-created reference data on polities, places, persons, ships, commodities and more to contextualize the entities encountered in the archive. This reference data uses URI's (Unique Resource Identifiers) to provide a single stable point to tether terms, their variations, their definitions, their place in a taxonomy and their appearances in the archives to.

These enrichments empower researchers to research topics beyond the interests of the Company-indexers, by supporting complex queries about the appearances of entities in documents. Through this infrastructure, GLOBALISE hopes to help researchers move from simple searches to in-depth exploration.

Key words
Dutch East India Company, Digital turn, Named Entity Recognition, Handwritten Text Recognition

Biography
Kay Pepping studied history at Leiden University, NUI Galway & Sorbonne University. As a graduate student at Keble College, Oxford, he wrote his thesis on the importance of local diplomatic practice for the Dutch East India Company (VOC)'s dealings with the Mughal Empire. Since 2021, he has worked at the Huygens Institute for GLOBALISE, a project that digitizes the archives of the VOC in an unprecedented manner.

S. 7. 1. – MARITIME DEFENSE AND NAVY OF KOREA SEEN THROUGH HISTORY

Moderator: Sam-man Chung
(Korea Institute for Maritime Strategy)

Panel Abstract

Many wars have occurred from ancient to modern times in Korea. Most of those wars began with neighboring countries projecting military power onto the Korean Peninsula from the sea. Therefore, maritime defense and naval issues have become important topics in the Korean history.

This panel aims to examine how maritime defense was implemented and how the navy developed on the Korea from the Joseon Dynasty(1392-1910) to modern times. In the Joseon Dynasty, it was difficult to respond quickly due to the long distance between the central government and coastal towns and the lack of transportation. So county governors(守令) responded first, and if the situation prolonged, the central government dispatched a general(代將) to take command. The maritime security system of the late Joseon Dynasty was established as surveilling coastal border(瞭望) and patrolling the island area(搜討) with the intention of preventing maritime smuggling and collecting foreign-related information. During the U.S. Military Government(1945-48), the Coast Guard was established not only to focus on maritime security but to also take responsibility for maritime defense in case of emergency. The Navy, founded after the establishment of the government(August 15, 1948), performed coastal defense missions, but since the 2000s, it has grown into a ocean navy that participates in international peace activities and combined-trainings.

The naval history of the Korea can be an historical example that allows us to see how the maritime defense of the peninsula country has been implemented and how the navy can develop into an ocean navy.

- Moderator : Sam-man Chung (Korea Institute for Maritime Strategy)
  - Yun-ho Sin (Naval Academy Maritime Institute) Changes and Characteristics of the Operation of Coastal eup(邑) Naval Forces in the Chosun Dynasty
  - Ki-jung Song (R.O.K. Naval Academy) Coastline Surveillance System by Naval Force in the late Joseon Dynasty
  - Sung-chae Lim (Naval Headquarters) The Establishment and Operation of South Korea's Coast Guard in the Early Days of U.S. Military Government
  - Yeong-dal Seok (R.O.K. Naval Academy) Anchored in History, Sailing towards the Ocean : The Remarkable Journey of the R.O.K. Navy

Changes and Characteristics of the Operation of Coastal Eup(邑) Naval Forces in the Chosun Dynasty

Yun-ho Sin (Naval Academy Maritime Institute)

Abstract

County governor in the coastal towns had to lead naval forces directly to the sea. Since the war was prolonged and the their absence in the eup became longer, the government appointed replacement general and rotate them.

The coastal town naval forces were operated as above in the special situation of war. However, they were operated selectively in peacetime after the end of the war. In other words, if County governor was a civil servant when participating in naval training and territorial protection, he appointed replacement general and send him on his behalf, and if he was a military officer, he had the responsibility to personally lead the naval force.

As a result, in the coastal town, a dual management system of 'County governor' and 'replacement general'. For the reasons why coastal towns adopted a dual operating system, first, it was due to problems with the command system for the County governor of coastal towns. Second, it was because the distance between government office and the ship building site was far.

Key words

Japanese Invasion of Joseon, Yi Sun-sin, naval forces, Eup naval forces, Daejang

Biography

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Coastline Surveillance System by Naval Force in the late Joseon Dynasty

Ki-jung Song (R.O.K. Naval Academy)

Abstract

In the 19th century, a strange vessel, which calls the Yi-yang ship(異樣船), appeared on the seas of Korean, It means that the invasion of Western imperialism begins in Korea. These ships were far superior to Joseon's military vessels. Despite inferiority in naval force, the Joseon government responded to the arrival of these ships with its existing maritime defense system. Joseon early established the naval base called Sugunjin(水軍鎭) along the country's coastline and has operated for long time. In addition, military ships were stationed in counties adjacent to the sea, and lookouts(瞭望處) were placed between Sugunjin and Sugunjin to monitor the sea for defensive weaknesses. If a strange vessel appeared at sea, the Joseon naval force would be activated by manual which Joseon government confirmed. The Joseon government would issue instructions to field commanders on how to deal with the vessels and oversee that they were handled according to procedure. In this paper, we'll look at how the Joseon government dealt with a strange vessels in the 19th century.

Key words

Sugunjin(水軍鎭), lookouts(瞭望處), Yi-yang ship(異樣船)

Biography

Dr. Ki-jung, Song is an assistant professor at Naval Academy of Republic of Korea. His major is the Korea history. He has studied the Maritime defense system in the Late Joseon era at Chugnam National University from 2000 to 2016 with qualifications BA, MA, and PH.D. He is interested in the Korea military system including shipbuilding technology.

Anchored in History, Sailing towards the Ocean : The Remarkable Journey of the R.O.K. Navy

Yeong-dal Seok (R.O.K. Naval Academy)

Abstract

Next year marks the 80th anniversary of the founding of the Republic of Korea Navy. Over the past 80 years, the R.O.K. Navy has evolved from a coastal defense force of a struggling nation, to a powerful blue-water navy. Despite this significant transformation, most scholarly works on the development of the R.O.K. Navy have often focused on specific periods or themes, rather than providing a comprehensive examination of its overall evolution. The primary objective of this article is to offer a detailed overview of the R.O.K. Navy's development over the years. Additionally, it aims to provide readers outside of South Korea with insights into its history and highlight its remarkable growth.

Key words

The history of the R.O.K. Navy, The history of the R.O.K. Marine Corps, Admiral Son Won-il, The Korean War, The Yulgok Project

Biography

Current Affiliation : Assistant Professor, Department of Military History & Strategy, Republic of Korea Naval Academy

Education : Ph.D. in History, Yonsei University, Seoul, Korea

S. 7. 3. – THE ROLE OF THE NAVIES AND ADMIRALS IN KOREAN HISTORY

Moderator: Kwang-seob Ko
(Professor Emeritus of the R.O.K. Naval Academy)

Panel Abstract

The role of the navy and admiral, beyond military activities to win wars or naval battles, can be expanded to the rise and fall of a country and its socioeconomic roles.

The purpose of this panel is to examine historical cases in Korea leading to historic turning points. In the first half of the 9th Century, Chang Po Go(張保皐), returning from the Tang China to Silla, became admiral. He eradicated the pirates in the southwestern sea of the Korean Peninsula. He took control of the sea and of the maritime transit trade between the three East Asian countries by using sea line of communication and Korean residents in China. He was called the Cheonghaejin Ambassador and the Commercial Prince. In the first half of the 10th Century, when the Korean Peninsula entered the Later Three Kingdoms period, Wang Geon(王建), a maritime nobleman, succeeded in a long-distance maritime expedition and took control of the sea. He unified the three kingdoms and founded Goryeo(高麗). Yi Sun-sin(李舜臣), who was the commander of the naval forces in the southern coastal area of Jeolla-do in the late 16th Century, participated and won many naval battles in several times during the Imjin-waeran(1592-98) when Japan invaded Joseon from the sea. The Japanese army, which had been running a continuous route on land, was forced to revise its strategy due to difficulties in supplying logistics and replenishing troops due to defeat at sea. An admiral thwarted Japan's ambition to conquer Joseon and invade China's mainland, thereby deciding the fate of the three kingdoms(朝鮮·明·日本) in the Far East.

This panel demonstrates the need to expand research on the navy and admirals beyond simply military aspects to the fields of political diplomacy, socioeconomics, and culture and arts.

- Moderator : Kwang-seob Ko (Professor Emeritus of the R.O.K. Naval Academy)
  - Kyong-sok Ko (Naval Leadership Center) The Historical Significance of Chang Po Go(張保皐)'s Maritime Activities in the 9th Century
  - Seong-jae Shin (R.O.K. Naval Academy) Fleet Admiral Wang Geon(王建) in the 10th Century
  - Min-woong Lee (Distinguished Professor of Daegu Catholic University) Chungmugong Yi Sun-sin(忠武公 李舜臣)'s Early Life and Contributions to Joseon in the Imjin-waeran(壬辰倭亂, 1592-98)

Fleet Admiral Wang Geon(王建) in the 10th Century

Seong-jae Shin (R.O.K. Naval Academy)

Abstract

Wang Geon(王建), the founding monarch of Koryo(高麗), is judged as the great unifier of the Korean nation. He was born in the year 877 in Songak-gun(松嶽郡), the modern day Gaesung region. His family was a maritime barony ruling Songak-gun, accumulating wealth from trade. During his adolescence, Doseon(道詵), a senior ranking monk of the era, taught Wang Geon statecraft and leadership necessary for military application.

Wang Geon was an expert of the seas and the navy. Focusing on the military-economic gains attainable from the oceans, he actively made use of the navy in the unification war of the late-three kingdoms. The starting point was when Wang Geon conducted a maritime expedition of Naju(羅州) province in 903 under Gungye(弓裔).

The success of the expedition led to his appointment as Naval Marshall, where he established a unification strategy base on naval superiority. At the core, the strategy was to gain maritime superiority in the West and South seas, and to obtain war resources. Wang Geon conducted consistent naval activities to secure maritime rights and routes connecting the West and South Seas. Adding to that, supplying war materials produced and bred at the insular regions, such as salt and warhorses, to key maritime and on-land strategic points gave him the upper hand in pursuing the war.

The mandarins of Koryo's late Sahŏnbu(司憲府), upheld the value of Wang Geon's naval activities. To quote their records, "with Wang Geon's Naju expedition, the exploitations made off the islands were under state coffers which in turn funded the war effort, unifying Samhan(三韓)."

Key words

Wang Geon, Koryo, Naju, Navy, Naval strategy

Biography

Shin , Seong -jae. Professor, Department of Military History and Strategy Republic of Korea Naval Academy. He published a number of papers on naval activities in the Later Three Kingdoms period. He is actively studying Korean ancient and medieval naval activities, and recently has a special interest in war history.

S. 7. 26. – WEAVING MARITIME CITIES INTO THE ANCIENT ROMAN SEASCAPE: MOVING BOUNDARIES AND FLUID IDENTITIES

Moderator: Kee-hyun Ban
(Korea Military Academy)

Panel Abstract

The role of the seas, connecting and/or disconnecting worlds within and without, in Western antiquity has been significantly reconsidered in the recent decades. The much-navigated waves of the Mediterranean have attracted special attention, again, to its historic role as a space for dynamic encounters and continual transformation. For instance, it has been investigated that within the vast empire of Rome, the Mediterranean served as a connecting conduit among communities and cultures, while it could also have been a major obstacle for humans at times due to 'not-so-hospitable' winds and pirates. Another important focus in exploring the Mediterranean, called 'mare nostrum' by the Romans, has been its relationship with coastal areas and hinterlands. In this panel, we shall present the three maritime cities of the Roman world – Ostia, Naples, Ravenna – to investigate their roles and impacts both as a contact zone where diverse interests and cultures encountered and as a junction that carried materials and humans further into the land or out to the sea.

In the first presentation, Dr. Myongjoo Shin explores Ostia's prominent role and transformative identity as Rome's first colony, military base for its fleet, a major hub of commerce across the Empire, and eventually a popular residential area. In the second presentation, by investigating the motivations that drove the Romans to invest in maritime villas in the Bay of Naples, Professor So Yeon Bae aims at providing insight into the interplay of Roman and Greek cultural influences and the Roman perception of the sea and its significance in the context of otium and luxury. Finally, Professor Ji-Eun Lee's presentation places its focus primarily on examining historical identities of Ravenna in not only the imperial and military dimension of the Roman Empire, but also the migratory and cultural dynamics, considering its geographical and topographical features, such as the marshlands, the river Po and the Adriatic sea.

- Moderator : Kee-Hyun Ban (Department of Military History, Korea Military Academy)
- Myong-joo Shin (Ewha Institute of History, Ewha Womans University) Ostia, the First Port of Ancient Rome
- So-yeon Bae (Yongin University) Experiencing Greece in Rome: Maritime Villas in the Bay of Naples
- Ji-eun Lee (Department of Western History, Seoul National University) Ravenna's maritime identities: from a marshland to an imperial capital on the Adriatic

Ostia, the First Port of Ancient Rome

Myong-joo Shin (Ewha Institute of History, Ewha Womans University)

Abstract

Ostia, now part of the metropolitan city of Rome, was Rome's first colony and first port. This city is located where the Tiber River, which runs through the city of Rome, meets the Tyrrhenian Sea. Ostia means (river) mouth in Latin. Rome is often called a city of water, because of its river, aqueducts, springs and fountains. Especially, the root of Rome's identity as a city of water would be the River Tiber.

As Rome expanded its territory, it realized the need for a navy and built one. Rome needed a port, and Ostia, 25 kilometers from Rome, was the city that the Romans used as the first naval base. Ostia is said to have been established as Rome's first colony by Ancus Marcius, the fourth king of Rome, in the 7th century BCE. As can be seen from the existence of Magna Graecia, the people of the Italian peninsula were already accustomed to contacts and exchanges through the sea. It was natural that Rome chose an area facing the sea for its first colony.

The oldest ruins in Ostia are the castrum, a military fortress, dating from the 4th to 3rd centuries BCE. From 267 BCE the city had a quaestor Ostiensis, an office in charge of the fleet. Ostia became a military port, so its residents were exempt from military duty and instead worked in the port. In the 2nd century BCE, grain from Sicily and Sardinia came through Ostia, which also served as a commercial port. Due to these developments, Ostia was plundered by pirates in the 1st century BCE. Then, under the leadership of Marcus Tullius Cicero, the city began building a new defensive city wall.

In the imperial era Ostia was equipped with various buildings necessary for city life, such as a theater that could accommodate 3,000 people, temples, and public baths. With these changes led by the emperors, Ostia gradually became a popular residential area. It allowed Ostia to continue its prosperity even after giving up its military and commercial functions to other nearby ports.

This article aims at understanding the identity of Ostia, which began as a port that Rome could not have, and later divided its function as a residence for the city of Rome.

Key words

Ostia, military port, commercial port, colony, residential area

Biography

Dr. Shin Myong -joo is a research professor of Ewha Institute of History, Ewha Womans University. She graduated from Ewha Womans University with her BA and MA degrees in History. She completed her Ph.D. with her thesis titled "A Study of Dea Roma" at Korea University (2019). From 1999 on she has lectured in history and Latin language at various institutions, including Gangneung-Wonju National University, Chungang University and Korea University. Her research centers on ancient Roman medicine, religion and culture. She wrote the following papers: "Water as a Public Resource in Ancient Rome and Aqua Traiana" (The Journal of Classical Studies 66, 2023) "The Cult of Asclepius in Ancient Rome" (The Western History Review 153, 2022) "Baths, Bathing and Medicine in Ancient Rome" (Ewha Sahak Yeongu 62, 2021). She also participated in History of Disease Control by the Nation (Ewha Womans University Press, 2022) with chapter 4 "Medicine in the Army of Ancient Rome".

Experiencing Greece in Rome: Maritime Villas in the Bay of Naples

So-yeon Bae (Yongin University)

Abstract

The Bay of Naples has long been renowned for its opulent Roman maritime villas, once the favored retreats of Roman elites and members of the imperial family. This research investigates the motivations that drove the Roman aristocracy to invest in maritime villas in this region. It investigates the interplay of Roman and Greek cultural influences and the topographical dynamics that shaped the area, within the broader framework of Roman perceptions of Greek influence, luxury, and otium.

During the Roman expansion into the Hellenistic Kingdoms, Greek culture often bore the brunt of accusations of promoting luxurious decadence, leading Romans away from their simple lifestyles to more refined yet morally corrupt ones. Similarly, maritime villas were criticized as unproductive, luxurious resorts, in stark contrast to the idyllic, rural villas favored by traditionalists. However, as the boundaries between the rustic Roman lifestyle and the supposedly decadent Greek culture blurred through cultural amalgamation, the concept of otium emerged. It represented a sophisticated form of cultured leisure distinct from debauchery, a lifestyle that figures like Cicero and Pliny the Younger proudly indulged in within their villas.

Despite its integration into the Roman territory centuries ago, Naples continued to be perceived as a Greek city. By examining the maritime villas in Naples and its surroundings, this study aims to present their remaining Hellenic culture as components of otium that appealed to Roman aristocrats and the affluent. The analysis also includes discussions on the topographical features of maritime villas, such as easy access to water, hot springs, and the surrounding waterscapes, providing insights into the Roman perception of the sea and its significance in the context of luxury and cultural appreciation. Naples and its neighbouring areas serve as a microcosm illustrating cultural amalgamation and otium within the context of maritime villas, further emphasizing the significance of maritime history within the broader tapestry of ancient Mediterranean civilizations.

Key words

Roman Naples, maritime villas, otium, Greekness, luxury, waterscape

Biography

So-yeon Bae is an assistant professor at Yongin University, South of Korea. She holds a B.A.

in Public Administration and an M.A. in Western History from Ewha Womans University, South Korea. Furthering her academic pursuits, she pursued another master's degree in History from Brown University, and completed her Ph.D. in Ancient Greek and Roman History from the University of Wisconsin-Madison in USA. Her dissertation, titled "Rewriting Domitian's Tyranny," delves into the elements of tyranny within Roman historiography. Since returning to South Korea, her research has expanded to examine the daily lives and cultural experiences across various strata of the Roman social hierarchy. The current paper represents her ongoing efforts to explore the fusion of Roman culture with that of other groups integrated into the Roman Empire, with a particular focus on the area in the Bay of Naples that showcases the intricate cultural dynamics of ancient Rome.

Ravenna's Maritime Identities: From a Marshland to an Imperial Capital on the Adriatic

Ji-eun Lee (Department of Western History, Seoul National University)

Abstract

Ravenna's historical significance and fame have been highly appreciated thanks to its Christian heritages, brilliantly studded with golden-hued mosaics, in the Byzantine and Medieval contexts. Ravenna's past before the 5th century CE, however, seems to be submerged, inconspicuous and curiously under-narrated. More lights began to be shed on Ravenna's presence only when Emperor Honorius in 402-3 CE had decided to move the imperial court from Mediolanum (modern Milan) to Ravenna, hoping that its invulnerable location, encircled by the tributaries of the Po, the 'treacherous marshes and lakes', and the lagoons of the Adriatic, would provide enhanced protection and safety from the Goths.

Paradoxically, the very geographical and topographical features, perceived as a bulwark and blockage from invasions by the Roman rulers in the 5th century CE, had, in fact, functioned as connective conduits and integrative tissues to weave the city of Ravenna to the wider seascape of the Mediterranean. Ravenna was built on the southern edge of the extensive delta area of marshes and lagoons along the north-western part of the Adriatic that ensured maritime connections with other parts of the Mediterranean. The city was also well connected with the inland regions thanks to the proximity to the River Po and its tributaries from its early history. Therefore, even before the Roman arrival, the region around Ravenna served as a meeting ground for the Etruscans, Greeks, Celts and the Umbri.

The integration of epigraphic data with archaeological evidence and literature highlights the dynamics between geography and urban evolution in Ravenna. This study aims at mapping out Ravenna's networks that interconnected land and sea and contributes to our deeper understanding on how Ravenna represented its identities that were shaped and metamorphosed, while riding the waves of its history.

Key words

Ravenna, Roman period, Epigraphy, River Po, the Adriatic

Biography

Ji-eun Lee is currently working as an associate professor in the Department of Western History at Seoul National University, South Korea. She obtained her DPhil in Ancient History at Oxford University, U.K. Her research interests centre around the two main foci: (1) the cultural formation and trans-formation of provincial communities and their relationship with

the Roman imperial government and culture(s), by exploring epigraphy, historiography, epistolography, urban development; (2) the history of modern frameworks that have been used to understand and represent the dynamics of Roman cultural identities across the Empire and beyond – e.g. Romanization and globalization – with a focus on investigating the ancient, early-modern, and contemporary perceptions of the Roman imperial rule.

S. 7. 70. – MEDITERRANEAN
Moderator: Min Bae
(Busan University of Foreign Studies)

Maritime Museums in the Mediterranean Shaping Multicultural Identities in a Globalised World

Cláudia Garradas (Transdisciplinary Research Centre "Culture, Space and Memory", Faculty of Arts and Humanities, University of Porto, Portugal)

Abstract

Historically, the Mediterranean region is a cradle of civilisations. It has witnessed the evolution of human interaction with the oceans, from perceiving them as barriers to embracing them as conduits for exploration and connection. This abstract explores the role of maritime museums in the Mediterranean in shaping individual and collective identities in the context of a multicultural and globalised world. The overarching theme is centred on the dynamics of oceans as both local corridors of mobility and global agents of connectivity.

In ancient times, the Mediterranean Sea was often viewed as a boundary that separated distinct cultures and territories. However, as societies evolved, so did their perceptions of the seas that bordered their lands. In the modern era, the oceans transformed from obstacles into vital channels facilitating exploration, trade, and the convergence of diverse communities. Maritime museums in the Mediterranean are pivotal in preserving, interpreting, and presenting this transformative narrative.

These museums serve as repositories of maritime heritage, housing artefacts and exhibits that chronicle the region's maritime history. By examining the artefacts and stories of ancient seafarers, visitors gain insights into the historical processes that have shaped their cultural and maritime identities. On the one hand, the multicultural aspect is accentuated as these museums showcase the contributions of various civilisations that have navigated the Mediterranean waters. Phoenician, Greek, Roman, Arab, and Ottoman influences converge, offering a rich tapestry of maritime heritage. Visitors are prompted to recognise the interconnectedness of these cultures and appreciate the shared maritime legacy that transcends geographical and temporal boundaries. On the other hand, maritime museums in the Mediterranean still lack to facilitate a cross-cultural understanding in a globalised world characterised by increased interconnectedness.

Instead, they can act as cultural bridges by highlighting the shared maritime history that binds diverse communities, countries and continents. By fostering an appreciation for the natural multiculturality of their nations, these museums can contribute to constructing a collective identity that transcends national and cultural boundaries.

This paper aims to show how maritime museums in the Mediterranean can play a multifaceted role in constructing identities in a multicultural and globalised world. Through their exhibits, educational programs, and emphasis on shared maritime heritage, these museums can encourage visitors to reflect on their cultural identities while fostering a sense of global citizenship. Maritime museums are instrumental in conveying this transformative narrative to the present and future generations. From local to global connectivity.

Key words
Maritime Heritage, Multicultural Identity, Global Connectivity, Mediterranean Museums, Cultural Bridges

Biography
Cláudia Garradas is a PhD fellow in Heritage Studies specialising in Museology at the University of Porto (Portugal), Faculty of Arts and Humanities with a scholarship from the Foundation for Science and Technology, Portugal, with a project entitled "Maritime Museums: Exhibition Representations and Narratives of Mediterranean Cultures" ID - 2022.13713. BD. This doctoral research aims to describe how maritime museums interpret and display Mediterranean cultures, including conflict and (de)colonial processes. Ultimately, it investigates how Maritime Museums can act as bridges between cultures and as instruments of intercultural dialogue. She is a research fellow at CITCEM at the University of Porto. She holds a bachelor's in history of art (1998), a two-year specialisation in Museology (2000), and a Master´s degree in Museum and Curatorial Studies (2007), all from the University of Porto. Between 2021 and 2022, she worked at the Malta Maritime Museum as an Archival and Museum Collections Manager. Between 2016 and 2021, she was the Site Director for the Malta Study Center at Hill Museum and Manuscript Library. Previously, she was Head Curator of the Fine Arts Museum of the University of Porto (1997-2013). During this period, she was responsible for research, inventory, cataloguing, and documentation of museum collections and archival material.

The Corvette Africa – A Rite of Passage on Känsö quarantine Station

Oscar Karlsson (University of Portsmouth and University of Halmstad)

Abstract

On the 25th of May 1817, an Ottoman Corvette named Africa set its sail from Alexandria headed for Livorno. The purpose was to sail further to Sweden with a cargo of wool and other Egyptian products addressed to the Egyptian general agent Ismael Gibraltar in Stockholm. Gibraltar was in Sweden inspecting foundries and purchasing rifles and cannons for Muhammed Aly Pasha, the Viceroy of Egypt. However, during the first years of the 19th-century, the plague had sporadically flared up in ports around the Mediterranean. At the time of Africa's eventual departure from Livorno, reports reached Sweden informing the authorities of outbreaks of plague in the port of Alexandria and then later also in the port of Algiers.

One of the few and rudimentary bulwarks against shipboard epidemics in Sweden at the time was the quarantine station on the little island of Känsö on the Swedish west coast which did not yet have the capacity to accommodate any vessels infected or under suspicion of being infected by the plague. The quarantine commission in Gothenburg, which had been formed in 1804 as a response to the outbreak of yellow fever in the West Indies and North America, therefore had to resort to some rather extraordinary measures to accommodate Africa.

This paper will thus follow the Africa from Alexandria via Livorno to Känsö and explore how this episode eventually unfolded and what it meant for the future of the quarantine station. Theoretically, I will argue that this episode shares many similarities with the concept of a rite of passage, a sort of baptism of fire which consequently laid the foundation for 19th-century quarantine in Sweden.

The concept of rites of passage was first developed by Arnold van Gennep in the early 20th-century. As an ethnographer, he explored how an individual's life, in any given society, could be understood in transitional terms. Rites of passages are, according to van Gennep, always subdivided into three stages, the first one is the separation from previous conditions which is followed by the transitional, or liminal phase, which lastly leads to incorporation.

I argue that the voyage of the Africa can be subdivided into three transitional phases. Firstly, I will consider its departure from the plague-stricken port of Alexandria via Livorno as a rite of separation and cleansing from previous conditions. The following part will delve into the liminal, or transitional phase when Africa sailed from Livorno and headed for Känsö. Of interest here are reports from the Swedish consuls in plagued-stricken Mediterranean ports

and the preparations made for the accommodation of Africa and its quarantine. This phase can be defined as a moratorium for the quarantine station, an anxious period of uncertainty which would eventually culminate and lead into the next phase, incorporation. This part will set its focus on the aftermath of the quarantine of Africa and the lessons learned from the episode and what it meant for the future of quarantine on Känsö and Ottoman-Swedish relations.

Key words
Quaratine Station, Swedish Ottoman Relations

Biography
My name is Oscar Karlsson, and I am a third year Split-Site Ph.D.-candidate from Sweden. This means that I am fully registered at the University of Portsmouth, in the UK, but spend most of my time at the University of Halmstad in Sweden. The thesis that I am currently writing is a comparison of improvised coastal prisons in Sweden and England, namely the fortress prisons and prison hulks during the 19th-century. My research interests are mainly the history of crime and prisons but also coastal cultures and maritime history.

Employment on a Cretan Ship and on a Cretan Port: Maritime Professions and Labor in the Port of Chania During the Transitional Period of 1870-1918

Petros Kastrinakis (Affiliated researcher with the Centre of Maritime History, Institute for Mediterranean Studies / FORTH)

Abstract

The second half of the 19th century in the Eastern Mediterranean was marked by significant changes in the political affairs of the Ottoman Empire in combination with the rapid development of trade, the emergence of the steamship and the transformation of the infrastructure of the port cities of the region. The advent of steamships ushered in a new era, enabling regular and faster connections and trade. Simultaneously, conventional ports struggled to cope with this transformative shift. This came in conjunction with the increase in the population of these cities, and the impact this had on the work in these ports. Particularly in the case of Ottoman ports, little attention has been paid to the maritime professions and the state of labor in relation to them at that time.

While details about prominent ports like Smyrna and Thessaloniki are available, data regarding smaller ports like those in Crete remains elusive. Despite sharing similarities with other ports of the era, each port's geography, size, proximity to other ports, and the overall economic and political situation internally influenced its operations. For sailing ships in Crete, their voyages were predominantly confined to the interior of the Ottoman Empire, a situation that was further exacerbated by the advent of the steamship and affected the lives of Cretan seafarers, such as the payment and the general working conditions of the seamen on the ships. The characteristics of the trade in which they were involved also influenced their pay, with payment in shares rather than wages prevailing until the early 20th century. At the same time, the employment of foreign seafarers on the steamships arriving in port left fewer opportunities for local seafarers.

In addition, port work was significantly affected by the growth of trade and the emergence and prevalence of steamship transport, while the lack of infrastructure projects also had a significant impact on the port professions. The boatman and the porter (a profession that employed mainly African immigrants) were crucial professions for the port's operation, and despite initially benefiting from the emergence of steamships, they later encountered significant challenges for their livelihoods. Infrastructure problems in Chania led to the use of a nearby natural port in the east which created groups of workers in both ports and led to clashes.

In general, this paper seeks to shed light on the roles of seafarers, boatmen, and porters within a small Eastern Mediterranean port during a transitional era, aiming to reveal the untold stories of these overlooked figures in maritime labor.

Key words
Eastern Mediterranean, Ottoman Crete, Port-cities, Maritime Labour, Steamships

Biography
Petros Kastrinakis completed his Ph.D. in 2023 from the Department of History and Archaeology at the University of Crete in collaboration with the Institute for Mediterranean Studies. His research centered on "An Ottoman Port in the 19th Century: The Case of Chania." He graduated and received his master's degree in Ottoman history from the same department and university. Having been awarded multiple scholarships, he dedicated several years to research projects at institutions in Greece, as well as other universities including Stanford University in California, USA. His dissertation took place under the ERC Starting Grant SeaLit (Seafaring Lives in Transition) research project in the Institute for Mediterranean Studies. His main interests are the study of ports and islands, late Ottoman history, labour history and urban history. He is currently a collaborating researcher with the Centre of Maritime History of the Institute for Mediterranean Studies in Crete.

The Ship as an Ecosystem During the Age of Sail

Elina Maaniitty (University of Helsinki)

Abstract

The role of seafaring in the history of diseases, particularly when it comes to the spread of epidemic outbreaks, is relatively well recognised and has garnered growing interest in the recent decades. Less human-centric approaches focusing on ships as ecosystems – and connecting agents between different ecosystems – are yet to receive major attention. In my presentation, I concentrate on these themes from a multidisciplinary point of view.

An Age-of-Sail vessel is a fascinating and highly special environment. Constantly mobile yet simultaneously isolated and confined, its nature is one of duality and contradiction. A large, ocean-crossing trade ship required a sizeable crew and enough food and drinking water for journeys lasting several months or even years. Live animals were often kept onboard as well, both as livestock and pets. Additionally, it was not only the intended animals that crossed the waves on a ship; cargo spaces and living quarters were often inhabited by rats and other small rodents as well as various insects. Ships and their immediate surroundings served as landing points and feeding grounds for maritime and coastal birds. All these factors made sailing ships into complex multi-species environments which deserve careful examination.

A central, defining characteristic of a ship community – whether human or non-human – was its constant exposure to a wide range of weather conditions. Along with the very constricted and all too often untidy living quarters, this made the crew highly susceptible for infectious and chronic diseases alike. Such attributes made the community very advantageous for various pathogens, as the general living conditions combined with chronic illnesses, malnutrition, and nutritional deficiencies weakened the crew members' immune system. Parasites such as lice and worms thrived in such an environment. This was often further exacerbated by the transport of cargo articles favoured by rodents and insects, especially grain and fabrics.

A particular ecological niche was found in ballast and bilge water. Consisting of liquids of various origins, sometimes including traces of food, cleaning agents, or waste, it could provide a very convenient environment for microbes as well as other waterborne fauna. Consequently, ballast water has been and continues to be a considerable factor in the mobility of pathogens and invasive species.

In my presentation, I examine the ship as an ecosystem from multiple points of view, utilising examples of various vessel types from around the globe. I focus mainly on the microbial level, particularly pathogens, but will also include examples of humans, animals, plants, and

fungi as parts of the ship ecosystem. Additionally, I will take into account the role of humans and animals as vectors of zoonotic diseases. As source material I will use archival material of various kinds, from ship logs and cargo registers to early-modern medical texts and scientific reports. With this material, I will show that it was not only desirable passengers that travelled the high seas during the Age of Sail and that seafaring had complex and lasting effects on local ecosystems throughout global trade routes.

Key words
Environmental History, Ecosystems, History of Diseases, Epidemic Diseases, Microbes

Biography
Elina Maaniitty is a historian specialised in medical history, historical demography, history of diseases, and history of science. Her doctoral thesis on medical science, mentalities, and public health efforts in eighteenth-century Sweden is currently in the finishing stages. Her research interests include environmental history in regard to health questions and disease environments, and in the future, she would like to employ One Health approaches in historical research.

Maaniitty's work has also dealt with maritime and global history, particularly the interconnections of epidemic disease patterns, trade routes, and the circulation of scientific knowledge. Moreover, she has longstanding interest in the effects colonialism and inequality have had on the health of humans, animals, and ecosystems. Recently, she has started to examine the global trade, use, and research of various materia medica in the seventeenth and eighteenth centuries, and the effects this interest had on the developing fields of botany and taxonomy.

S. 7. 74. – FISHERY
Moderator: Hak-su Lee
(Naval Academy of ROK)

Coastal Trade and Sardine Fishing in Eighteenth-century Brittany

Hiroyasu Kimizuka (Waseda University)

Abstract

The intra-European coastal trade represented the main commercial way in the French economy in the early modern era. The aim of this study is to evaluate the socio-economic influence of sardine fishing and trade in eighteenth-century Brittany. At first, the growth of salted sardine commerce contributed to the development of sardine fishery and commercial activities in the harbors in Brittany. Secondly, since the bait for the sardine fishery was supplied by northern European vessels, the salted sardine industry was also influenced by the international coastal trade.

Key words

Sardine, Fishing, Coastal trade, Brittany

Biography

Ph.D. (University of South Brittany (France))

H. Kimizuka, Bordeaux et la Bretagne au XVIIIe siècle. Les routes du vin, PUR, Rennes, 2015.

- H. Kimizuka, « Les activités portuaires de Concarneau au XVIIIe siècle », Ph. Jarnoux, M.-W. Serruys, T. Tamaki (dir.), Between Coasts. Seas, Seafarers, Merchants. Liber Amicorum Pierrick Pourchasse, Association Les Amis du CRBC, 2021, pp. 59-67.

Through Wind and Waves: Bigiw, the Diminishing Local Seacraft in Poro, Camotes Islands, Cebu, Philippines

Ian Dale Rios (University of San Carlos)

Abstract

Seacrafts are cultural adaptations to the sea, a fluid environment where humankind is not physiologically tailor-made to survive. By studying seacrafts as the tangible links between humankind and the marine environment, we can have a thorough investigation of how coastal societies value, interrelate, and interact with the seas. Based on an ethnographic study in Poro Island located off northeastern Cebu, Philippines – three interconnected fishing subvillages quietly persist to use the bigiw, a local small seacraft that has supposedly become a nonextant technology of the past. This study seeks to determine the cultural significance of the bigiw as embedded in the local maritime cultural heritage. Largely grounded in the knowledge, experiences, and collective memories of the local small-scale fisherfolks and traditional boatbuilders, this study specifically documents the bigiw's (1) ethnohistory; (2) local knowledge of construction and design; (3) its associated cultural, social, and economic values; as well as (4) the persistence of the bigiw amid changing environments and economies. The bigiw possesses the meticulous construction of woven bamboo matting for its walling and is distinguished by its aerodynamic and hydrodynamic designs that embody the adaptability of the maritime lifeways of our forebears. Passed down from one generation to the next, the bigiw is the prime small seacraft for multiday fishing and sojourning voyages – carrying a community's identity and archiving their mobility in an archipelagic world. Moreover, the study implies that the sea is not just an environment for marine resources, but also a vital economic space that propels cultural ingenuity and socially binds people from distant communities. However, the heritage aspect of boat cultures is virtually an understudied territory; and is not having as much attention as studies regarding contemporary fisheries and aquaculture in the Philippines. In addition, a combination of factors is threatening the continuity of the bigiw as a maritime technological heritage, such as the impacts of industrialized fishing to the ecosystem and the pressures of the prevailing economy of contemporary society. Furthermore, this study weights the profundity of ethnographic data in building policies and management plans that would holistically regard both local cultural, social, and ecological resources – that is, a multidisciplinary conservation program that safeguards the socioeconomic well-being of the heritage bearers and the fluid space where the maritime cultural heritage takes place.

Key words
Bigiw small seacraft, local maritime ethnohistory, marine environment, human-environment interplay, Poro Island

Biography
Ian Dale B. Rios earned his Bachelor of Arts degree in Anthropology, majoring in Archaeology and Cultural Heritage Management Track, from the University of San Carlos, Cebu City, Philippines. He has had engagements in archaeological field schools, social and anthropological research, and environmental conservation projects in the Philippines. Most of his works and his published papers are drawn from his interest in conserving humanity's intangible cultural heritage and its relation with the natural world. He used to work as a part-time college instructor for the social sciences at the Cebu Technological University - San Francisco Campus. He is now a full-time graduate student currently finishing his Master of Arts in Anthropology at the University of San Carlos.

Between Stars and Waves: Lifeways of the Traditional Night Fishers in Mactang, Camotes Islands, Cebu

Ian Dale Rios (University of San Carlos)

Abstract

This is an anthropological study that pertains to the local maritime intangible cultural heritage in Mactang, Esperanza, Poro, Camotes Islands, Cebu, the Philippines. The main part of this study briefly documents the illustration of the relationship between humankind and their natural marine environment as embedded in traditional local knowledge, beliefs, practices, and skills in seafaring activities. The study specifically focuses on the local fisherfolks' ethnoastronomical knowledge, ethnoanemological knowledge, and ethnometeorological knowledge. Data were collected through field observations, deep hanging out, and informal interviews in a small fishing community in Mactang. In-depth key informant interviews were further conducted among the elderly fishermen of the community who are well-known for traditional seafaring, each of them in their 70s and have never completed primary education. The seascape of Mactang is a vast multidimensional cultural, economic, and natural space that encompasses the marine ecosystem, the supernatural sphere, the atmosphere, and the celestial sphere. The associated various forms of traditional maritime knowledge are evidently reflective of an intimate interplay between people and their natural world, an epitome of the inseparability of culture and nature. This study, however, shows that a complex of threats, such modernization and formal education, have caused the erosion and devaluation of this vital component of culture. Moreover, the deterioration of Mactang's local marine ecosystem is a threat to this intangible cultural heritage uniquely in harmony with the natural world. Furthermore, this study underlines that non-material qualities are important in managing seascapes and ethnographic data is useful in present-day challenges concerning both cultural heritage and ecological conservation; and can provide valuable insights to conservationists, policy-makers, and educators in crafting integrated sustainable programs that promote, safeguard, and revitalize local cultural maritime heritage and natural marine resources.

Key words

Traditional ecological knowledge, wind and stars, marine environment, intangible cultural heritage, Camotes Islands

Biography

Ian Dale B. Rios earned his Bachelor of Arts degree in Anthropology, majoring in Archaeology and Cultural Heritage Management Track, from the University of San Carlos, Cebu City, Philippines. He has had a good deal of engagements in archaeological field schools, social

and anthropological research, and environmental conservation projects in the Philippines. Most of his works and his published papers are drawn from his interest in conserving humanity's intangible cultural heritage and its relation with the natural world. He used to work as a part-time college instructor for the social sciences at the Cebu Technological University - San Francisco Campus. He is now a full-time graduate student currently finishing his Master of Arts in Anthropology at the University of San Carlos.

Experiments and Exploitation in the Fisheries of Malabar: Colonial Interventions, 1897-1947

Shameer Ta (PhD Scholar, University of Hyderabad)

Abstract

The objective of this article is to examine the different ways in which the fishing communities in the Malabar Coast interacted with colonialism. The chapter examines the colonial policies pertaining to the fisheries and fishing communities in Malabar, with the aim of analyzing important economic policies related to fisher folks and fisheries in the region. It seeks to explore the economic policies governing fishers and fisheries in the area and how the fishing community responded to the process of colonial modernization. The modernization of fisheries under colonial rule was brought about by both internal and external factors, including the adoption of modern fishing techniques, new fishing nets, the introduction of petrol boats, salt regulations, and the infusion of capitalist investments into the industry. Prior to the second half of the Nineteenth century, fisheries and fishing were not considered significant economic strategies. This paper asserts that colonial interventions in maritime regions led to the establishment of a novel maritime domain within fishing communities, characterized by limitations and close monitoring. The research conducted for this paper encompasses the time frame from 1897 to 1947 and relies exclusively on historical materials sourced from colonial archives.

Key words

Malabar, Fisheries, Mukkuvans, Colonialism, Fishing yards

Biography

Shameer T.A is a Doctoral Candidate in the Department of History at the University of Hyderabad. His research focuses on the maritime history of Malabar during the British period, specifically examining how the British transformed the ports into institutionalised entities. Shameer holds an MPhil degree from the University of Hyderabad and has presented his work at various international and national conferences. In addition, he published his articles in prestigious international journals, including the Journal of Islamic and Muslim Studies published by Indiana University Press and the Journal of Method and Theory in Religion published by Brill.

S. 7. 68. – EARLY MODERN SPANISH MARITIME ACTIVITIES

Moderator: Eva Seuntjes
(International Institute for Social History)

Mobility and Commerce in the African Atlantic Littoral (15th-16th centuries)

Fernando Mouta (CITCEM - FLUP)

Abstract

In the initial years of expansion along the Atlantic African coast south of Cape Bojador, Portuguese men-at-arms engaged in aggressive actions, attacking and abducting locals with the hope of profiting from selling them as slaves or securing ransoms. This behaviour was anticipated after centuries of conflict with Islamic civilization in the Iberian Peninsula and the conquest of Ceuta in 1415. The effectiveness of this strategy continued until the Portuguese encountered their first military defeats from local warriors in the River Senegal. The loss of well-known followers of Prince Henry, the Navigator, dealt a blow to the Portuguese crusader mentality. However, the human mind is adept at overcoming reality crashes, and it didn't take long for the Portuguese to adapt and redirect their expansionist efforts towards establishing commercial relations with the newly encountered leaders and communities. Trade emerged as the new language of enduring peace, contingent upon overcoming the initial challenges, particularly in communication.

This presentation will delve into commerce, a term with multiple meanings that encompass the activities of buying and selling, particularly on a large scale, but also social interactions between people. It has played a pivotal role since the inception of Afro-European relations, being the primary driving force behind the mobility patterns of Europeans along the Atlantic coast of Africa. Trade was instrumental in fostering enduring connections between newcomers and the local communities. Within the commercial dynamics of the African Atlantic littoral, the Senegambia and Guinea coasts stand out for their remarkable commercial vibrancy. Notably, the Mina Coast, situated on the Gulf of Guinea, takes centre stage with the most frequent mentions of commercial interactions, underscoring the significance of the gold trade and the operations of the fortified factory of São Jorge da Mina. However, upon scrutinizing the goods referenced in the sources, it becomes apparent that the slave trade takes precedence over the gold trade everywhere else. Textiles and clothing emerge as the two most prominent categories of African interest in European products. Metals, particularly in the form of manillas, represent the third commodity of interest to Africans.

By focusing on trade, the pivotal role of African influence is revealed, as most commercial interactions conformed to rules established by local elites and longstanding traditions. In numerous African regions, these rules had been practiced for centuries, predating the arrival of European ships. The connections established operated at both the individual level — evident in residence permits, settlement patterns, matrimonial arrangements, and more — and

the institutional level, encompassing military alliances, diplomatic embassies, construction of trading posts, and other facets. As these shared interests emerged, they cultivated a sense of interdependence and mutual benefit. Commercial exchanges provided incentives for peaceful interactions, cooperation, and the establishment of long-term arrangements. Although conflicts did arise, especially in cases of competition or disruption of existing trade networks, trade generally served as a stabilizing factor in Afro-European relations, facilitating the influx of increasing contingents of Europeans to the Atlantic African littoral during the fifteenth and sixteenth centuries.

Key words

Atlantic Africa, Afro-European relations, European Mobility, Euro-African Commerce, Early Modern Period

Biography

Fernando Mouta was born in Luanda, Angola, but always lived in Porto, Portugal. He holds a degree in Marketing and Advertising (2006) and History (2015), a master's degree in Medieval Studies (2017), a specialization in African Studies (2018), and a PhD in History by the University of Porto (2023). His thesis, "Commerce, Cooperation and Conflict on the West African Coast (1435-1622). Beyond the Transatlantic Slave Trade", is the result of a research project funded by the Portuguese government. He is a researcher at CITCEM since 2017. He is the author of "João Martins Ferreira, Mercador-cavaleiro" and co-edited a book about memory, heritage, and public policies. He published several articles in international journals on Afro-European relations, colonial heritage sites and the naval logistics of the transatlantic slave trade to the Spanish Americas in the early seventeenth century.

Ceramic Connections: Tracing the Historical Trade Between Asia and Spain

Andi Esters (Haifa International University)

Abstract

This research paper delves into the multifaceted historical trade of ceramics between Asia and Spain, focusing on pivotal periods such as the Age of Exploration and the Manila-Acapulco Galleon Trade. Examining the intricate networks of trade routes, this study illuminates the significant role played by ceramics as both a commodity and a cultural conduit. The Manila-Acapulco Galleon Trade emerged as a key driver of this exchange, linking the Spanish colonies in the Philippines with Mexico and Spain. Chinese porcelain, celebrated for its craftsmanship and distinctive designs, became a coveted luxury item among the Spanish elite. Simultaneously, Japanese Imari ware, characterized by vibrant colors and intricate patterns, found its way into Spanish households. The pottery from Southeast Asia added a unique regional flavor to this exchange, showcasing a blend of diverse cultural influences. Beyond being commodities, these ceramics became symbols of prestige, sophistication, and cultural refinement in Spanish society. The research also explores the economic dynamics of this trade, revealing the complexities of the silver flow from the Americas to Asia, contributing to a trade imbalance that shaped the financial landscapes of both regions. The impact of Asian ceramics extended beyond the economic realm, influencing Spanish art, culinary practices, and religious ceremonies. Spanish artisans and potters, inspired by the exotic designs and techniques, incorporated these influences into local production, marking a profound cultural exchange. Through meticulously examining archival records, trade routes, and artistic artifacts, this research offers a nuanced understanding of the historical connections forged through the ceramic trade. By shedding light on the interconnectedness of Asia and Spain during these periods, the study contributes to the broader discourse on global commerce, cultural exchange, and the historical roots of our shared artistic heritage. This research seeks to bridge the gap between distant worlds, unveiling the stories embedded in each ceramic artifact and their role in shaping the cultural tapestry of both regions.

Key words

Ceramic Trade, Asia, Spain, Manila-Acapulco Galleon Trade, Cultural Exchange

Biography

Andi Esters is a dedicated scholar with a Master of Arts in International Studies and is currently pursuing her second Master of Arts in Maritime Civilizations. Her research interests lie at the intersection of maritime history, trade networks, and archaeological exploration, specifically focusing on the Spanish Empire in the 15th-18th centuries. Comprehensive in-

vestigations span topics such as the maritime archaeology of shipwrecks in the Spanish Manila galleon trade, the cultural exchange facilitated by maritime trade, and the impact of Spanish colonial trade on Southeast Asian societies. Aiming to unveil the hidden stories of maritime history, she is actively engaged in the comparative analysis of trade routes, shipbuilding techniques, and the role of currencies in maritime exchanges. Her research incorporates uncovering the legacy of Spanish and Southeast Asian maritime history, offering valuable insights into the shaping of modern global interactions.

Expanding the Network of the Ethnic Group Through the Ocean and their Port Cities: Spanish Basque at the End of the Early Modern Period

Rie Takagaki (Niigata University)

Abstract

This paper examines the strategy of ethnic merchants and their port cities in the Atlantic and Pacific during the late eighteenth century and the early nineteenth century. It focuses on the Spanish Basque merchant and the port cities of Spanish Basque as the ethnic factors.

The Basque country has been part of Spanish territory since the twelfth century. However, due to ethnic, linguistic, and cultural differences, there has been a need for independence from Spain. In the eighteenth century, Spain experienced centralization, which the people of the Basque country opposed. Therefore, the king and their aids decided to exclude the port cities of the Basque country from the official colonial trade. The previous research clears the migration to other port cities, Cadiz and Santander. However, were many port cities of the Basque country abounded? The port cities in the Basque country flourished economically. This paper tries to clarify how the Basque merchant in their port cities held economic activities and how they gained profits.

The first part of this paper focuses on Bilbao, the largest port city in Northern Spain, and its merchants. These merchants sought extra-imperial trade, particularly with the United States. By examining tax records in Bilbao and trade records in the United States (Salem, Marblehead, Beverly, and Lynn), this paper clarifies how they acquired goods from Southeast Asia through the United States. It distinguishes the distribution of goods from Southeast Asia to the United States and Europe. That was the way for Bilbao merchants to obtain colonial products.

The second part examines the Royal Philippine Company (1785-1834), led by Gipuzkoa merchants, and their role within the expanding Spanish Empire. It focuses on the activities of the Royal Philippine Company and the Basque merchant, especially in Lima and Buenos Aires—bases of the company— by using historical records from the Filipinas and the Ultramar in the General Archive of the Indies in Seville. It also sheds light on the Basque merchants' significant role within the empire and its impact on the local economy of port cities in Gipuzkoa.

Furthermore, this paper can shed light on the economic impact of the Spanish empire and the Basque merchant as the ethnic in Spain. As the previous works showed, the main research subject is the Manilla Galleon trade between the sixteenth and seventeenth centuries. However, Spain still had colonies in the Atlantic and the Pacific connected by the Basque merchants in the second half of the eighteenth and nineteenth centuries.

Key words
Spanish Basque merchant, Early modern, Merchant network, Atlantic history, Pacific Ocean

Biography
Rie Takagaki is an associate professor at the Department of Economic Sciences, Niigata University, Japan. Her major is the history of the economic activities of the Spanish Basque merchants and ports. She contributed a chapter to Changing Dynamics and Mechanisms of Maritime Asia in Comparative Perspectives (Palgrave Studies in Comparative Global History, Palgrave Macmillan, 2021). Also, she published "Research Trend of Spanish Pacific Trade in the Transition Period from the Early Modern Period to the Modern Period" (Bulletin of Asia-Pacific Studies, 2022 in Japanese).

S. 7. 13. – SHIPPING ACTIVITIES IN THE FAR EASTERN SEA IN THE 20TH CENTURY

Moderator: Yeong-sok Ha
(Keimyung University)
and Jeong-soo Seo
(Keimyung University)

Panel Abstract

In order to review the role of shipping activities in industrialization and economic development, this panel aims to explore shipping activities in the Far Eastern Sea in the 20th century. The 20th century in the Far Eastern Region began with the industrialization of Japan, and the crumbles of the Qing Dynasty in China and the Chosun Dynasty in Korea. In the course of the 20th century, Japan experienced imperial expansion, defeat, and rehabilitation, and Korea went through colonization, war, military rule, and industrialization. Shipping activities were an indispensable element in the process of developing a feudal or traditional society into an industrial state.

This panel discusses the relationship between shipping activities and industrialization or economic development through the examples of Japan and Korea in the 20th century. In the process of early industrialization, Japan was able to nurture its own modern steamship transport industry and even after its defeat in World War II, it was able to quickly revive thanks to its well-established shipping infrastructure. Korea was unable to construct its own national economy during the colonial period but achieved remarkable economic growth by implementing export-driven policies despite going through war and military rule after liberation. This panel will be able to show that the shipping industry was one of the key factors in determining the failure or success of Japan and Korea in the process of industrialization in the 20th century.

- Moderator : Yeong-sok Ha / Jeong-soo Seo (Keimyung University)
  - Min-hyeok Heo (Korea Maritime & Ocean University) Characteristics of Shipping Activity of Junchang Steamship Co.,1903-1913
  - Jong-kil Han (Sungkyul University) Historical Development Analysis of Imabari Owners in Japan, 1950-2000
  - S. June Kim (Korea Maritime & Ocean University) Korea's Shipping industry in the age of globaliation, 1998-2010 : Challeges and Opportunites

Characteristics of Shipping Activity of Junchang Steamship Co.,1903-1913

Min-hyeok Heo (Korea Maritime & Ocean University)

Abstract

This presentation examines the activities and significance of the company Jun Chang-ho, founded by Choi Bong-jun, a prominent Korean entrepreneur of the late Joseon era who made notable contributions to the press and social public projects. This presentation is based on existing research. Through this, we aim to clarify the nature of Jun Chang-ho's maritime activities and their historical significance.

I. Establishment of Jun Chang-ho
In this section, we will delve into the establishment of Jun Chang-ho. We will outline the socio-economic background leading up to Choi Bong-jun's founding of the company, and the circumstances that led to the acquisition of the ship named Jun Chang-ho.

II. Maritime Activities and Business Failure of Jun Chang-ho
This section will explore Jun Chang-ho's maritime activities and the failure of the business. We will examine the main business of Jun Chang-ho, which was cattle trading using steamships, and summarize why Jun Chang-ho ultimately failed and closed down.

III. The Final Years of Choi Bong-jun, His Evaluation, and the Significance of Jun Chang-ho
In this final section, we will discuss the last days of Choi Bong-jun, his evaluation, and the significance of Jun Chang-ho as a company. We will reflect on the legacy of Jun Chang-ho.

Key words

Vladivostok, shipping activity, merchant ship, Choi Bong-jun

Biography

Heo, Min-hyeok is a master's student at Korea Maritime and Ocean University. He graduated from Mokpo National Maritime University in 2019 with a degree in Navigation. From 2019 to 2023, he worked for five years in the merchant ship, finishing his duties as a master mariner. In 2024, he enrolled in the master's program at Korea Maritime and Ocean University to research the history of the Korean shipping industry.

Korea's Shipping Industry in the Age of Globaliation, 1998-2010 : Challenges and Opportunities

S. June Kim (Korea Maritime & Ocean University)

Abstract

The Korean shipping industry, which experienced consolidation of the shipping companies in the 1980s, continued to grow following the recovery of the global economy from the late 1980s to the first half of the 1990s. The civilian government that came to power after 30 years of military rule gradually abolished government-led protection and support policies in line with the globalization trend, and finally joined the OECD in 1996. However, this globalization policy ultimately resulted in a financial crisis. Over the next 10 years from 1998 to 2008, Korea's shipping industry experienced both crises and opportunities. From 1998 to 2003, the Korean shipping industry had to struggle for survival amid a national financial crisis, and from 2004 to 2008, it experienced a super boom caused by the so-called 'China Effect' due to China's accelerated economic development. In this paper, the author analyzes how the crises and opportunities experienced over the 10 years from 1998 to 2008 affected the Korean shipping industry.

Key words

Korea, shipping, Globalization, financial crisis, China Impact

Biography

Dr. S. June Kim is a professor at Korea Maritime and Ocean University and master mariner. After onboarding merchant vessels for 3 years, he studied history at Korea University in Seoul from 1993 to 2002 with qualifications of BA, MA, and PhD. He worked as a maritime journalist from 1997 to 2002, a curator at a maritime museum from 2002 to 2007, an assistant professor at Netherlands Shipping and Transport College-Korea from 2007 to 2009, and at Mokpo Maritime University from 2012 to 2017. He finally joined KMOU in October, 2017. He is interested in maritime history including the history of the shipping economy, the history of ships and navigation, and the origin of maritime terms.

S. 7. 28. – VISIONS OF THE SEA: PART 2 – MERCHANTS/COMMUNITIES

Moderator: Cátia Antunes
(Leiden University)

Panel Abstract

For poet and writer Anne Stevenson, 'the sea is as near as we come to another world'. Stevenson was certainly not alone in the way she perceived the sea. From immemorial times, mankind has developed different visions of the sea, depending on chronology, the identity of the observer and the historical, economic, and cultural contexts of the observation. The sea has been a space of connections, but also of separations. Oceans have staged power struggles, witnessed numerous losses and framed imaginations and representations. Visions of the sea have thus determined the way states and people have related to the masses of water that border all continents and these diverse relationships have shaped the way individuals, communities and central states relate to the liquid space, being in relationships of sovereignty, survival, economic sustainability, societal representation, fear or wonder.

This panel of 3 sessions investigates the way people have related to the seas in the longue-durée. We have welcomed contributions of scholars working from the point of view of central states, communities or individuals to understand how these historical actors have shaped their world by using and, at times, exploiting, if not abusing the sea to find regimes of domination, survival or fulfilment. Guided by the methodological principles instilled by current debates in global history, we venture onto a continuous chronological approach, taking different historical actors (collective and individual), contextualizing these relationships within- and across several disciplines, with particular attention to cultural formations, gender, class, regionality, as well as political and environmental contexts.

The lived experiences and appropriations of the sea and the way they informed mentalities and practices have been paramount in multiple and multifaced societies and created specific stereotypes that once historically analysed seem to have been pure constructions. Tropes regarding some people's and state's proneness to take to the sea dominate still popular culture, perceptions of the self and national identities. However, few of these tropes hold true when brought into 'conversation' with historical primary sources and queries that deviate from traditional historiographical narratives.

This set of four sessions hopes to compare: 1) the way different states related to the sea and how that informed regional sovereignty and power; 2) the way different professional groups (fishermen, traders, scholars, government employees, etc) perceived and made use of the sea vis-à-vis their relationship with local polities; 3) the way different subaltern or 'stateless' groups experience the sea vis-à-vis their personal lives and social horizon (dependents, women and children, pirates and smugglers).; 4) the way in which slavers and enslaved envisaged the sea. These comparisons will result in a meaningful understanding of the sea across different cultural and political systems, evidencing diverse, but also concordant perceptions of the oceans worldwide.

This session is the second of four and focuses on the visions of the sea having as departing point of analysis merchants and communities.

- Moderator : Cátia Antunes (Leiden University)
  - Jeppe Mullich (University of London) Navigating a Maritime Borderland: Seaborne Actors in the Colonial Caribbean
  - Wim de Winter (Catholic University of Leuven) 'A sea of trust and collaboration': Armenian visions of the Indian Ocean in their 18th century involvement in the Ostend-Bengal trade and beyond
  - François Gipouloux (CNRS-Paris, France) Institutional innovation in a constrained environment: Maritime prohibition and smuggling networks in late imperial China
  - Kjell Ericson (Kyoto University) Rethinking Postwar Japan's First "Overseas" Pearl Farm

Navigating a Maritime Borderland: Seaborne Actors in the Colonial Caribbean

Jeppe Mullich (University of London)

Abstract

The Caribbean of the eighteenth and early nineteenth centuries formed the crossroads of Atlantic empires. Naval officers and privateers, smugglers and seafaring traders, escaped slaves and free people of color; all found themselves passing through the busy harbors of the region. This paper considers the islands and archipelagos of the Caribbean as a maritime borderland, inhabited by myriad polyglot actors. These actors frequently crisscrossed the formal borders of colonial jurisdictions, and in so doing created trans-imperial networks that were as important to the lives of people as the region's formal imperial structures. Building on recent scholarship, the paper proposes a networked conception of the maritime Caribbean that takes seriously both space and social ties. The oceanic nature of the region was key to the formation of this borderland, as the sea provided both mobility and barriers and the politically polyglot space fostered politically adaptive people.

Key words

Caribbean, Visions of the Sea, Maritime Borderlands, Colonial Actors

Biography

Jeppe Mullich is a senior lecturer in Modern History in the Department of International Politics at City, University of London. His first book is titled In a Sea of Empires: Networks and Crossings in the Revolutionary Caribbean, published by Cambridge in 2020.

'A Sea of Trust and Collaboration': Armenian Visions of the Indian Ocean in their 18th Century Involvement in the Ostend-Bengal Trade and Beyond

Wim de Winter (Catholic University of Leuven)

Abstract

Armenian merchant communities looked from 18th-century Bengal to the sea lanes bringing ships of opportunity, as trust and credit gained them partners in Asian maritime trade linking numerous seafaring communities. Previously unseen letters, logbooks, and wills reveal their crucial involvement in establishing the little-known Ostend Company's intra-Asian trade and Bengali infrastructure from 1723 onwards. Their aptitude at intercultural interactions allowed them to engage in a wide range of partnerships, expanding their trade from the Bay of Bengal to Manila while connecting the Transpacific to the Asian trade. Using the seafaring of others, whether Chinese, French, or Portuguese navigators, they learned much about seasons and 'strange and unknown countries' by the sea. Yet in 1744, Ostend merchant-soldiers violently turned against those Armenians which they had initially relied upon for their subsistence and maritime trade, fearing the competition of their increasing maritime mobility, intercultural skills, and connections across the Indian Ocean.

Key words

Indian Ocean, Armenians, Ostend-Bengal Trade, 18th Century

Biography

Dr. Wim De Winter is a world- and maritime historian specialised in histories of the Indian & Pacific Ocean. He obtained his Ph.D. at Ghent University (2021) with a dissertation on the Ostend Company and is currently employed as post-doctoral researcher at KU Leuven within the ERC AdG project TRANSPACIFIC.

Institutional Innovation in a Constrained Environment: Maritime Prohibition and Smuggling Networks in Late Imperial China

François Gipouloux (CNRS-Paris, France)

Abstract

China was a great maritime power during the Ming Dynasty (1368-1644). However, procedures that had played a key role in the commercial revolution of the Middle Ages in Europe (such as maritime insurance, the bill of lading, and the generalization of the notary's office, among others) were poorly developed or even non-existent in China.

This paper will explore the relationship between mariners and the local authorities in a particular context, dominated by the long ban on maritime activities (haijin, 海禁). This policy was characterized by the collusion between local government and powerful notables who had considerable capital at their disposal to engage in foreign trade, thus eliminating any competition that might come from small merchants in the appropriation of the profits of foreign trade. The policy of prohibiting maritime activities had a paradoxical consequence: Powerful smuggling networks were then set up, which the administration was unable to curb. Some smugglers from Anhui joined Portuguese and Japanese smugglers, often armed. The ban on maritime activities encouraged the grouping of merchants in the coastal regions of Fujian. Building ships, assembling cargoes, recruiting crews, carefully cultivating connections with the administration to avoid coast guard inspections was not within small merchants' reach, but required the active support of large families.

This has also translated in peculiar forms of associations among merchants. In Taiwan, the merchant associations organized by Zheng Chenggong's family were called hang (行), a term used elsewhere for guilds. In Xiamen, the capital assembled for an expedition simply bore the name of the chartered ship, to which the character hao (號) was often added. Unlike the commenda of the medieval Mediterranean, which was endowed with a special legal status and was in a way autonomous, these arrangements never designated a commercial association invested with a legal personality. It was always linked to persons, or to the ship.

Key words

Institutional Innovcations, Maritime Prohibition, Smuggling, Networks, Imperial China

Biography

François Gipouloux (Emeritus Research Director CNRS – France) is a specialist in Chinese

economic history with a professional experience in China, Hong Kong and Japan for over twenty years. He taught at the EHESS, and at the Centre Chine, Corée, Japon (Paris 7). His research covers the dynamics of urbanization in China, and the comparative analysis of economic institutions and business practices in Europe and Asia between the 13th through the 19th centuries.

Rethinking Postwar Japan's First "Overseas" Pearl Farm

Kjell Ericson (Kyoto University)

Abstract

In 1954, Japanese pearl surgeons (along with fleets of divers) arrived in Burma at what some called postwar Japan's first "overseas" pearl farm. Straddling land and sea, the farm was an amphibious site of competing development ideas. Because pearl cultivation could be attempted with comparatively little investment and with Pinctada maxima shellfish that lived in nearby waters (but not along the Japanese archipelago), it appealed to observers in Burmese government circles–and elsewhere in the littoral world–as a promising export industry that did not require continued Japanese involvement. The few pearl surgeons who had experience working with P. maxima in the pre-1945 "South Pacific" were also on the minds of state officials, biologists, and pearl company owners in Japan who tried to redefine "Japanese" pearls, oysters, and expertise, wherever pearl cultivation took place. Rethinking this farm sheds light on more-than-human embodied knowledges that intersected across the coasts of Cold War Asia.

Key words

Postwar Japan, Overseas Pearl Farm, 20th Century, Visions of the Sea

Biography

Kjell Ericson teaches history in the Kyoto-Heidelberg Joint Degree in Transcultural Studies Program. His research interests are in histories of environment, technology, and law, in and around the Japanese archipelago. An in-progress monograph project examines Japan's southern Mie Prefecture, a region once at the global centre of saltwater pearl cultivation.

S. 7. 40. – PEOPLE CROSSING THE SEA BORDER Ⅰ: PRESERVING AND EXHIBITING IMMIGRANT RECORDS

Moderator: Yong-Seun Chang-Gusko
(Kosin University)

Panel Abstract

The invention of the modern nation-state involved the invention of national mythology and history, the invention of national symbols, the invention of borders and the invention of the other. With the formation of nation-states, border crossings for political, economic and cultural reasons gradually accelerated and became global. Scholars from Korea, China and Japan who are members of the World Committee of Maritime Culture Institute (WCMCI) have studied the migration of Chinese people to Southeast Asia since the 19th century and the formation of the Overseas Chinese community, the formation of the Kinmen community in the 20th century and the trading system that supported it, and the case studies of the migration of Korean miners and nurses to Germany in the 20th century and the migration of Japanese people to Latin America and Manchuria. Korea, China and Japan, which have experienced the invention of the Other in the face of migration, are becoming countries that have to accommodate immigrants. Panel 1 plans to raise interest in preserving and exhibiting records of immigrants and to share the experience of Germany, a leader in this field. In particular, Korea is considering the establishment of a new immigration office, so this will be an effective panel not only for scholars but also for administrators.

- Moderator : Yong-Seun Chang-Gusko (Kosin University)
  - Lina Falivena (DOMiD) The Memory of the German Migration Society: the Archive and Museum of Migration (DOMiD)
  - Tae-hung Chung (Busan University of Foreign Studies) / Chin-sung Dury Chung (National Korea Maritime & Ocean University) / Springboard for the Korean Diaspora in Germany: The West German Red Cross Hospital in Busan (1954-1959)
  - Felix Schmidt (Friedrich Ebert Stiftung) Turk Migration to Germany and its implications for their home Country

The Memory of the German Migration Society: the Archive and Museum of Migration (DOMiD)

Lina Falivena (DOMiD)

Abstract

The Documentation Center and Museum on Migration in Germany (DOMiD) is a non-profit association founded by migrants in 1990. DOMiD is home to Germany's largest collection documenting the history of migration to and in Germany. The collection grew out of civil society and currently includes more than 150,000 testimonies and objects. DOMid stands for a multi-perspective view of history and is committed to an inclusive remembrance culture. Funded by the federal government, the state of North Rhine-Westphalia and the Municipality of Cologne, the migration museum "Haus der Einwanderungsgesellschaft" (House of the Immigration Society) will be built in the coming years on behalf of DOMiD. There, it will be shown how migration has inscribed itself in German history and shapes the society today. The lecture will outline the history and work of the association and talk about the plans for the museum being built in Cologne.

Biography

Studied Cultural Anthropology/European Ethnology, Social and Cultural Anthropology and Comparative Studies in Culture and Religions with a focus on critical migration studies and migration museology in Marburg, Murcia and Göttingen. She worked as curator on the new permanent exhibition of the German Emigration Center in Bremerhaven (Germany) and works now as curator on the emerging museum of the Documentation Center and Museum on Migration in Germany (DOMiD).

Springboard for the Korean Diaspora in Germany: The West German Red Cross Hospital in Busan (1954-1959)

Tae-hung Chung (Busan University of Foreign Studies) /
Chin-sung Dury Chung (Korea Maritime & Ocean University)

Abstract
In June 2018, the Republic of Korea retrospectively recognised the Federal Republic of Germany as the sixth nation to have provided medical assistance during the Korean War by reassessing the support of the West German Red Cross hospital in Busan (1954-1959). The arrival of the West German field hospital in the port city of Busan marked the beginning of a new era. It became a symbol of humanitarian aid and reconstruction in South Korea, and the tentative beginnings of the Korean diaspora to Germany.

Our presentation focuses on and re-evaluates this important but almost forgotten historical event in German-Korean relations, the West German Red Cross Hospital in Busan (DRK Hospital Busan) between 1954 and 1959. Despite the predominantly positive aspects of this aid project, critical aspects will also be considered and the following questions will be discussed: What were the motives that led to the establishment of the DRK Hospital Busan, and what achievements, controversies and lessons has this aid mission had in terms of a lasting impact on German-Korean relations and the Korean diaspora in Germany to the present day?

Key words
Korean War, Busan West German Red Cross Hospital, Korean Nurses in Germany, Korean-German Cultural Exchange, Diaspora

Biography
Prof. Tae-Hung Chung was born in Korea and educated in Germany. He holds university degrees in European Area Studies from Korea and Austria.

His research and teaching interests lie in the fields of German as a foreign language, intercultural communication and cultural studies at Busan University of Foreign Studies in the Republic of Korea.

Prof Chung and his research team are also studying the history of the West German Red Cross Hospital, which was established in Busan in the 1950s.

Chin-Sung Dury Chung is a professor at Korea Maritime and Ocean University. She specialises in European Area Studies and teaches German society and culture, language and communication. Together with members of the Institute of International Maritime Affairs, she participates in the national project "Sea Humanities - Problem-Solving Humanities and Transboundary Regional Cooperation", which has been running since 2008. Within this project, her research focuses on German Baltic and North Sea ports, seaside resorts and health resorts for maritime healing.

Prof. Chung is also reassessing the role of the West German Red Cross hospital established in Busan during the Korean War in the 1950s in the context of the division and reconciliation process between East and West Germany, shedding new light on the history of the Korean diaspora in Germany.

She currently holds several positions, including Honorary Consul of the Federal Republic of Germany, City Foreign Affairs Commissioner of Busan Metropolitan City and Co-Vice Chair of the Busan International Cities Council.

Turk Migration to Germany and its implications for their home Country

Felix Schmidt (Friedrich Ebert Stiftung)

Abstract

Turk migration to Germany and its impact on the homeland is of great importance. Since the 1960s, communities of Turkish origin have established themselves here, leading to cultural exchange and integration. But this migration also has effects on Turkey, such as brain drain and economic dependence. On the other hand, substantial remittances of money flow from Germany to Turkey and strengthen the economy. All this creates transnational identities and relationships that shape relations between Germany and Turkey.

Key words

Migration, Turkey, Germany, Integration, Identities

Biography

Professional Curriculum Vitae

Since January 2024 Resident Representative of the Friedrich Ebert Foundation in Seoul, Korea

September 2014 to August 2021 Resident Representative of the Friedrich Ebert Foundation in Istanbul, Turkey

September 2010 to August 2014 Resident Representative of the Friedrich Ebert Foundation in New Delhi, India

June 2007 to September 2010 Representative of the Friedrich Ebert Foundation in Stuttgart, Baden-Württemberg

August 2002 to June 2007 Resident Representative of the Friedrich Ebert Foundation in Hanoi, Vietnam

July 1998 to August 2002 Resident Representative of the Friedrich Ebert Foundation in Harare, Zimbabwe.

July 1995 to July 1998 Consultant in the Africa Department of the Friedrich Ebert Foundation based in Bonn, Germany

March 1992 to July 1995 Resident Representative of the Friedrich Ebert Foundation in Nairobi, Kenya.

May 1989 to February 1992 Project manager at the Friedrich Ebert Foundation in Zimbabwe.

September 1987 to February 1989 Project assistant at the Friedrich Ebert Foundation in Brastagi, Indonesia.

March 1983 to May 1984 Research assistant at the Institute for Development Policy, Univer-

sity of Freiburg, Germany.
Nov. 1982 – March 1983 Research assistant at the Institute for Development Policy, University of Freiburg, Germany.

Scientific education

1977 – 1982 Studies of Economics, University of Freiburg, Germany
August 1987 PhD. Examination for Dr. rer.pol. at the University of Freiburg, Germany

S. 8. 2. – ACTIVITIES AND ROLES OF THE NATIONAL MARITIME MUSEUMS IN KOREA

Moderator: Dong-kyu Lee
(Professor Emeritus of Pusan National University)

Panel Abstract

Inspection and review of the activities of maritime museums can serve as an important foundation for diagnosing the current situation and establishing development directions.

The Korean government agencies that establish and operate maritime museums divide into the Navy and the Ministry of Oceans and Fisheries. In 1980, the Naval Museum(Jinhae), operated by the Navy, recreated the turtle ship(龜船) based on 18th century materials. In 2022, this experience and more research results were used to reproduce the turtle ship which had been built and used by Yi Sun-sin(李舜臣) during the Imjin-waeran(1592-98). First, we will cover the reproduction process. The National Maritime Museum(Busan), operated by the Ministry of Oceans and Fisheries, opened in 2012 and held 67 special exhibitions and 24 academic conferences until 2023. Second, we will cover how well this activities correspond to the purpose of its establishment, which is to contribute to the development of the maritime cultural tradition and marine fisheries industry, and what its significance is in maritime history. The Ministry of Oceans and Fisheries is building the Incheon National Maritime Museum with the goal of opening it in 2024 to meet the demand for maritime museums in the metropolitan area. Third, we plan to reveal how the two National Maritime Museums in Busan and Incheon can cooperate in areas such as the history of maritime civilization, maritime exchange, shipping, ports, etc.

This panel will contribute to finding ways the National Maritime Museums increase opportunities for the public to enjoy maritime culture.

- Moderator : Dong-kyu Lee (Pusan National University)
  - Jun-hyoung Park (R.O.K. Naval Academy) Features of Turtle Ships during the Imjin War and Their Restoration
  - Jae-hwi Kim (National Maritime Museum of Korea) Academic Activities and Significance of the National Maritime Museum of Korea
  - Hyoung-gi Lee (The Ministry of Oceans and Fisheries of Korea) The Establishment of South Korea's National Maritime Museum

Academic Activities and Significance of the National Maritime Museum of Korea

Jae-hwi Kim (National Maritime Museum of Korea)

Abstract

The National Maritime Museum of Korea is the only comprehensive marine museum in Korea that opened in July 2012. It is located in the Marine Cluster in Yeongdo-gu, Busan, Korea. The National Maritime Museum is a public institution under the Ministry of Oceans and Fisheries of the Republic of Korea with the aim of contributing to the promotion of marine culture and the development of marine fisheries by discovering, preserving, researching and exhibiting marine culture and the heritage of marine fisheries. The National Maritime Museum has opened a total of 67 special exhibitions related to the history and culture of the ocean until 2023, and has held more than 20 academic conferences. And we published 39 academic publications.

Key words

Maritime Museum of Korea, Academic Activities, Exhibition, Conference, Publication

Biography

Kim Jae-hwi is currently a curator at the National Maritime Museum's academic research team. He majored in archaeology at Pusan National University and is currently in his PhD.

He belongs to the academic research team of the National Maritime Museum and is in charge of publishing academic journals and supporting academic organizations.

S. 8. 73. – NAVIGATION EQUIPMENT
Moderator: Jeong-soo Seo
(Keimyung University)

A Comparative Research on the Development of Chinese Zhinan and European Compass

S. June Kim / Min-hyeok Heo (Korea Maritime & Ocean University)

Abstract

It has been widely conceived that a mariner's compass was introduced to Europe from China via the Arabic people. However, the proofs to support the above orthodox dissertation have not been found yet. In general, it has been approved that the Chinese used the compass for navigation in the 11th century and Europeans did in the 12th century. During the above period, communication between Europe and China was made only by the mediation of the Arabic people. However, it is known that the beginning of Arabic people's compass usage was one century later than that of the Europeans. It may raise a historical question about 'Was the mariner's compass introduced to Europe from China via the Arabic people?' In this presentation, the authors tried to prove the simultaneity of the mariner's compass usage by the Europeans with the Chinese by reviewing historical materials and modern research. The results are as follows; first, there is a strong similarity in the evolving steps of compass appliance of both civilizations, such as from using magnetized and pivoted needle to fixing card to that. Second, the Chinese and the Europeans started to use the mariner's compass at almost the same time and developed it independently.

Key words

Zhinan, floating needle, pivoted needle, Alexander von Humbolt, Peregrinus

Biography

Dr. S. June Kim is a professor at Korea Maritime and Ocean University and master mariner. After onboarding merchant vessels for 3 years, he studied history at Korea University in Seoul from 1993 to 2002 with qualifications of BA, MA, and PhD. He worked as a maritime journalist from 1997 to 2002, a curator at a maritime museum from 2002 to 2007, an assistant professor at Netherlands Shipping and Transport College-Korea from 2007 to 2009, and at Mokpo Maritime University from 2012 to 2017. He finally joined KMOU in October, 2017. He is interested in maritime history including the history of the shipping economy, the history of ships and navigation, and the origin of maritime terms.

Technology, Politics and Society: the Development of Cement Ships in China from 1950s to 1980s

Mingyang Li (Institute for the History of Natural Sciences, Chinese Academy of Sciences)

Abstract

In the writing of shipbuilding history, the development of shipbuilding materials from wood to iron and steel is a mainstream narrative. Within this mainstream, there is a branch that appears and disappears intermittently, known as cement ships. In 1853, French engineer Lambot built the first reinforced concrete boat. In the following century, cement ships only had brief and considerable development during World War I and World War II, while for the rest of the time, they were submerged in the river of history. However, starting from the 1950s, due to both political and economic reasons, cement ships received great attention and development in China and quickly became popular nationwide. Influenced by the Great Leap Forward movement(大跃进), the production of cement ships became an economic activity to support inland water transportation and rural development under the condition of insufficient steel production capacity. It also became a political act in response to the call for "self-reliance" (自力更生) and "technological revolution." It even served as an important tool for criticizing the so-called "capitalist" route in the struggle between the "Two Routes." The development of cement ships reached its peak with the construction of the 3000-ton cement ship "Gutian"(古田) at Mawei(马尾) Shipyard in 1973. However, by the late 1970s, with the end of political movements and the recovery of industrial development, the government's understanding of cement ships returned to the technical dimension. In 1977, the Ministry of Communications and the State General Bureau of Building Materials determined that cement ships had weaknesses such as being prone to collision damage and heavy hulls, and were not suitable for promotion. In the 1980s, cement ships began to be gradually phased out in various regions, and eventually, cement ships exited the stage of Chinese history. This study aims to analyze the development process of cement ships in China from the 1950s to the 1980s, explore the evolution of this particular technological product in specific industrial conditions and a unique political environment, and attempt to discuss the relationship between technology, politics, and society.

Key words

Cement ships, Great Leap Forward, technology and politic

Biography

WORKING EXPERIENCES:

since 2018: Research Assistant Professor, Institute for the History of Natural Sciences, Chinese Academy of Sciences

RESEARCH INTERESTS:
History of Naval Architecture and Marine Engineering;
History of Technical Education;
Transfer of Scientific and Technical Knowledge between China and Europe.

EDUCATION:
Ph.D., History of Technology, 2018.
Institute for the History of Natural Sciences, Chinese Academy of Sciences.
Dissertation: Constructing Warships and Training Engineers in Foochow Navy Yard: The Technology Transfer from France to China (1866–1895)

Master of Science, History of Science and Technology, 2015.
Institute of Science, Technology and Society, Tsinghua University.

Bachelor of Engineering, in Materials Science and Engineering, 2012.
Department of Materials Science and Engineering, Tsinghua University.

The Ubiquitous Scow: Independent Manifestations of a Fundamental Maritime Design

Jay Martin (Central Michigan University)

Abstract

Flat-bottomed boats exist virtually everywhere in the maritime world, including areas well inland. They have often been viewed as emblematic of local and regional mobility, not global connectivity. Although generally considered a boat built for shallow waters, some varieties were and are very capable deep-sea vessels. The question arises whether the varieties found around the world share a common lineage. The presenter's interdisciplinary and collaborative research has traced the flat-bottomed, slab sided, and flat bowed and sterned "scow" of Europe as the design spread and evolved worldwide. Archaeological and historical evidence indicates that designs that share the characteristic hard chine and more or less rectangular deck plan existed on multiple continents before European contact. This presentation will bring forward several regional designs that fit the characteristic elements of the scow, but appear to have been conceived of independent of European influence. If the design did develop independently on multiple continents, then it may represent a common successor of the dugout canoe and one of the most common hull types employed in maritime endeavor worldwide.

Key words

Scow, Naval Architecture, Technology, Flat Bottom, Hull Design

Biography

Jay C. Martin is Professor of History and Director of Museum Studies and the Museum of Cultural and Natural History at Central Michigan University. His research focuses on the impact that the Great Lakes of North America have had upon global inland and oceanic technology, material culture, social history, and commerce. His work has appeared in the International Journal of Maritime History, the International Journal of Nautical Archaeology, the American Neptune, the Northern Mariner, and the Public Historian. He is a former merchant mariner who holds a Ph.D. in History from Bowling Green State University.

Lifesavers: How Conflict Innovation can Build a Better World

Robert Rumble (Imperial War Museums, United Kingdom)

Abstract

'Lifesavers: How conflict innovation can build a better world' is a five-year research project that will focus on Imperial War Museums' (IWM) underexplored collections relating to innovations and developments in maritime STEM (Science, Technology, Engineering, and Mathematics), from the First World War to the present day. The project examines how conflict motivates and accelerates progress in this area and highlights how the impact and legacy of innovations and developments in STEM have been transferred and repurposed from naval to civilian use. This project is generously sponsored by Lloyd's Register Foundation. https://www.lrfoundation.org.uk/

As Project Curator in IWM Public History, I propose a paper on this project for the 9th International Congress of Maritime History 2024. Using case studies of historic warships and other museum vessels, in particular IWM's Second World War, Royal Navy Light Cruiser, HMS Belfast, this paper presents the results of my research to surface previously under-explored material at IWM, providing significant insight through scientific and technological objects, as well as art, film, documents etc., and supporting stories of STEM innovation.

HMS Belfast is the last surviving modern, big gun warship from the Royal Navy's period of global dominance. This extended from the early-nineteenth to the mid-twentieth century. For most of that time the size and strength of Britain's naval fleet surpassed those of all its rivals, and for much of it exceeded the strength of the next two biggest fleets combined. As naval technology evolved, from wood to steel, coal to oil, to embrace big guns and cemented armour, the Royal Navy remained ahead of the game in an overt demonstration of Britain's global supremacy. HMS Belfast is the clearest remaining symbol of how and why Britannia ruled the waves.

Examples of maritime STEM innovation in IWM's collections, epitomised by the technological development of HMS Belfast, include ASDIC/SONAR, safety equipment, electronic and digital systems, advances in air sea rescue, and improvements in ship construction and design. In particular I will explore IWM's recently digitised collections of Admiralty technical and training films.

I'll also discuss how Maritime Museums make best use of their STEM collections and stories, to reach new, diverse, and global audiences. This includes examples of recent STEM Learning

programmes, developed by IWM Public Education and Learning. Finally, I will touch upon how STEM innovation in historic ships can inform contemporary maritime challenges, such as safety at sea, safety of digital systems, safety of critical infrastructure, skills and training, and safety for a sustainable future.

Key words
Conflict, Innovation, STEM, Historic ship, Safety

Biography
Robert Rumble is a Curator of conflict history, with over ten-years' experience at Imperial War Museums in the United Kingdom. His current role is Project Curator, sponsored by Lloyd's Register Foundation, specialising in science and technological collections, with an emphasis on STEM innovation in conflict.

His previous roles include Lead Curator for HMS Belfast and Curator of Second World War, and Cold War history. He has previously worked at Cambridge University Library and for the Marks & Spencer Company Archive.

A graduate of the University of Kent, and Postgraduate of the University of East Anglia, he is an expert in the history of HMS Belfast, with specialisms in Second World War and Cold War naval history. Also specialising in Second World War irregular warfare, spies & intelligence, and RAF photography. His skills and experience include historical research, text and script writing, media (film, television & radio), and commercial museum content.

S. 8. 67. – STUDY OF PORT CITIES
Moderator: Sun-kee Hong
(Mokpo National University)

Maritime Narva - City What We Lost and Found again

Urmas Dresen (Estonian Maritime Museum)

Abstract

Narva is the Estonian town on the border of Estonia and Russia and the borderline is actually the Narva river. Today Narva is most the eastern town in European Union what faces every day the Russian Ivangorod. Narva has always, starting from the Middle Ages, been international trading town and was exceptionally beautiful by architecture starting from 17th century. Narva had several harbours from the river mouth alongside Narva river to the town itself. Narva never belonged to the Hanseatic League, because Tallinn was very successful to avoid it. Nevertheless maritime trade in Narva flourished through centuries. The most important was timber trade to the Europe, because in the background was large area with forests and water resource helped to establish lot of sawmills. Wood for shipbuilding in Denmark, Holland and England came in large quantities from here. Beginning of the 19th century was the heyday of the local and in the same time international shipping company Richard Thorley - Bolton whose ships sailed from here as far as to India. Starting from the middle of the 19th century, when in 1857 was founded by Ludwig Knoop from Bremen the textile manufacture Kreenholm and moreinternational trade over the oceans took place. Ships started to sail from southern ports of United States with raw cotton to Narva. Despite all this large international trade, the main port of Narva in Narva - Jõesuu had big troubles because the moving sands and the dredging was the necessity. It helped to establish the mechanical factories because the first steam powered dredgers were locally built. It also helped to develop local rescue station, what was ready, if some kind of shipping disaster happened because the NW and NE strong winds. Narva had also passenger traffic on the river and between the local towns. During the WWII the old Narva was completely destroyed and the last remains were pulled town in the first years of soviet occupation. Only town hall and medival castle survived with damages. Twenty years ago started the new discovery of the once glorious town with lively maritime trade over the oceans in the past.

Key words

International and local shipping, maritime connections over the oceans and Finnish Gulf

Biography

I was born in Tallinn in 1958 and graduated as historian in the Tartu State University. My personal research interest has been sailing ship era in Estonia 18-20th centuries. In 2022 I published with coauthor Teele Saar book - Käsmu the maritime realm. Small maritime village on the northern coast of Estonia, but with significant maritime history from sailing ships to the steamers and with own naval school. Village of captains and shipowners. Starting

from 1998 I'm director of the Estonian Maritime Museum and have been engaged through years in ship restoration, underwater archaeology and museum development different projects. Starting from 2005 - 2012 I was the president of Estonian ICOM national Committee.

State, Hinterland and Ports: The Making of Pax Mughalica

Aasim Khwaja (HINDU COLLEGE)

Abstract

The economy of the Mughal empire in the seventeenth century was the envy of the world. The commodities produced across its productive hinterlands flowed to different markets and facilitated the flow of bullion into the economy. The bidirectional flow ensured that the Mughal coasts became host to a network of ports that were major commercial entrepots and bullion markets. In many ways, it was this interplay between ports and hinterland that became instrumental to the political economy of the empire as well. It is important to consider here that while it is true that agriculture constituted the mainstay of the economy but, crucially, the state claimed its share in cash and so it became imperative for the producers to monetise their production. The challenge, however, was to secure bullion to the requisite degree to facilitate the conversion of produce from kind to cash and as the locally available supplies of gold and silver were meagre the solution was found in the global networks of exchange. In other words, the state sought to leverage the diverse portfolio of tradable commodities that its economy offered to ensure fulfilment of its bullion requirements. And, thus, it could become possible for the Mughal economy to arrive at an internal equilibrium in that year after year the hinterlands of the empire produced goods, against advances or the anticipation of profit, which were then channelled into exchange pathways and eventually returned to the producer and the chain of middlemen in the form of liquid cash.

The process outlined above rested on the bringing of ports and hinterland into a closer compact. The question that then follows concerns the nature and extent of the role of the state in bringing this about. When it comes to figuring out the role of the state in matters of trade facilitation there has been a marked reluctance in the conventional historiography to identify it as a proactive stakeholder. This paper, however, argues to the contrary. The basic contention is that the state was seized of the importance of commercial openings for its larger strategic interests and be it the maritime trade or the overland trade, the state tried earnestly to play an enabling role. More so, it was their approach with respect to the maritime trade that forms the crux of the paper as it is argued that the policy of the state was two pronged: to create conditions for the facilitation of greater maritime trade and to incentivise structural linkages between the production centres and the ports. The operationalisation of these linkages translated into considerable heft for the state which in turn allowed it to maintain its dominance over its political peers and European commercial interests and led to the ushering in of the short-lived Pax Mughalica.

Key words
Ports, Hinterland, Mughals Commodity, Credit

Biography
I have secured my doctorate degree from the Jawaharlal Nehru University, New Delhi. The theme of my research was the politics of trade and the special focus was on developing an understanding of the Mughal perception the maritime space. Following my PhD I have continued an active engagement with the theme and secured publications in leading academic journals. At the moment, I am engaged as Assistant Professor at the Hindu College, University of Delhi.

Seaports as Adaptors to Disaster Events: The Case of the Port of Lyttelton, New Zealand

Malcolm Tull (Murdoch University)

Abstract

Ports fulfill a pivotal function within global supply chains and as facilitators of globalisation, but their coastal location makes them highly vulnerable to environmental risks and disruptions such as floods, storms, and tsunamis. In the 21st century climate change is leading to rising sea levels, increased storm frequency and intensity, and rising temperatures, requiring ports to develop greater adaptive capacity and resilience to natural disasters and other environmental risks. As well as being victims of natural disasters, ports can also be affected by industrial accidents caused, for example, by ships damaging wharves or the handling of hazardous cargoes. As institutions that have evolved over long periods of time, and that generate rich organisational ecologies, well-established ports offer a unique vantage point from which to consider the robustness of human systems in the face of natural and anthropogenic challenges.

This paper uses a longitudinal case study of the Port of Lyttelton, New Zealand to learn about whether and how ports adapt to disasters. Three disaster events (the 1960 tsunami, the 1985 container crane collapse, and the 2011 earthquake) will be examined in detail using official statistics, archival research, and stakeholder interviews. Beyond the situated particularities of the chosen case study, the aim is to identify general lessons about the long run adaption pathways of ports and port cities.

Key words

Ports, environmental and industrial disasters, disaster adaptation, Port of Lyttelton

Biography

Malcolm Tull is an Emeritus Professor in the Murdoch Business School, Murdoch University, Perth, Western Australia. His research interests are in maritime economics and maritime economic history. His publications include A Community Enterprise: The History of the Port of Fremantle, 1897 to 1997 (1997), and two co-edited books, Port Privatisation: The Asia-Pacific Experience (2008) and Historical Perspectives of Fisheries Exploitation in the Indo-Pacific (2014). He is a past President of the International Maritime History Association (2016-2022) and a life member of the Australian Association for Maritime History.

James Reveley is Associate Professor of Management at the University of Wollongong (NSW, Australia). He is the author of 63 refereed articles published in journals such as Business History, International Journal of Maritime History, Australian Economic History Review, Jour-

nal of Management Studies, Labor History, and Journal of Management History. His published work includes a research monograph (2003), and an edited book (2008). He is a former Secretary of the Economic History Society of Australia and New Zealand.

Caring for the Orphans: Hull in Nineteenth Century Maritime Britain

Manikarnika Dutta (University of Bristol)

Abstract

The nineteenth century maritime world was rife with calamities, reflecting the precarious nature of seafaring life. Sailors embarked on treacherous journeys, battling unpredictable weather, hostile waters, and the constant threat of shipwrecks. As ships were lost to the unforgiving sea, the lives of countless sailors were claimed, leaving behind grieving families and orphaned children. This stark reality exposed the vulnerability of families who depended on maritime trade for their livelihood. The widows and children left behind were often thrust into poverty and destitution, grappling with grief and economic uncertainty. In a society that was yet to establish comprehensive social safety nets, these families found themselves marginalised and dependent on charitable institutions for survival. The futures of the children of the deceased became uncertain, and they often faced a grim reality of overcrowded workhouses, inadequate living conditions, and meagre sustenance. One of the first church-based initiatives was the Sailors' Orphan Institute in Hull in Britain. It was established in 1836 in the wake of the loss of four whalers in 1836 that left 20 widows and 61 orphans, to provide clothing and education to as many of these children as possible. This paper will reflect on this chapter of history. It aims to consider the impact of religious philanthropy on marginalised members of the society. The sailors' orphans, caught in the crosscurrents of the sea and societal shifts, embody the complexities of an era marked by progress and hardship. Focussing on education and other welfare measures this paper will shed light on the role played by maritime charitable institutions in shaping lives the orphans of seamen and how and to what extent the maritime society in general provided opportunities to those in need.

Key words

Widows and children, poverty and destitution, charitable institutions, welfare measures, shipwrecks

Biography

I am currently working as a Research Associate on the AHRC project 'Mariners: Religion, Race and Empire in British Ports, 1801-1914' at University of Bristol. I study the significance of Christian missions for the welfare of white British seamen in British port cities. Prior to joining Bristol, I was a Research Associate on the Wellcome Trust-funded 'Invisible Crises, Neglected Histories c.1900-present: Malaria in Asia' project. I am a historian of colonialism, medicine and public health, with a specialist focus on the British Empire in South Asia. Natural and built environments, specifically the Indian Ocean, Britain's India-bound ships, and

Indian and British port towns were central to my DPhil research, funded by the Wellcome Trust project 'From Sail to Steam: Health, Medicine, and the Victorian Navy', at the University of Oxford) as sites for the exercise of imperial power, medical knowledge, and the racialised body. It examined the co-emergence of tropical and maritime hygiene in the context of an environmentalist reconceptualisation of the tropics in the long nineteenth century. The primary outcome of this research will be my first monograph, Health and Welfare of European Seamen in Nineteenth-Century India.

S. 8. 71. – MARINER STUDIES
Moderator: Cláudia Garradas
(University of Porto)

Paul Friedrich August Wurthmann: The biography of an Oldenburg Merchant Navy Captain from the 19th Century

Heiko Herold (Independent Historian)

Abstract

Paul Friedrich August Wurthmann (1837-1898) was born in Elsfleth on the Weser, one of the most important German port cities in the 19th century. As a teenager, he embarked on his first sea voyage as a ship's boy, which took him across the Atlantic to the United States on an emigrant sailing ship. Within fifteen years, he worked his way up to ship's captain. He specialized in international tramp shipping. Life on board a cargo ship was hard and full of privation, but seafaring was a good way to earn money and explore the world. At the age of 30, he took over the command of a cargo ship on a long voyage for the first time. His sea voyages took him mainly to South America, the United States and the Caribbean, but also to many regions of Europe, West and South Africa, South East Asia and the South Seas. As a ship's captain, he did not play a prominent role in international maritime trade, but his biography manifests a micro-level of globalization in the second half of the 19th century. "The economic threads that cover the whole world are innumerable and extremely intricate," stated his well-known contemporary, the liberal economist Paul Arndt. Wurthmann's sea voyages reveal some of these economic threads: important trade routes, trade networks and trade goods that shaped the global Elsfleth shipping business. They also provide insights into the organization and structures of global sea freight traffic at the time.

After moving ashore in the winter of 1881/82, he moved to Bremerhaven with his family. Soon afterwards, he took on the prominent position of operations director of the "Union" towage company, the largest tugboat company on the Weser at the time. During his ten years in office, he opened up many new areas of business for the company. These included the fledgling steam trawling fishing industry. On Wurthmann's initiative, the "Union" put two steam trawlers into service in 1888 – the tenth and eleventh in the German Empire. This made him a pioneer of German steam trawling. Six years later, he founded his own steam trawling company, whose fishing fleet formed the basis for Norddeutsche Hochseefischerei AG in July 1907.

Wurthmann's biography is the first of an Elsfleth ship's captain to be scientifically analyzed. It is typical of the biographies of many young men from the region who opted for a career as a seaman at the time. The paper aims to show and analyze Wurthmann's role as Oldenburg merchant navy captain in the international maritime trade of the mid-19th century and his

influence on the development of the emerging steam trawling industry in the late 19th century. It is based on my research findings from my academic study of his biography.

Key words
Maritime Trade, Fishing, Biography, Germany

Biography
Dr. Heiko Herold is a historian and publicist. His research focuses on German naval, maritime and colonial history, Chinese-German and U.S.-German relations, international affairs, security politics, and development cooperation. He has worked as a public affairs and media specialist for the U.S. Department of State, the German Armed Forces, nongovernmental organizations, and several companies in Germany, the Balkans and South Asia. From April 2021 to January 2024, he was the chief representative of Konrad Adenauer Foundation in Shanghai, PR China.

Nordic Female Sailors in Disguise During the Long 19th Century

Martina Hjertman (University of Gothenburg, Sweden)

Abstract

This presentation introduces the research project Women on the Waves. Disguised Work and Gendered Geographies in the Nordic 1700s-1800s, recently financed by the Swedish Research Council. The project will add a fresh outlook on maritime history, history of maritime labour, and expectedly male maritime geographies, by writing a new Nordic history based on hidden, forgotten female actors who during the long 19th century worked in military and merchant fleets disguised as male sailors. Such passing women in a maritime context, is known through research in Great Britain, Germany, and the Netherlands, while the presence of Nordic counterparts is still not examined in a methodical and theoretical manner.

By taking advantage of recently digitized newspaper archives, the project systematically detects and assembles traces of today forgotten and unknown Nordic women, and create an understanding of why they abandoned their life, families, and identities ashore to work as male sailors at sea.

The first major purpose of this project is to examine and explain this under-researched niche of Nordic labour as a social practice, and analyse its relation with personal and societal push and pull factors, such as class and socioeconomic belongings, and maritime and societal changes on a national and a Nordic level. Secondly, the project aims to analyse the popular view and knowledge of these female sailors, through how Nordic newspapers portrayed, reported, and spread news pieces as well as fictional stories in a Nordic newspaper landscape, and as such conveyed ideals of gender roles, sailor ideals, as well as inspired more women to go to sea.

The presentation will give a brief explanation and overview of the practice of maritime passing women, some overall methodological and theoretical conditions of the project, as well as dwell on a selection of empirical cases of female sailors in male disguise.

Key words

Female sailors, passing women, newspapers, gendered geographies

Biography

Martina Hjertman is Ph.D. in historical archaeology, and has worked with digitized newspapers in various projects. The thesis which was defended in January 2023, explores and tests

digitized newspapers historical-archaeological source to reach insights into material, social, and built aspects of gone urban districts.
Hjertman's research focuses are otherwise social and spatial marginalization, maritime history, urban history, and human-animal relations in history.

Hjertman has worked with museum collection management, as field archaeologist and worked with archaeological prospection through ground penetration radar.

Hjertman is employed as antiquarian with focus on collection management at the Gothenburg city museum, but will start as employed researcher at The department for historical studies at The university of Gothenburg in August 2024.

S. 8. 69. – MARITIME ACTIVITIES IN EUROPE DURING THE 18TH AND 19TH CENTURIES

Moderator: André Murteira
(CHAM (FCSH, Universidade NOVA de Lisboa))

Lords of the City, Lords of the Ocean: The Rise of the Gradis family from Local Merchants in Bordeaux to Global Traders of the Atlantic (17-18th Centuries)

Nimrod Gaatone (Universite libre de Bruxelles / Tel Aviv University)

Abstract

Fernand Braudel defined the early-modern commercial network as follows:
"Any commercial network links together a certain number of individuals, agents, belonging or not to the same firm, located at several points of a circuit, or a group of circuits. Commerce exists from these relays, from these agreements and connections, which multiply as if by themselves with the growing success of the interested party".

Braudel noted that international commercial networks established by Portuguese Jews (also known as "western Sephardim") contributed to the development of colonial commerce between the European port cities and the colonies in the "New World".

He emphasized that commerce between Europe and its colonies was the basis of the mercantilist conception which dominated the European economy and politics in the early modern era, beginning in the 16th century.

In this paper, we discuss the role of the Portuguese Jews in the early modern colonial economy through the case of the Gradis family, a Jewish family who immigrated from Portugal to Bordeaux, France, in the 17th century and established a business in the city. Over the next century, with the rising importance of Bordeaux's port, the Gradis family created branched networks across the Atlantic and expanded its local business to a global enterprise. During the 18th century, the Gradis enterprise shipped and traded significant quantities of diverse goods across the Atlantic, from the shores of West Africa to the Caribbean, and from France to the coasts of Canada.

The family's wealth also provided them with substantial influence over local and national politics. In this paper, we shed light on the content of the family's immense archives, demonstrating the interrelationship between the maritime economy and the politics of the early modern era.

Key words

Gradis Family, Atlantic Trade, Portuguese Jewish merchants, Early Modern Bordeaux, Maritime Commercial Networks

Biography

Dr. Nimrod Gaatone is a researcher at the Goldstein-Goren Diaspora Research Center at Tel Aviv University, and at SOCIAMM Research Center of the Université libre de Bruxelles (ULB) in Belgium. His main themes of research are: The history of France with a focus on the Jews in France; Early Modern Jewish history with a focus on the Sephardi Diasporas; The Economic History of the Jews in the Early Modern Era.

Dr. Gaatone authored a book on the Portuguese Jews of Bayonne, France, in the 18th century, published in 2022 by the book collection of La Revue des Etudes Juives and Peeters editions (Leuven/Paris/Bristol, CT). He also authored articles on the history of the Jews in France, and on the Sephardi Jews in the 17-18th centuries.

Currently, he conducts comparative research on the didactic sources available to Jewish and Christian merchants in the early modern era.

Slavery Insured: A study into the Amsterdam Assurantie Compagnie 1771 and its Involvement in the Transatlantic Slave Trade, 1771-1814

Eva Seuntjens (International Institute for Social History)

Abstract

When opening the books of the first insurance company that was established in Amsterdam – the Assurantie Compagnie 1771 – you will find numerous examples of its involvement in the transatlantic slave trade. The dozens of insurance policies on the "lives of enslaved" are the most obvious. The company was founded by Guilliam van den Broeke and Jan Heemskerk Junior and became a major player in Amsterdam and the Dutch insurance industry at large.

In the eighteenth century, enslaved people could be legally insured as cargo, or armazoen, on their forced journey across the Atlantic in the brutal transatlantic slave trade. Enslaved people were not seen as people, but as commodities, insured under the same policies as other goods. The journey involved many risks, including storms, piracy, and treacherous sandbanks. In addition, enslaved people died in large numbers because they got sick or revolted. The ledgers of the Assurantie Compagnie attest to these constant risks. On July 23, 1776, a damage claim was filed for the lives of enslaved people transported on the ship Vrouwen Anna and Catharina by master Laurens Stuurling.

This is one of the most obvious and poignant examples of the Assurantie Compagnie's involvement in the transatlantic slave trade. However, there are many other examples of the insurance industry's involvement in slavery. Most studies of the relationship between insurance and slavery in the Dutch Atlantic context focus on the insurance of enslaved people aboard slave ships. However, it is incredibly important to understand that this was not the only facet of the production chain of the transatlantic slave system that could be insured. Besides insuring enslaved people, the ships carrying enslaved people and colonial goods being transported to Europe were insured. Occasionally, entire plantations were insured, including the materials, houses, and enslaved people on them. Back in the Republic, fire insurance was taken out on the warehouses where colonial goods were stored. Finally, insurance companies also invested in plantations loans and insured shares of those loans.

To gain a broader picture of the Dutch involvement in the transatlantic slave system, it is important to understand that the insurance of enslaved people, ships, plantations, colonials goods, and investments in them was a central part of the slave-based economy. Therefore, the

central question of this paper is: How was the Amsterdam Assurantie Compagnie 1771 involved in the slave trade and slavery-related practices?

The first part of this paper will examine and quantify the different ways in which the Assurantie Compagnie was involved in the transatlantic slave trade during a number of sample years between 1771 and 1814. The second part of this paper will examine one of these journeys in more detail, and focus on the organization of the private slave trade and the connections between Amsterdam and the province of Zeeland. So far, little is known about the interplay of the private slave trade between these two places and the role of the insurance industry in it.

Key words
Insurance, Assurantie Compagnie 1771, Dutch private slave trade, slave-economy, transatlantic slave trade

Biography
Eva Seuntjens is a Ph.D. candidate at the International Institute for Social History and the Free University of Amsterdam. She holds a Bachelor's and Master's degree in North American Studies from Radboud University in Nijmegen and completed her second MA in History: Politics, Culture and National Identities at Leiden University in 2023. The current project she works on focuses on the role of the Dutch insurance industry in the late eighteenth and nineteenth centuries slave-economy. The project is supervised by Prof. Dr. Pepijn Brandon and Dr. Sabine Go.

Bruges' late Eighteenth Century Shipping Maritime Network : Crossing the Sound Toll Registers Online with the Ghent Newspaper and the Ostend-Bruges Canal Toll Accounts

Michael-W. Serruys (Otto Friedrich Universität Bamberg)

Abstract

After its medieval heydays the harbour of Bruges' maritime access silted up and finally ceased to exist after the Closure of the Scheldt (1585). Bruges was reconnected to the North sea by way of the Ostend-Bruges Canal in the 1660s. With Ostend as outer port, Bruges became the Southern (first Spanish, later Austrian) Netherlands major maritime port city. In the second half of the eighteenth century, Ostend gradually took over this role.

Very little is known on Bruges' maritime function in the seventeenth and eighteenth centuries apart from De Smet (1930) shipping numbers in the late seventeenth century. Belgian historiography has also traditionally downplayed its maritime history after the Fall of Antwerp and the Closure of the Scheldt (1585-1795). Several maritime historians, for instance Jan Parmentier, Magnus Ressel, Stan Pannier and Michael-W. Serruys, have claimed a Belgian (or Southern Netherlands') maritime renaissance in the eighteenth century starting with the Ostend Company (1723-1731) and continuing into the nineteenth century. This maritime renaissance mainly took place in Ostend, but also affected Bruges.

The role of Bruges in this revival has received little attention and still little is known with regard to its shipping network. By crossing several maritime sources with each other, such as the Sound Toll Registers Online, the Gazette van Gendt (Ghent's newspaper) and the toll accounts of the Ostend-Bruges canal it is possible not only to find out how many ships reached Bruges, but also – to a certain extent – where they came from and where they were heading to. This allows to recreate Bruges' maritime shipping network and to compare it with that of Ostend for the eighteenth century's final decades.

The paper will focus firstly on the situation of Bruges and Ostend in the seventeenth and eighteenth centuries and how a Belgian maritime revival slowly arose because of the changing political and economic circumstances (influx of Irish Jacobite know-how, dynastic changes, end of the golden era of privateering and the search for new investment possibilities in the Southern Low Countries). In the paper's second half attention will be given to the three different sources and how these sources can be used to unravel Bruges' maritime traffic. This

in turn gives a first perception how Bruges and Ostend relate to each other and thus how the two port cities evolved.

Key words
Austrian Netherlands, Belgium, Bruges, Sound Toll Registers Online, Ostend

Biography
Michael-W. Serruys studied Modern history at the Katholieke Universiteit Leuven (Belgium) and Political sciences and international relations at the Université catholique de Louvain (Belgium), the Institut d'études politiques in Paris (France) and Venice International University (Italy). He worked as an archivist at the Arenberg Foundation in Enghien (Belgium) and as a researcher at Leiden University (the Netherlands). In 2018, he was granted an European Marie Skłodowska-Curie Actions Individual Fellowship at the CRBC (Centre de Recherche Bretonne et Celtique) at the Université de Bretagne Occidentale in Brest (France). He is currently working at the Otto Friedrich Universität Bamberg in Germany together with Prof. Werner Scheltjens on the Rhine trade database. He is a Fellow (2014) of the Royal Belgian Marine Society, and since 2021, Member of the Society's Council.

S. 8. 30. – VISIONS OF THE SEA: PART 4 – SLAVERS AND ENSLAVED

Moderator: Filipa Isabel Ribeiro da Silva
(International Institute of Social History – Amsterdam)

Panel Abstract

For poet and writer Anne Stevenson, 'the sea is as near as we come to another world'. Stevenson was certainly not alone in the way she perceived the sea. From immemorial times, mankind has developed different visions of the sea, depending on chronology, the identity of the observer and the historical, economic, and cultural contexts of the observation. The sea has been a space of connections, but also of separations. Oceans have staged power struggles, witnessed numerous losses and framed imaginations and representations. Visions of the sea have thus determined the way states and people have related to the masses of water that border all continents and these diverse relationships have shaped the way individuals, communities and central states relate to the liquid space, being in relationships of sovereignty, survival, economic sustainability, societal representation, fear or wonder.

This panel of 3 sessions investigates the way people have related to the seas in the longue-durée. We have welcomed contributions of scholars working from the point of view of central states, communities or individuals to understand how these historical actors have shaped their world by using and, at times, exploiting, if not abusing the sea to find regimes of domination, survival or fulfilment. Guided by the methodological principles instilled by current debates in global history, we venture onto a continuous chronological approach, taking different historical actors (collective and individual), contextualizing these relationships within- and across several disciplines, with particular attention to cultural formations, gender, class, regionality, as well as political and environmental contexts.

The lived experiences and appropriations of the sea and the way they informed mentalities and practices have been paramount in multiple and multifaced societies and created specific stereotypes that once historically analysed seem to have been pure constructions. Tropes regarding some people's and state's proneness to take to the sea dominate still popular culture, perceptions of the self and national identities. However, few of these tropes hold true when brought into 'conversation' with historical primary sources and queries that deviate from traditional historiographical narratives.

This set of four sessions hopes to compare: 1) the way different states related to the sea and how that informed regional sovereignty and power; 2) the way different professional groups (fishermen, traders, scholars, government employees, etc) perceived and made use of the sea vis-à-vis their relationship with local polities; 3) the way different subaltern or 'stateless' groups experience the sea vis-à-vis their personal lives and social horizon (dependents, women and children, pirates and smugglers).; 4) the way in which slavers and enslaved envisaged the sea. These comparisons will result in a meaningful understanding of the sea across different cultural and political systems, evidencing diverse, but also concordant perceptions of the oceans worldwide.

This session is the fourth of four and focuses on the visions of the sea having as departing point of analysis slavers and enslaved in a global setting.

- Moderator : Filipa Isabel Ribeiro da Silva (International Institute of Social History – Amsterdam)

  - Guang Ma (Macau Polytechnic University) Enslavement of Chinese and Korean Captives in East Asia during the 13th–17th Centuries

  - Phillip Huber (International Institute of Social History – Amsterdam) / Cátia Antunes (Leiden University) Vitória Dias: The Tale of a Chinese Enslaved Woman Across Three Oceans

  - Graham Kerr (University of Reading) 'The evils which attends his majesty's service': The Royal Navy's Enslaved Women and Children 1730-1750

  - Stan Panier (Catholic University of Leuven) Seas of Silver, Seas of Status. The 'Maritime Turn' of Overland-Focused Merchants: the Case of Frederic Romberg, 1755-1795

Enslavement of Chinese and Korean Captives in East Asia during the 13th–17th Centuries

Guang Ma (Macau Polytechnic University)

Abstract

The transatlantic slave trade from Africa to Europe between the 16th and 19th centuries is a well-documented historical event, familiar to both scholars and the general public. However, the lesser-known slave trade in East Asia during the 13th to 17th centuries remains largely unexplored. This period saw countless individuals from coastal regions of China and Korea captured by wokou, or Japanese pirates. The majority of these captives were sold into slavery in Japan, while others were dispersed across Ryūkyū, Korea, Macau, India, and even Europe. Life for these slaves in foreign lands was often harsh and labor-intensive. Yet, a fortunate few managed to rise above their circumstances, becoming teachers, translators, doctors, shipbuilders, farmers, and even officials in Japan, Korea, and Ryūkyū. In response to the growing captive crisis, China and Korea dispatched numerous diplomatic missions to Japan, demanding the return of their captured citizens. Succumbing to the mounting pressure, the Japanese government and Ryūkyū began repatriating some of the captives to their homelands.

Key words

Slavery, Chinese, Korean, Captives, 13th-17th century

Biography

MA Guang is an associate professor of Chinese history at Macao Polytechnic University. He was previously a professor at Shandong University from 2019 to 2022. He is the author of the book Rupture, Evolution, and Continuity: The Shandong Peninsula in East Asian Maritime History During the Yuan-Ming Transition (Harrassowitz Verlag, 2021).

Vitória Dias: The Tale of a Chinese Enslaved Woman Across Three Oceans

Phillip Huber (International Institute of Social History - Amsterdam) /
Cátia Antunes (Leiden University)

Abstract
Vitória Dias was born in China. During her adult life, she moved between different states, social boundaries and even continents. Offered in pawnship as a child, she mistakenly entered domestic slavery in a Portuguese New Christian family in Macao. This family, denounced by neighbors and correligionists to the Portuguese Inquisition was arrested and sent to Goa (capital of the Estado da Índia) and later to Lisbon for investigation and trial. As part of the family household, Vitória sailed the South China Seas, the Straits of Melaka, onto Goa. From there, she crossed the Indian Ocean, sighting the Island of Mozambique and crossing the Cape of Good Hope. From there, she arrived in Lisbon after weeks over the Atlantic. This paper takes the view Vitória, and many like her, took of the sea as Chinese, bonded, enslaved young servant woman in the Portuguese empire.

Key words
Enslavement, Women, Oceanic Transportation, 16th century

Biography
Prof. Cátia Antunes is Professor of Global Economic Networks: Merchants, Entrepreneurs and Empires at the Institute for History at Leiden University, The Netherlands. Her research includes cross-cultural trade and exchanges, the role of merchants and entrepreneurs in the build-up of empire and comparative history of empires. She is currently the chief editor of the International Journal of Maritime History.

'The Evils which Attends His Majesty's Service': The Royal Navy's Enslaved Women and Children 1730-1750

Graham Kerr (University of Reading)

Abstract

The Royal Navy is famous for its role in suppressing the Transatlantic Slave Trade. What is less well known is the role of the Royal Navy as an owner of enslaved people. Very little research has been conducted around the hundreds of enslaved people that the Royal Navy purchased to help build and to work in its Caribbean dockyards, and to date, nobody has looked at the women who were part of this community. This paper examines what we can know about these women from surviving archival evidence, the work they did, the children they bore, or lost, and what we know of their fate. Whilst the archival silence is often deafening, there is a lot to learn about these women and how they navigated a male dominated world, as the Royal Navy achieved maritime supremacy in the eighteenth century Caribbean.

Key words

Royal Navy, Enslavement, Women, Children, 18th century

Biography

Graham has served in the Royal Navy for over 20 years in the fields of HR, Information Operations and Training Management. He has served at sea on minesweepers, offshore patrol vessels, frigates, destroyers and aircraft carriers and overseas on operations in Iraq, Kuwait and Afghanistan. He took a short break to teach high school history between 2016-2019 before commissioning as a Training Management Officer at Britannia Royal Navy College. His current role is overseeing apprenticeships for the whole of the Royal Navy. He holds a BA from the Open University, postgraduate qualifications from Edinburgh, Newcastle, and Portsmouth universities and an MA from UCL. His part-time PhD, which he started in 2022 at the University of Reading, focuses on the Royal Navy's contribution to the transatlantic slave system in the long eighteenth century.

Seas of Silver, Seas of Status. The 'Maritime Turn' of Overland-Focused Merchants: the Case of Frederic Romberg, 1755-1795

Stan Panier (Catholic University of Leuven)

Abstract

The Maritime operations that our Commercial Houses have been so fortunate to initiate […] promise to become big & very Big", wrote the German yet Southern Netherlands-based merchant Frederic Romberg in 1781. For a quarter of a century, Romberg had stood at the helm of a firm controlling the overland routes between the Austrian Netherlands and Central Europe. Yet during the early 1780s he took to the sea, negotiating his company into the established maritime empires of the major European nations – sending shipments to the Caribbean, purchasing plantations in the French overseas domains, and participating in the Spanish slave trade. The case of Romberg breaks with the long-standing trope of the Habsburg lands being a land-locked polity, as well as the cliché of the Southern Netherlands being a passive maritime player after the fall of Antwerp. Continually shifting between a pursuit of profit and a search for social capital, Romberg's 'maritime turn' provides a fascinating vantage point on how private merchants envisioned and used the sea in the Early Modern Period.

Key words

Frederic Romberg, Slave Trade, Austrian Netherlands, Caribbean Plantations

Biography

Stan Pannier (1994) studied history and economics at Ghent University. Since 2019 he is affiliated to the University of Leuven and the Flanders Marine Institute (VLIZ) in Ostend, where he conducts research on the maritime history of the Southern Netherlands during the early modern period. In 2020 he obtained PhD funding from the Research Foundation Flanders (FWO) to examine the trade with West and Central Africa from the Austrian Netherlands.

S. 8. 39. – PEOPLE CROSSING THE SEA BORDER II: INVENTION AND DECONSTRUCTION OF THE OTHER

Moderator: Tae-hung Chung
(Busan University of Foreign Studies)

Panel Abstract

The invention of the modern nation-state involved the invention of national mythology and history, the invention of national symbols, the invention of borders and the invention of the Other. With the formation of nation-states, border crossings for political, economic and cultural reasons gradually accelerated and became global. Scholars from Korea, China and Japan who are members of the World Committee of Maritime Culture Institute (WCMCI) have studied the migration of Chinese people to Southeast Asia since the 19th century and the formation of the Overseas Chinese community, the formation of the Kinmen community in the 20th century and the trading system that supported it, and the case studies of the migration of Korean miners and nurses to Germany in the 20th century and the migration of Japanese people to Latin America and Manchuria. Korea, China and Japan, which experienced the invention of the Other in the face of migration, are becoming countries that have to absorb immigrants. Panel 2 identifies the following trends by examining cases of Japanese migration and Chinese migration to Southeast Asia and Taiwan against the backdrop of the discussion in Panel 1. Panel 2 will contribute to the collective research and shared awareness of Korean, Chinese and Japanese scholars for the deconstruction of the Other in the 21st century, based on examples of the invention of the Other in the history of migration.

- Moderator : Tae-hung Chung (Busan University of Foreign Studies)

- Makoto Minami (Xuejing Liang) (Nagasaki University) An introductory analysis on the relationship between Nagasaki and "Manchuria"

- Shu-min Chung (Institute of Taiwan History, Academia Sinica) Journeys to Nanyang : The Figure of Taiwanese Women (1895-1945)

- Bo-wei Chiang (National Taiwan Normal University(NTNU)) Chinese Immigration and Their Trade System in Maritime Southeast Asia: A Case Study of the Kinmen Community Before the Mid-20th Century

An introductory analysis on the relationship between Nagasaki and "Manchuria"

Makoto Minami (Xuejing Liang, Nagasaki University)

Abstract

Nagasaki has long been a focal point of attention due to its historical significance as the sole open port during Japan's era of seclusion, its role in the Nagasaki-Shanghai route during the modern era, its status as a city devastated by atomic bombing, and its recognition for the Meiji-era industrial revolution heritage sites, along with the World Heritage registration of hidden Christian relics. However, there has been an almost complete absence of discussion regarding the relationship between Nagasaki and the northeastern region of China, formerly known as "Manchuria," in the context of Sino-Japanese relations. This presentation endeavors to provide an introductory analysis of the relationship between Nagasaki and "Manchuria."

Chinese Immigration and Their Trade System in Maritime Southeast Asia: A Case Study of the Kinmen Community Before the Mid-20th Century

Bo-wei Chiang (National Taiwan Normal University(NTNU))

Abstract

Since the modern era, Hokkien has served as a primary source of migration to Southeast Asia, emerging as an early node of globalization. These migrants settled in Maritime Southeast Asia, organizing themselves into communities based on dialect group identities such as Hokkien, Teochew, Canton, Hakka, and Hainan. They forged interactions and cultural integrations with Filipinos, Malays, Indian Tamils, and other indigenous populations. Until the end of World War II, these regions were predominantly under colonial rule by Spain, Britain, the Netherlands, and the United States. Kinmen(also named Quemoy), located off the southern coast of Hokkien and isolated overseas, witnessed four significant waves of overseas migration from the 1860s to 1949, as part of the Hokkien dialect community. These migrants primarily settled in Singapore, Klang in Selangor, Malaysia, Brunei, port towns in Sumatra, Bangka, Belitung, Batavia (present-day Jakarta), Surabaya in Java, and in the Philippines, places like northern Mindanao including Iligan and Cagayan de Oro, and Cebu.

This paper primarily focuses on Kinmen merchants in Singapore from the 1860s to the 1960s, examining their established cross-border trade systems across Singapore, Malaya, and the Indonesian Archipelago and their impacts. Initially, the paper details Kinmen's modern overseas migration history as a homeland for the Chinese diaspora. It then analyzes how Singapore's free port policy under British colonial rule facilitated the emergence of transshipment trade. Furthermore, the establishment of a trade mechanism commonly referred to as 'Jiu Ba Hang' by the Kinmen business community in Singapore, key to their successful wealth accumulation, is examined. Lastly, the decline and transformation of this centuries-old cross-border trade system are discussed, influenced by post-1960s decolonization, national regulations, regional tensions from the Indonesian-Malaysian confrontations, and operational challenges faced by 'Jiu Ba Hang.' These discussions aim to enhance understanding of the socio-cultural networks and business model characteristic of Chinese in Maritime Southeast Asia.

Key words

Maritime Southeast Asia, Cross-border Trade, Jiu Ba Hang, Socio-cultural Networks, Chinese Diaspora, Kinmen

Biography

Chiang, Bo-wei obtained his PhD from the Graduate Institute of Building and Planning at National Taiwan University in 2000. Starting in 2001, he has been teaching at National Quemoy University (formerly known as Kinmen Technical College), serving in various roles including Assistant Professor, Associate Professor, and Professor. He was also the founding chair of the Department of Architecture and the founding director of the Institute of Minnan (South Fujian Area) Culture, as well as the Dean of the College of Humanities and Social Sciences. Between 2009 and 2010, he was a Coordinate Research Scholar at the Harvard-Yenching Institute in the USA.

Since 2014, he has been teaching in the Department of East Asian Studies at National Taiwan Normal University, holding positions such as Department Head, Director of the Research Center for Overseas Chinese, and Dean of the College of International Studies and Social Sciences. He is dedicated to interdisciplinary research and social practice in areas such as Quemoy studies, heritage conservation, the history of Chinese immigrants in Southeast Asia, the social history of the Cold War, urban and rural planning, and sustainable development. Chiang, Bo-wei is currently a Distinguished Professor of East Asian Studies at NTNU, Taiwan, and serves as the Editor-in-Chief of the Taiwan Journal of East Asian Studies and Translocal Chinese: East Asian Perspectives. He is also a member of the International Advisory Committee for the Chinese Heritage Centre at Nanyang Technological University, Singapore. His publications, including books and journal articles, are extensive.

S. 9. 79. – MARITIME HISTORY ASSOCIATION
Moderator: Joo-sik Kim
(Maritime History Association)
and S. June Kim
(Korea Maritime & Ocean University)

A Retrospective on the Study of Korean Maritime History from Baekje to Goryeo

Yong-hyuk Yoon (Kongju University)

Abstract

This presentation is a retrospective of my research on Korean maritime history over the past 20 years. I was born at 289-7 Jukgyo-dong, Mokpo-si, Jeollanam-do, and spent my childhood smelling the sea. Since my house overlooked Mokpo Port and Samhakdo Island, I probably still have salt from the sea breeze in my body. However, as I entered university and settled on Gongju's land in Chungcheong-do, I gradually forgot the sea.

Because of Sambyeolcho, I became interested in the sea again, which I had forgotten. Sambyeolcho fled Ganghwa Island to Jindo Island on the southwest coast of the Korean Peninsula in 1270, and Jindo Island's base was moved back to Jeju Island the following year. Because of this, my research on the Mongolian war, which first started on Ganghwa Island, moved to Jindo Island and then to Jeju Island, and then to Kyushu, the Japanese archipelago, and then to Okinawa, following the traces of Yeomong-gun.

My research is an ancient year that begins with the birth of King Muryeong, and is largely divided into the maritime history of Goryeo, the invasion of Japan by the Yeowon Allied Forces in the 13th century, and the maritime history of East Asia in the 14th century. Each period has something in common, but since these articles are usually published sporadically, they are inconsistent overall.

The Republic of Korea is said to be a peninsula, but it is an island-like country. You cannot go anywhere by land alone. The ancient sea route was an important artery for East Asian exchanges, and for a thousand years from Goryeo to Joseon, the Joun(Levied-grain Transportation System) using coastal sea routes. This is why we need to re-recognize the importance of sea and sea routes in our history.

Key words

maritime history, Sambyeolcho, Goryo, Joseoun, Joun(levied-grain transportation system)

Is it Possible to Create a New Model for East Asian Maritime History?

Se-bong Ha (Korea Maritime & Ocean University)

Abstract

Is COVID-19 unrelated to maritime history? Coincidentally, around the time COVID-19 spread into a pandemic, the global climate changed, shifting from change to crisis and now disaster. In 2018, international maritime trade cargo volume tripled compared to 1980. The region that stands out for this increase is Asia. Asia's share of international maritime trade cargo volume in 2019 was 41% loaded and 61% unloaded, leading the surge. So far, research focusing on contact, exchange, movement, and trade has formed the foundation of maritime history studies. If the rapid growth of shipping logistics in East Asia is indeed connected to the emergence of the Anthropocene and the climate crisis, are we not called to adopt a new perspective in the study of East Asian maritime history?

I would like to address three points to consider. Firstly, when was trade inactive in East Asian maritime history? There were several factors that precluded pre-modern East Asian countries from engaging in maritime trade. The question arises: How did the nature and patterns of East Asian trade evolve during the Tang, Song, Ming, and Qing periods, eras marked by active long-distance trade? This question forms the crux of the matter. Secondly, what was the trade mechanism in East Asian maritime trade? Did the exchange principle of minimum cost/maximum profit operate in pre-modern East Asian maritime trade? Shouldn't we reevaluate the principles of reciprocity, the ceremonial economy exemplified by the tribute system, and the community economy with the family as the core unit? Thirdly, is it suitable to characterize East Asia's maritime trade in the traditional era using the 'Mediterranean Sea' concept? While it might be meaningful to depict East Asia's thriving maritime trade by drawing comparisons with Europe's 'Mediterranean Sea,' where trade flourished. the powerful Chinese dynasties exerted significant influence and projected power over neighboring countries. It was fundamentally distinct from the diverse kingdoms and city-states that existed in the European Mediterranean region.

Key words

maritime history, East Asia, trade, tribute system

New Trends in Global Maritime History

Catia Antunes (Leiden University)

Abstract

Maritime history often addresses global themes, but it has failed to take stock with the concepts, theoretical frameworks or analytical grids offered by global history. This lack of engagement has resulted in scholars who work in global maritime themes not identifying as maritime historians, to the great detriment of the discipline. This paper introduces global maritime history as an avenue for future research by emphasizing the understanding of maritime historical subjects from: 1) an intersectional perspective (gender, race, culture, ethnicity, provenance, class, religion); 2) a comparative nature (covering areas of the world directly or liminally connected to maritime spaces); and 3) addressing contemporary challenges by providing in-depth insights into long-term historical processes (violence and sovereignty at sea; environment changes; maritime communities, etc).

Key words

global history, maritime history, maritime communities

Maritime History for a Nation of Beef Eaters: Trends in the US

Joshua Smith (U.S. Merchant Marine Academy)

Abstract

To consider the state of American maritime history, it is necessary to present it as a trinity of academic maritime historians, a whole host of maritime museums large and small, and maritime archaeologists. Taken together, these seem an impressive window on the American maritime past, but it is not without issues, including the ever-looming threat of inconsequence in a nation that in some ways is not very maritime. In order to explore the complex historiography and presentation of the American maritime past, this paper will explain how a complex maritime geography, divided into the blue, green, and brown-water domains, impacts the nation's historical narrative.

Key words

USA, maritime history, maritime geography

S. 9. 4. – BEYOND THE SURFACE: A DEEP HISTORY OF ASIAN WATERS

Moderator: Guanmian Xu
(Peking University)

Panel Abstract

This panel seeks to explore the deep history of Asian waters from a "beyond the surface" perspective. Instead of exclusively focusing on trade and shipping on the surface, which prioritize the interests of colonial empires, it directs attention to underwater fishing, marine meteorology, undersea laboratories, and nuclear radioactivity. Through these angles, it challenges the mainstream narrative that considers Asian waters to have been increasingly dominated by imperial sea powers since the early modern period. Instead, it argues that power resided predominantly on the surface, while many subversive factors operated beyond the realm of superficial control. In our opinion, these factors collectively contribute to a subaltern history of maritime Asia.

- Moderator : Guanmian Xu (Peking University)

- Guanmian Xu (Peking University) Treaty and Trepang: An Underwater History of Legal Imperialism, 1660s-1740s
- Zhenwu Qiu (Nanjing Normal University) Connecting the Periphery: Geo-commerce, Met-infrastructure, and the Introduction of Wireless Storm-warning Technology to the Andaman Islands in the Beginning of the Twentieth Century
- Rui Liu (Peking University) Making Undersea Laboratory: Jeju Haenyeo and Seaweed Transplantation in the Yellow Sea, 1935-1944
- Junfeng Xu (Peking University) Fears Across the Sea: Environment, Science, Perception and the Daya Bay Nuclear Power Plant

Treaty and Trepang: An Underwater History of Legal Imperialism, 1660s-1740s

Guanmian Xu (Peking University)

Abstract

The Treaty of Bungaya (1667) is well-known as a treaty that exemplifies Dutch legal imperialism in maritime Asia. It marked the victory of the Dutch empire in the Spice Wars and established exclusive Dutch jurisdiction over the waters around the so-called Spice Islands of eastern Indonesia. By relentlessly fending non-Dutch traders off, the treaty seemed to have turned the Grotian conception of mare clausum (closed sea) into a reality. However, what's intriguing is that the sea of eastern Indonesia did not henceforth become a backwater in global trade. Instead, in the following decades it shifted away from the restrictive spice trade monopolized by the Dutch East India Company (the VOC) and emerged as a hotbed of trepang fishery, supplying the Chinese consumer market with seasoned sea cucumbers. This unforeseen transformation effectively undermined the maritime jurisdiction of the Dutch Empire in eastern Indonesia and gave rise to an indigenous maritime network that, escaping Dutch scrutiny, extended from Makassar all the way to the north coast of Australia.

While much has been written on the history of the Spice Wars and its imperial and legal legacies, the post-war shift from spices to sea cucumbers has not yet received due attention. This study aims to understand it from an underwater perspective. Instead of focusing solely on surface-level trading rights coveted by the mercantilist European powers, the research delves into the sea by placing a greater emphasis on fishing, especially the fishing of seabed animals like sea cucumbers (trepang). It explores how the Dutch established its maritime jurisdiction without seriously considering fishing, how the local fishing and trading communities took advantage of this loophole, and, ultimately, why sea cucumbers became a critical factor in turning this loophole into a disaster for one of the most prized legal legacies of early modern European imperialism in Asia.

Key words

Makassar, Treaty of Bungaya, VOC, Sama

Biography

Guanmian Xu is an assistant professor in the Department of History at Peking University. He obtained his Ph.D. from Leiden University in 2021. His research interests are broad, spanning global and more-than-human history.

Connecting the Periphery: Geo-Commerce, Met-Infrastructure, and the Introduction of Wireless Storm-warning Technology to the Andaman Islands in the Beginning of the Twentieth Century

Zhenwu Qiu (Nanjing Normal University)

Abstract

In 1904, M. G. Simpson, an electrician at the British Indian Telegraph Office, along with his Indian assistants, traveled to the Andaman Islands, situated in the southeast of the Bay of Bengal. There, they established wireless communication infrastructures at three locations: Port Blair, Table Island (Burma), and Diamond Island (Burma), making the Andaman Islands one of the first pilot wireless stations within British India and the British Empire. So, why did the British bring such advanced technology to this corner of the British Empire?

As this paper reveals, it was the Bengal Chamber of Commerce and the Indian Meteorological Department that sought to connect the Andamans with the Indian mainland via telegraph. Their aim was to provide Calcutta with advance warnings of tropical cyclones, thereby reducing the risk of shipwrecks, as many cyclones causing significant losses originated from the Andaman Sea. Despite lengthy negotiations, the British colonial government declined to construct a submarine cable, attributing their decision to financial constraints. It wasn't until 1904 that wireless communication technology was finally established in the Andaman Islands, thanks to the financial support from the Marconi Company. Thus, the Andamans were included in the storm-warning network of the Bay of Bengal and the broader global system.

Unluckily, the storm-warning network in the Bay of Bengal encountered significant challenges during the first half of the 20th century, coinciding with the gradual decline of British hegemony in the Indian Ocean. The separation of British Burma from British India in 1937 marked a pivotal moment, leading to the establishment of the independent Burma Meteorological Department separate from the IMD. Consequently, the once-unified connection between the three wireless stations in the Andamans was severed. This fracture not only reflected the geopolitical shifts of the time but also served as a harbinger of the impending collapse of British India in the mid-20th century and the subsequent rise of independent South Asian nation-states.

Ambitions to understand and predict tropical weather persisted into the nation-state era. In 1953, Dr. S. C. Roy, a seasoned meteorologist who had previously served in both the IMD and the Burma Meteorological Department, assumed the directorship of the IMD after India gained independence. Under his leadership, a significant initiative was undertaken to construct seven wireless weather stations in the Andamans. This endeavor, driven by a shared vision of improving forecasting and preparedness for tropical cyclones in the Bay of Bengal, underscored the ongoing commitment to meteorological advancements in the region. Dr. Roy's efforts symbolized a continuation of the colonial legacy, albeit within the framework of newly independent India, reflecting the persistent pursuit of scientific knowledge and technological innovation to mitigate the impacts of natural disasters.

By presenting an alternative narrative of the Andamans, this paper explores the interaction between nature's agency and human beings. It also reminds us that the past was characterized by both "connectedness" and "disconnectedness" due to human and non-human factors. Hence, it suggests a reconsideration of concepts such as "mobility" and "circulation" that have predominated in current global history studies.

Key words
New Oceanic History, Cyclone, Shipwrecks, Wireless, Disconnectedness

Biography
My name is Zhenwu Qiu. I acquired my Ph.D. degree from the History Department of Tsinghua University (Beijing, China) in October 2023. I was also a joint Ph.D. student at King's College London. Now I work as a lecturer in the History Department at Nanjing Normal University. My research interests include environmental history, global history, and the history of science and technology in modern Asia. Drawing on archives stored in England, India, Bangladesh, and China, my Ph.D. thesis, titled "Unpredictable Storms: The Making of Storm Science and the Warning System in British India," reveals how the modern science and technology employed by British colonizers to cope with tropical cyclones did not reduce, but rather exacerbated colonial anxiety about the tropical environment. Currently, I'm considering starting another project related to the environmental and global history of modern Hainan Island, focusing on tropical plants such as coconut.

Making Undersea Laboratory: Jeju Haenyeo and Seaweed Transplantation in the Yellow Sea, 1935-1944

Rui Liu (Peking University)

Abstract

The exchange of plants and animals between continents has received much attention since Alfred W. Crosby published The Columbian Exchange. However, little attention has been directed to the transplantation and domestication of marine species. This paper aims to shed light on the experiments conducted by Jeju Haenyeo in the Yellow Sea and the transfer of marine species from Korea to China. Specifically, it explores the role of indigenous knowledge and skills of Haenyeo in establishing seaweed in China.

Jeju Haenyeo were female divers who were experts in diving into the bottom of the sea and catching abalones, trepangs, and seaweeds around the Jeju Islands. From 1935 to 1944, hundreds of Jeju Haenyeo transferred from Jeju to Qingdao for experiments on seaweed transplantation and domestication due to Japan's oceanic imperialism in Jeju. During this period, the Yellow Sea became a natural undersea laboratory most available and accessible to Jeju Haenyeo. They carried out marine species from the seabed around Korea (Jeju Islands mostly) to the Shandong peninsula. Haenyeo observed, touched, and cultivated these seaweeds, abalones, and trepangs.

Their experiments led to the reshaping of population distributions and ecological systems in the Yellow Sea. The transplantation of seaweeds changed the food system in China. After 1945, Chinese divers, fishers, and scientists continued to transplant and domesticate these seaweeds from the Shandong peninsula to the East China Sea and beyond, making seaweeds popular foods in East Asia instead of luxury goods.

Key words

The Yellow Sea, Jeju Haenyeo, Seaweed Transplantation

Biography

Rui LIU is a Postdoctoral Associate at Peking University, where she is affiliated with the School of Economics and the Institute of Oceanic Research. Her scholarly pursuits are centered around the "Ocean Decades" project, which explores the intricate tapestry of East Asian oceanic history, delving into marine environmental history and the transformation of maritime technology. Having been awarded her Ph.D. in History from Peking University in

2022, her current research agenda is focused on several pivotal areas: the transformation of fishery management practices, the domestication of multiple marine species, and the broader process of oceanic modernization within the East Asian context.

Fears Across the Sea: Environment, Science, Perception and the Daya Bay Nuclear Power Plant

Junfeng Xu (Peking University)

Abstract

In 1986, the Hong Kong Observatory detected radiation material from Chernobyl, triggering widespread debate about the Daya Bay Nuclear Power Plant, leading to a significant anti-nuclear movement. This movement intertwined with various factors, including the feature of nuclear infrastructure itself, the distant fear brought by Chernobyl, and the social backdrop of Hong Kong transitioning from a political society to a civic society amid blurred sovereignty. This article will trace the beginnings of the Daya Bay Nuclear Power Station, explore the roles played by Hong Kong, Mainland China, the UK, and France for their distinct purposes, and review various controversies surrounding the station: economic, security, and political. Both sides continuously staged debates on future scenarios, attempting to shape the reality with their imagined futures. The temporal imagination of the Daya Bay Nuclear Power Station also offers an opportunity to rethink infrastructure and temporality. Ultimately, the British Hong Kong government dispatched inspection teams to visit nuclear facilities in Europe, America, and Japan, establishing themselves as authoritative knowledge bureaucrats, which ultimately quelled the controversy.

Key words

Nuclear, infrastructure, protest, imagined future

Biography

Junfeng Xu is a graduate student at Peking university. His interests cover a wide range of fields including sts, infrastructure, cultural studies and global history. His current research examines the nuclear infrastructure and its political economical impacts in south China.

S. 9. 41. – BELIEFS AND CULTURE IN THE EAST ASIAN MARITIME WORLD- MARITIME SHAMANISM AND RELIGION IN EAST ASIA

Moderator: Eun-soon Choi
(Korea Maritime & Ocean University)

Panel Abstract

This panel explores maritime beliefs and religions in East Asian waters, covering three fascinating topics. The first topic examines the shamanic rituals and views of the ocean held by Jeju's haenyeo from different angles. The second theme identifies the characteristics and influences of Avalokitesvara beliefs in late Ming dynasty novels. The third topic focuses on the religious practices and community involvement experienced by Filipinos in Japan. The panel explores the complex connections between the ocean and religion across different regions and cultures in East Asia, and is expected to provide new insights for participants.

- Moderator : Eun-soon Choi (Korea Maritime & Ocean University)
  - Saito Yu (Kobe University) Religious Practices of Filipinos in Japan: Participant observation to Religious Communities
  - Nack-min Choi (Korea Maritime & Ocean University) A Study on Avalokitesvara Faith in the Late Ming Dynasty Novels
  - Mi-jeong An (Korea Maritime & Ocean University) The Shamanism Rituals and Maritime Perspective of Jeju Haenyeo(Jamnyeo)

Religious Practices of Filipinos in Japan: Participant observation to Religious Communities

Saito Yu (Kobe University)

Abstract

This paper reports on the religious practices of Filipinos who immigrated to Japan. How Filipinos do their religious practice in Japan, where Christianity is a minority religion? Couples For the Christ (here after "CFC") is a charismatic group founded in Manila, Philippines. In Japan, this group started active in Tokyo in 1996. The CFC network in Japan is gradually expanding and, as of 2021, there are offices in 21 prefectures.

The following are some of the activities undertaken by this group on its own. The first is Worship called "First Fruits". This is not a worldwide event of the Catholic Church, but the association's own worship. The second is the Japan Conference. The theme of the conference was 'Family is a Gift from God' and the aim was to consider the importance of family. In addition, guests from Manila had been invited.

From the above, it was clear that Filipinos participate in religious communities as a place where they can release their religious beliefs and feel the Philippines, even though they are in Japan.

A Study on Avalokitesvara Faith in the Late Ming Dynasty Novels

Nack-min Choi (Korea Maritime & Ocean University)

Abstract

Avalokitesvara has been recognized as a guardian deity who protects the safety of navigation in East Asian waters since ancient times. After the 9th century, Putuoshan(普陀山) in Zhejiang Province, China, which became a holy site of Avalokitesvara, has become a famous scenic spot visited by many believers as well as navigation workers to this day. In『Journey to the West 西遊記』and『The Eunuch Sanbao's Voyage to the Western Ocean(三寶太監下西洋記)』published in the late Ming Dynasty, Avalokitesvara living in Putuoshan appears, playing a role in protecting the travel and navigation of the protagonists. However, there are certain differences in the description of Avalokitesvara in the novel. In this presentation, I will examine the overall appearance of Avalokitesvara belief by comparing the homogeneity and heterogeneity of the two works.

The Shamanism Rituals and Maritime Perspective of Jeju Haenyeo(Jamnyeo)

Mi-jeong An (Korea Maritime & Ocean University)

Abstract

She presentation is about the world view of the sea in the religious life of the Haenyeo(women-divers) of Jeju Island, the southernmost island of the Korean Peninsula. The undersea fishing of the Haenyeo is an act that takes place in the village women's fishing community, and it has a long historical tradition. Haenyeo's rituals are performed individually in the form of collective rituals, and irregular rituals are held in everyday life even though they have an annual pattern. And the nature of this ritual has shamanistic and animistic aspects. In this presentation, I will introduce the underwater-fishing(Muljil) and rituals of Haenyeo, and reveal their perspectives on the 'sea' through their religion and rituals that have been formed in the environment of Jeju Island.

S. 9. 37. – CULTURAL INTERACTION OF EAST ASIAN SEA PORTS Ⅰ - EXCHANGE AND MIGRATION IN EAST ASIAN SEAPORT CITIES

Moderator: Jae-youl Hyun
(Korea Maritime & Ocean University)

Panel Abstract

In this panel, we will go beyond the units of analysis of nation and ethnicity to consider the specific space of the seaport city's maritime domain, focusing on the creation, dissemination, contact, and transformation of cultures in that domain, in order to elucidate the whole process of cultural exchange from an interdisciplinary and comprehensive perspective.

The first panel, "Exchange and Migration in East Asian Seaport Cities," consists of four papers centered on four cities, ranging from Busan, Korea, to Uiju, China. This panel explores the history and culture of the East Asian region from a variety of perspectives. It begins with a comparison of the diplomatic gateways of Busan and Uiju, observes the COVID-19 pandemic and migrants in Japan, and focuses on the opening of a port in place of Dengzhou with Yantai's findings. Finally, it explores the importance of cross-border communication through the modern history of the Korea-Japan undersea tunnel initiative. This panel presents colorful stories of exchange and migration in East Asia's seaport cities.

- Moderator : Jae-youl Hyun (Korea Maritime & Ocean University)
  - Juna Saihan (Nagasaki University) The COVID-19 Pandemic and Migrants in Japan
  - Yi Ling Hsu (Chinese Culture University) A study on Busan City, Choson's diplomatic Gateway to Japan: focusing on comparison with Uiju, the diplomatic gateway to China
  - Yang-ho Woo (Korea Maritime & Ocean University) Modern and Contemporary History of the Korea-Japan Undersea Tunnel Initiative

The COVID-19 Pandemic and Migrants in Japan

juna Saihan (Nagasaki University)

Abstract

This presentation will examine the situation of immigrants in Japan during and after the spread of COVID-19, the development of mutual assistance and public help, and the transformation and restructuring of ethnic communities. The study will be based on interviews with individual immigrants, immigrant organizations, and support groups, with a focus on the Chinese, the largest population of immigrants in Japan, and comparisons with Filipinos and Vietnamese.

A Study on Busan City, Choson's Diplomatic Gateway to Japan: Focusing on Comparison with Uiju, the Diplomatic Gateway to China

Yi Ling Hsu (Chinese Culture University)

Abstract

Choson's diplomacy policy is "Sadae Gyorin(事大交隣, Serve big countries and interact with neighboring countries on an equal footing)." For diplomacy with China, Uiju(의주) City was the gateway; for diplomacy with Japan, Busan(부산) City was the gateway. Both cities had functions such as preparations for diplomatic envoys' overseas visits, border inspection, and international trade. However, the two cities also had many differences. First, the length of stay in gateway cities of the Choson mission. After 18C, missions to China took less than a month to set off from Seoul to Uiju, and they stayed in Uiju for about ten days before entering China. However, missions to Japan took around two months to set off from Seoul to Busan, and they stayed in Busan for almost a month before entering Japan. Second, before the missions leave Busan for Japan, they must hold the rituals for the sea god(海神祭). The envoys will also visit scenic spots in Busan to experience the relationship between Korea and Japan. Third, Japanese towns(倭館) in Busan accepted Japanese people who stayed in Choson and formed different ways of interaction.

Key words

Busan, Uiju, Mission, Yeon-hang-sa(envoys to China), Tong-sin-sa(envoys to Japan)

Biography

Dr. HSU Yi Ling is an Associate Professor at the Department of Korean Language and Literature Chinese Culture University, Taiwan. She holds a Ph.D. in Korean literature from Seoul National University, Korea. Her current research focuses on comparative studies between pre-modern China-Korean and China-Vietnam. It is a new approach to exploring the East Asia Tribute Circle, Imperial Examination Circle, and Confucianism Circle. The case studies compare pre-modern Korean and Vietnamese, which Dr. HSU did, such as the Confucian classics values for imperial examination. Her publication, "Xing Li Da Quan 性理大全 in East Asia: A Choson-Vietnam Comparison" (in Chinese, Chung Cheng Chinese Studies, 2018), used the approach to point out that the highest value of Confucian classics in Vietnam lies in the imperial examination. However, the highest value for Choson scholars is metaphysical spirituality. Dr. HSU also tries to compare Korean and Vietnamese envoys on the record of their journey to China.

Modern and Contemporary History of the Korea-Japan Undersea Tunnel Initiative

Yang-ho Woo (Korea Maritime & Ocean University)

Abstract

The purpose of this study was to verify the historical starting point of the Korea-Japan undersea tunnel and to summarize the contents and processes of social controversy in Korea. It was not widely known that the discourse of mobility through the sea was historically very important for Northeast Asia and Korea-Japan relations. In particular, the issue of connecting the 'Korea-Japan Undersea Tunnel' has been one of the major controversies in the agenda between Korea and Japan. The historical origin of the Korea-Japan undersea tunnel is not well known to the Korean and Japanese people, and it is older than common sense. Historically, it is estimated that the first time the construction plan for the undersea tunnel between Korea and Japan came out was in the 1930s. In the 1930s, Japan planned to connect colonies in East Asia with undersea tunnels. During World War II, Japan planned to build an undersea tunnel connecting Busan and connect the entire Korean Peninsula and East Asia to Japan. There are also records of active investigation and implementation of the Korea-Japan undersea tunnel until 1945. These historical records were revealed during the review of the Korea-Japan Undersea Tunnel by the Korean government and scholars, and were reconfirmed in Japanese railway history and academic papers. In Korea, there has been a social controversy over the construction of an undersea tunnel between Korea and Japan since the 1980s. Social controversy has continued for a long time, centered on the Korean government, politicians, academic organizations, and citizens. The validity of the Korea-Japan undersea tunnel was discussed in various fields such as politics and society, diplomacy and security, economy and industry, technology and engineering. This study defined the issue of undersea tunnel connection between Korea and Japan as the most representative controversy that shows the difference between theory and practice.

S. 9. 38. – CULTURAL INTERACTION OF EAST ASIAN SEA PORTS Ⅱ- LANGUAGE CHANGE AND CULTURAL TRANSFORMATION IN EAST ASIAN SEAPORT CITIES

Moderator: Seok-joon Hong
(Mokpo Natioanl University)

Panel Abstract

This panel aims to elucidate the entire process of cultural exchange from an interdisciplinary and multidisciplinary perspective by going beyond the units of analysis of nation and ethnicity to consider the specific space of the sea in port cities, focusing on the creation, transmission, contact, and transformation of culture within it.

The second panel, "Language Change and Cultural Transformation in East Asian Seaport Cities," explores the multifaceted changes in language and culture in seaport cities. The first topic is a linguistic topography analysis centered on Ningbo, revealing the impact of the Maritime Silk Road on language. The second theme examines the influence on Japanese culture through Chinese designs in Japanese Hizen porcelain from the 16th century onward. The third theme explores how the concept of marine science is changing in China and its cultural implications. Finally, introduction discussion of an Answer Movie to "The Cove", which sheds new light on the culture and identity of Taiji City. This panel offers new insights into the rich interplay of language and culture across East Asia.

- Moderator : Seok-joon Hong (Mokpo Natioanl University)
  - Chengsui Wu (Nagasaki University) The Maritime Silk Road and the Co-variation of Languages: A Linguistic Landscape Analysis Based on Ningbo
  - Yanli Li (Academy of Social Sciences) The Chinese design in Hizen porcelain and their introduction to Japan
  - Kazunori Hayanagi (Nagasaki University) Alternative representations of the city of Taiji--- Introductory Discussion of an Answer Movie to "The Cove"

The Maritime Silk Road and the Co-variation of Languages: A Linguistic Landscape Analysis Based on Ningbo

Chengsui Wu (Nagasaki University)

Abstract

Linguistic landscape, as a universal linguistic practice in public space, can serve as a significant historical record of social changes. Foreign communication leads to the variation and development of language, which in turn promotes the development and change of foreign communication. This paper examines the relationship between language and society of the Maritime Silk Road by tracing the relevant historical materials, and linguistic landscape sourced from the remains of ports, trade exchanges and religious interactions in Ningbo. The linguistic landscapes of ports remains including the Site of Maritime Trade Office, representative of the official discourse, revealing the development of overseas trade and the evolution of maritime policies. Multilingualism prevails in the Tiantong Temple, and Ayuwang Temple, where language choices largely coincide with the introduction of religious cultures to China, reflecting the impact of the Maritime Silk Road on the non-official discourse.

This study provides linguistic evidence for the role of Ningbo as a hub for Chinese and foreign exchanges along the Maritime Silk Road, and may deepen the understanding of the relationship between language and society.

Key words

Linguistic landscape, the Maritime Silk Road, Ningbo

Biography

My name is Chengsui Wu and I am currently in the third year of my Ph.D. at School of Global Humanities and Social Sciences, Nagasaki University. My research interests lie in media representation and linguistic landscape.

The Chinese Design in Hizen Porcelain and their Introduction to Japan

Yanli Li (Academy of Social Sciences)

Abstract

As the birthplace of Japanese porcelain, the Hizen area, centered on Arita area in today's Saga Prefecture, has achieved outstanding achievements with its Persimmon Kakiemon style and ancient Imari style since the beginning of the late 16th and 17th centuries, leaving traces of the participation of potters from mainland China and the Korean Peninsula, the production and dyeing of Jingdezhen porcelain, and the imitation of Chinese painting such as flower-and-bird painting in its early development. Especially the unique Chinese designs in the Japanese porcelain, whether they are the same or similar to Chinese ones, or have a unique way of improvement, reflect the influence of Chinese culture introduced into Japan in the Edo period or even earlier times.

Alternative Representations of the city of Taiji--- Intro -ductory Discussion of an Answer Movie to "The Cove"

Kazunori Hayanagi (Nagasaki University)

Abstract

In response to the film "The Cove" (2009), which portrays the town of Taiji in Wakayama Prefecture as a barbaric place where dolphins and whales are slaughtered, several "answer movies" have been produced from a critical perspective. In this presentation, I will explore the discursive space surrounding whale and dolphin fishing in Japan, focusing on the short film "Town of Sun, the Black Tide and Whales" (2009) by Matias Camozzi, which portrays the town of Taiji from the perspective of its 'traditional culture'.

Key words

Whale and dolphin fishing, representation, answer movie, Taiji, traditional culture

Biography

Kazunori Hayanagi, Ph.D. (Osaka University, 2008), is professor of Humanities at Nagasaki University since 2014. He specializes in sociology and German cuture. His research focuses on cultural products and their social environment, the politics of representation. He is a member of academic societies, especially the Japan Society for Intercultural Studies (Vice President since 2022).

S. 9. 14. – WATER AND HUMAN HEALTH – THE COUPLING BETWEEN "LOCAL MOBILITY-GLOBAL CONNECTIVITY" AND SPREAD OF DISEASES RESPECTIVELY HUMAN HEALTH

Moderator: Chin-sung Dury Chung

(Korea Maritime & Ocean University)

Panel Abstract

South Korea, as a peninsula, is surrounded by water, the most significant environment in which South Korean people live. In recent years, the spread of COVID-19 and its consequences has shown how local actions and global connectivity, thanks to different transport possibilities, significantly impact people's daily lives.

The recent release of reactor water from Fukushima has once again focused people's attention on water and raised awareness of the global consequences of local actions for people's health.

This panel discusses the relationship between the environment, water, and human health, on the example of the particularly vulnerable group of older people, to address the problem of global ageing society. To counter these problems, prevailing health concepts will be critically examined, problem areas identified, and new ideas presented. If we want to rethink or reorient Health Care, we need impulses like best cases or benchmarking. Therefore, the following speakers will discuss their experiences in Germany and Korea and what we can learn from their experiences.

- Moderator : Chin-sung Dury Chung (Korea Maritime & Ocean University)
  - Yong-seun Chang-Gusko (Kosin University) Marine healing and health promotion in the context of ageing society – what can South Korea learn from the German/European "Kur and Seebad" concept?
  - Christoph Hiendl (Health and Social Management, FOM, Germany) Healing through water – In the footsteps of Sebastian Kneipp, the father of the German "Water-Kur."
  - Jeong-won Han (Busan Catholic University) Environment "Community" – The Busaner Model of society-bridging participation and engagement

Marine Healing and Health Promotion in the Context of Ageing Society – What can South Korea Learn from the German/European "Kur and Seebad" Concept?

Yong-seun Chang-Gusko (Kosin University)

Abstract

The Ottawa Charter describes health as a 'resource of everyday life' created and experienced by people within the settings of their daily life: 'where people live, love, work and play'. This 'setting approach' emphasizes the interactions between individuals and their environments, and has led to the development of strategies like 'Healthy Cities, Health Promotion Schools, Healthy Companies' that have become famous worldwide. Good health promotion practice, therefore, should be much more concerned with the 'social ecology' and always be based on the question 'How is health created?' (Kickbusch, 2012).

'Kurort' (Healing Place), which has existed since the 14th century in Germany, represents such a healing concept emphasizing the interaction between individuals and the environment. Although the long tradition of healing places with water began with the Roman bath, with the collapse of the Roman Empire, the 'Bäder' (bath culture) as we know it today developed in central Europe. In the late 18th and 19th centuries, the number of 'Kurbäder' (Healing Bath) in Germany grew significantly. New seaside resorts sprang up on the German Baltic and North Sea coasts, beginning with Doberan-Heiligendamm in 1794. Physicians praised the healing effect of the cold seawater; people enjoyed looking at the sea and regarded the ocean view and the beach as picturesque, and sea bathing and walks on the beach were cultivated. These practices continue to this day, with many Germans taking part in 'Kur' treatments as part of their healthcare routine.

Germany's national health insurance system, one of the oldest in the world, is a beacon of inclusivity. Dating back to the late 1880s, it extends its coverage to about 90% of the population, ensuring that a vast majority can access healthcare services without financial strain. German Health Insurance plans wholly or partly cover many of these Kur treatments. Patients who attend a Kur clinic have often been treated in a hospital first: patients who need rehabilitation after an accident, patients with a severe or chronic disease condition, but also patients who want to maintain their health and continue working, and those who need rest to recover from extreme stress. Health care in this approach is about promoting well-being in all ages, which might be considered a luxury, but it also keeps patients of all ages fit

enough to stay in the employment market.

As South Korea grapples with the challenges of an aging society, it must adopt a healthcare approach that is not only responsive but also proactive. A modern Korean healthcare system, in line with global standards, should be pluralistic, holistic, and consumer-, patient-centered. It should prioritize health promotion and prevention of the population over disease treatment of individual patients. This shift from treating illness to maintaining health could be the key to South Korea's future healthcare success.

Key words
Health promotion, setting approach, German Kur concept, changing society

Biography

- Since May 2024: Board Member of LIDO-Korea, Korean-German Foundation with focus of migration, diversity and ageing society
- Since March 2020: Visiting Professor Kosin Unierversity, Busan/Korea, Faculty: Digital and Health Management
- Since March 2019: General manager of maxingpact social enterprise with focus on digital service for senior citizen to support digital participation and empowerment to improve quality of life.
- Professor for Health and Social Management FOM, Hamburg/Germany until 2019
- General Manager of TRIA, an innovative concept of integrative medical wellness addressing lifestyle induced psychological and physical dysfunctions in Bangkok/Thailand (2009-2010)
- Radiologist at Piyavate Hospital Bangkok/Thailand, Asklepios Clinic Bad Oldesloe, Germany (2004-2009)

Healing Through Water – In the Footsteps of Sebastian Kneipp, the Father of the German "Water-Kur."

Christoph Hiendl (Health and Social Management, FOM, Germany)

Abstract

H2O. As simple as the chemical formula of water may sound, its scientific peculiarities offer the human mind plenty of room for speculation. Water is magnetic due to its dipole character. This means that molecules can constantly recombine and form clusters. The force of their attraction is so powerful that many other substances that get in their way are dissolved. Water from a mountain stream or spring also shows a completely different spectral or coloration pattern than treated city tap water, even if all The framework parameters are identical. Apparently, water can store information about its past in some way. This ability might explain the existence of healing springs and waters. A purely chemical analysis provides no explanation for this phenomenon. How this "water memory" works has not yet been clarified. The health-promoting effects of mineral waters cannot be attributed solely to the salts dissolved in them. Many proven medicinal springs contain too few minerals and trace elements to be effective by conventional standards.

However, a refreshing glass of water is much more than just an inexpensive thirst quencher. Essential processes involving water are constantly taking place in the human body. A continuous stream of water flows through the body, nourishing it, renewing cells, and removing old substances. The contents of a glass of water support numerous bodily functions, supply cells and organs with vital substances, and regulate various physiological processes.

Sebastian Kneipp (1821-1897) himself fell seriously ill with advanced consumption (pulmonary tuberculosis). The doctors were unable to help him and had already given up on him. During a study visit to Munich, he discovered a booklet on the "miraculous healing power of fresh water." He consistently followed the exercise and cold water treatments described in the book and was completely cured after a few months. During his studies as a priest, he developed his basic ideas for the five pillars of the Kneipp theory or modern Kneipp medicine: water therapy, nutrition combined with herbal medicine, exercise therapy, and lifestyle. Sebastian Kneipp was not only a dedicated priest and preacher but also a highly sought-after consultant and healer. Even Pope Leo XIII received treatment according to Kneipp's methods during an audience with the priest from Wörishofen.

The use of water for healing purposes and to alleviate suffering was likely known and popular in ancient times. Sebastian Kneipp followed these traditions and achieved sensational healing successes. Initially, he was a strong advocate of cold water treatments, which were

fashionable at the time. However, Kneipp observed that these treatments did not always lead to the desired results. He therefore developed a special method of alternating hot and cold stimuli. The so-called alternating water treatment or alternating bath is still regarded as Kneipp's most important discovery. Water applications (cold, temperate, warm, and hot) are used to stimulate the patient and trigger a wide variety of reactions, achieving both immediate and long-term effects. Kneipp also recognized the beneficial effects of water in combination with medicinal plants. Exercise was also important to Kneipp; when done correctly, it triggers similar reactions in the body as water therapy. Healthy nutrition serves as the basis for all holistic therapy programs. To structure one's life, it should be planned according to a certain rhythm with the help of relaxation methods.

Key words
Water, Sebastian Kneipp, water treatments, five pillars of Kneipp therapie, natural medicine

Biography
Professor Christoph Hiendl M.D. Ph.D. M.A.

Born in 1965, specialist in general medicine, additional qualifications in naturopathy, homeopathy, chirotherapy, occupational medicine, emergency medicine, diving medicine, traffic medicine, travel and tropical medicine.

17 years as a medical staff officer (lieutenant colonel) and diving doctor in the German Armed Forces. Then worked as a general practitioner in a large rural GP practice and has been working as a private doctor in his own practice for 15 years. Company doctor for medium-sized and large companies. 1996 doctorate (M.D.) in aerospace medicine, 2012 Master of Arts (M.A.) in cultural studies-complementary medicine and 2016 doctorate (Ph.D.) in health education (mindfulness). Lecturer at several universities since 2017, appointed Professor of Health Sciences in 2020 and Director of Studies at the FOM University of Applied Sciences in Augsburg in 2023. Main areas of research: Applied health sciences in the corporate context, complementary therapies.

S. 9. 42. – MARITIME UTILIZATION AND STRATEGY IN THE INDO-PACIFIC ROUND TABLE

Moderator: Moon-soo Jeong
(Korea Maritime & Ocean University)

Panel Abstract

Organised by the World Committee of Maritime Culture Institute (WCMCI), this roundtable will discuss the strategies of the United States, Australia, Japan, India and Korea in relation to the Indo-Pacific strategies, as well as China's strategy. Experts from all five countries will participate in the discussion. Meanwhile, the Indo-Pacific strategy of the Biden administration, the Xi Jinping administration and the Yoon Seok-yeol administration will be highlighted in the context of the competition between the US and China in the Asia-Pacific region, such as China's threat theory and China's peaceful growth.

- Moderator : Moon-soo Jeong (Korea Maritime & Ocean University)
  - Kyung-ha Woo (TPO(Tourism Promotion Organization for Global Cities)) STRATEGY FOR A FREE, PEACEFUL, AND PROSPEROUS INDO-PACIFIC REGION
  - BIN XIU (Ocean University of China) Historical Experience and Future Vision of the Maritime Silk Road
  - Robert E. Kelly (Busan National University) US Pacific Strategy in the Era of Sino-US Great Power Competition
  - Sam-man Chung (Korea Institute for Maritime Strategy) International cooperation for the freedom of the sea

S. 10. 43. – SOUTH KOREA'S DEEP-SEA FISHERY IN THE WORLD

Moderator: Yong-min Shin
(Pukyong National University)

Panel Abstract

Korean deep-sea fishery, which entered West African fishing grounds, made the highest profit between 1974 and 1987; the deep-sea fishing industry was evaluated as having greatly contributed to the national economy by obtaining foreign currency, acquiring fisheries resources, and creating employment. It was also recognized as a successful example of growth from local fishery to global fishery. However, when the United Nations Convention on the Law of the Sea was being discussed, it was struck on a "reef" called the exclusive economic zone, and the failure to respond appropriately resulted in the loss of West African fishing grounds. Thanks to fishing in Mauritanian fish farm, Korea's deep-sea fishery has temporarily benefited from a niche market in the international deep-sea system. However, the main factors of the profits included the country's support for the deep-sea industry, input of low-priced used fishing boats, low wages, illegal fishing in territorial waters, and the unequal share system. Then, with the fail to respond appropriately to changes in the fishing environment due to the establishment of the exclusive economic zone, the industry continued to engage in illegal fishing, eventually being forced to choose to withdraw from the fishing grounds.

Since 1979, the Mauritanian government's fishery policy has showed a strong will to return Mauritania's domestic fisheries and coastal fishing grounds to traditional fishermen. To curb overfishing in Mauritanian fishing grounds and protect fish resources, the FAO has continuously monitored the fishing efforts and catches of foreign trawlers, including those from Korea, and has disseminated the results through international conferences.

Therefore, we should have promoted fishing negotiations with Mauritania based on a proper understanding of its fisheries policy, but we failed to do so. Moreover, fishing in the Western Sahara fishing farms encountered another strong obstacle : the Polisario Front, which is a guerrilla regime. Considering Korea to be one of the imperialist countries, such as France and Spain, that used to exploit West Africa, they were hostile to us, but we misjudged that this problem could be resolved through fishing negotiations with Mauritania or the intervention of Spain. The result was our withdrawal from North African fishing grounds, and the Korean fishing industry's entry into the global market has reached its limits.

- Moderator : Yong-min Shin (Pukyong National University)
- Hak-su Lee (Naval Academy of ROK) Korean trawlers in Northwest African Fish Grounds
- Yun-mi Kim (Institute for Military History) Deep-sea fishery in the North Pacific - Focusing on South Korea's Seafarer Training Policy
- Hyeon-hee Ju / Young-hee chae (Pukyoung National University) History of the South Pacific Samoan Deep-sea Fisheries Pioneer in the 『Crews Guide of Deep-sea Fisheries』 (1969) published by Korea Ocean Co., Ltd.

Korean Trawlers in Northwest African Fish Grounds

Hak-su Lee (Naval Academy of ROK)

Abstract

The main period of Korea's deep-sea fishing in Northwest Africa, can be said to last about 10 years, from 1966 to 1975-1976, when it reached its peak. During this period, the number of overseas deep-sea fishing bases increased from 10(1966) to 21(1975) in 10 years.

Korean fishing boats engaged in active fishing activities in oceans around the world, including the North Pacific, South Pacific, Indian Ocean, and Atlantic Ocean. Therefore, Korea's deep-sea fishing industry in the 1960s and 1970s, can be said to be a representative industry that grew from local to global.

Korean trawl ocean companies have set up fishing bases in Las Palmas Port, which is widely known as a free port and good port. Since 1966, Korean trawlers have been fishing in the Western Sahara fishing grounds and Mauritanian fishing grounds, located 100km east of Las Palmas Port, to catch demersal fish. The main fish species were cuttlefish, octopus, calamari, and lobster.

When looking only at trawl fishing in Northwest African fishing grounds, the number of Korean fishing boats increased from 8(1966) to 112(1975), and the catch increased from 1,379 tons(1966) to 88,310 tons(1976). The Italian-French CONSORTIUM built 91 ships equipped with Italian Fiat engines at a French shipyard for Korea's deep-sea fishing industry. Of these, a total of 15 trawlers were deployed to fishing grounds in Northwest Africa. All trawlers were new ships equipped with refrigeration equipment.

Northwest African trawl fishing has become the most important sector in Korea's deep-sea fishing industry, and among overseas bases, the Port of Las Palmas has become a key base. The value of demersal fish exports from the Las Palmas base provided more economic profits than pollock fishing in the North Pacific or tuna fishing in the South Pacific and Indian Ocean.

This is because in the 1970s, about 100 Korean trawlers earned a catch worth $100 million every year. The Korean trawlers that sailed out returned to Las Palmas Port every two to three months and sold their catches to merchants. Japanese companies purchased octopus and cuttlefish, while Spanish and Italian fish merchants preferred sole, red sea bream, shrimp, and lobster. Unlike domestic coastal companies, Korean ocean companies had to deal with global merchants and keep a close eye on international trends in fishing information and fish prices when purchasing oil, ship food, and other ship products, and when selling catches.

At that time, trawlers from the Soviet Union, Spain, the United Kingdom, Italy, Japan, and Eastern Bloc countries were competing with Korean trawlers in the Western Sahara and Mauritania fishing grounds.

How did Korean trawl fishing become successful in Northwest African fisheries? When the Japanese fishing industry became unprofitable due to difficulties in securing crew members and rising wages, the fact that Korea stepped into the gap became a factor in its success. Everyone knows that support in the form of information, equipment, and capital from the Japanese industry, was crucial for the Korean oceangoing industry to advance into the Las Palmas base. Japan appears to have cooperated with Korea's deep-sea fishing industry, because it had no choice but to import the octopus and cuttlefish enjoyed by the Japanese from Korean trawlers.

Korea's deep-sea fishing industry, which had been growing so rapidly, declined rapidly after reaching its peak in 1976, and was finally withdrawn from Northwest African fishing grounds in 1986. The reason for this was that, in 1976, Spain ceded Western Sahara territory to Morocco and Mauritania, and Korean fishing boats could no longer fish in Western Sahara fishing grounds. In addition, Mauritania demanded expensive entry fees from foreign trawlers operating in Mauritanian fishing grounds, making fishing in Mauritanian fishing grounds difficult. In the Western Sahara fishing grounds and Mauritanian fishing grounds, Korean trawlers were fishing illegally without permits, and were captured by patrol boats of the coastal countries and released after paying significant fines. The Korean government patiently attempted to conclude a fishing agreement with the Mauritanian authorities for fishing in the Mauritanian fishing grounds, but was ultimately unsuccessful and ended up withdrawing Korean trawlers from the fishing grounds in 1986.

Other factors that had a negative impact on Korea's deep-sea fishing industry include two oil shocks in 1973 and 1979, coastal countries' declaration of EEZ(200 nautical miles), and adherence to the Hallstein Doctrine in international diplomacy. These have acted as an obstacle to the continued development of Korea's deep-sea fishing industry.

Key words
Northwest Africa, Korean trawlers, Laspalmas fishing base, Deep sea fidhing, West Sahara fish ground

Biography
MA, Seoul National University
Ph d. Paris Sorbonne University
Former professor, ROK Naval Academy
Visiting professor, Korea Maritime & Ocean University

Deep-Sea Fishery in the North Pacific - Focusing on South Korea's Seafarer Training Policy

Yun-mi Kim (Institute for Military History)

Abstract

This article will analyze the relationship between the growth of the North Pacific pelagic fishery and seafarer training policies. We will examine how seafarers who live at sea have been fostered through policies and how they have changed. We will also analyze how the functions and roles of North Pacific fishing grounds have changed according to the international community and the marine environment.

The government developed and implemented a fisheries plan in 1962 as part of its economic development policy. In the 1970s, the government sought to meet the challenges of developing an export-oriented economy and a national food industry, so it further supported the fisheries and the North Pacific pelagic fisheries boomed.

The government and international organizations established the Fisheries Technical Training Center in 1965 to supply the manpower needed for the offshore fishing industry. It provided specialized training in pelagic, inshore, and bonito fisheries. As the offshore fishing industry continued to grow, the Korean Fisheries Technical Training Center Act was enacted in 1978. After 13 years of collaboration with the FAO, the program was terminated and Korea became its own country. We're going to go through this sequence of steps.

Key words

Busan, Overseas, Food Industry, Marine Cultural Heritage, Sustainable Fishing

Biography

I received my Ph.D. in history from Pukyong National University and is continuing my humanistic research on marine fisheries. I am interested in the history of fishing villages, Overseas Fisheries, and fisheries, and has published many articles. I spend a lot of time learning about the activities of fishermen, sailors, and naval personnel who have lived by the sea. My books include <History of East Sea Ports>, <Northeast Asian Seas and Humanities>, and <A Record of Drifting Across the Sea to Joseon>.

History of the South Pacific Samoan Deep-sea Fisheries Pioneer in the『Crews Guide of Deep-sea Fisheries』(1969) published by Korea Ocean Co., Ltd.

Hyeon-hee Ju / Young-hee Chae (Pukyong National University)

Abstract

This study considers the time of pioneering in『Crews Guide of Deep-sea Fisheries』published in 1969 in Korea Ocean Co., Ltd., which entered Samoa in the South Pacific during the pioneering period of Korean Deep-sea fishing, and looked at the history of fishing grounds in Korean Deep-sea fishing.

The book was published by the Seoul headquarters of Korea Ocean Co., Ltd. in October 1969 and covers various knowledge necessary for sailors who go fishing in the Deep-sea. The cover of the book depicts the flags of 30 countries in the Deep-sea and fishing waters, and includes "general precautions for sailors to follow, introduction of overseas ports and supply bases, restraint and precautions at the time of entry and exit, tuna reel with longline fishing, treatment for water leakage, ship management, navigation and weather, crew law, Korean, British, French, Western words, currency conversion tables and timetables." In particular, the book details the appearance of Samoa in the South Pacific at the time and the tuna continuous fishing, so we could closely look at the appearance of Samoa tuna fishing in the South Pacific in the late 1960s.

Key words

Korea Ocean Co., Ltd., the South Pacific, Samoa, tuna,『Crews Guide of Deep-sea Fisheries』(1969), the pioneering period of Korean Deep-sea fishing

S. 10. 49. – GRADUATE SCHOOL SESSION
Moderator: Chin-sung Dury Chung
(Korea Maritime & Ocean University)

Cross-Cultural Encounters during James Cook's Three Voyages

Ha-ram Lim (Korea Maritime & Ocean University)

Abstract

James Cook was born on October 27, 1728, in Marton in Cleveland, Yorkshire. He had a close association with the sea from an early age. In his early teens, he worked at a general store in the northern coastal village of Whitby, and from the age of eighteen, he was employed by John Walker, known as a Quaker, and served on coal transport ships. During this time, Cook engaged in North Sea trade. The North Sea was notorious among ships during winter. However, Cook took his first step as a sailor into these waters. Subsequently, he joined the Royal Navy, where his abilities were recognized. His expertise in navigation likely played a significant role in the Royal Society appointing Cook as a distinguished explorer.

James Cook undertook three voyages spanning approximately twelve years from 1768 to 1780. The widely recognized achievements of these voyages can be broadly categorized into five:

1) Contributed to charting the Pacific islands, the eastern coast of Australia known as New Holland, and the mapping of New Zealand. This chart was used until the 1990s.
2) Measured accurate longitudes using chronometers.
3) Proved the non-existence of the legendary southern continent.
4) Demonstrated the impracticality of the Northwest Passage, which was anticipated to shorten the sailing distance between Europe and India across the Pacific and Atlantic Oceans .
5) Accompanied by the nobleman and botanist Banks, Cook collected samples of various plants from the places he visited, significantly contributing not only to botany at the time but also to scientific progress.

The aforementioned achievements are well known. However, this presentation focuses on the encounters and exchanges between Captain James Cook's expedition and the people of various cultures. Particularly interesting is the diverse range of reactions from the indigenous populations of each cultural sphere encountered by Cook's expedition. For instance, the Tahitians warmly welcomed Cook's crew, with indigenous people welcoming them as honored guests, especially the women who engaged in open sexual relations with them. In contrast, the natives of Niue resisted Cook's ships from approaching the island, and the Aboriginals encountered on the eastern coast of Australia showed neither rejection nor hospitality . The natives of Hawaii welcomed Cook's expedition with a reception distinct from that of the Tahitians, venerating them as gods.

Encounters with indigenous peoples were not the only instances during his voyages. During the third voyage, when attempting to find the Northwest Passage, Cook visited Unalaska in the Bering Sea and encountered the indigenous people, the Aleuts, whose food showed traces of European cuisine. Cook was convinced that Russians would be present in Unalaska and eventually met Russian navigators. Despite speaking different languages and possessing different cultures, explorers from Britain and Russia enjoyed good times together, with Cook recording that they were all Europeans and likely felt great joy despite their differences.

The historical data of cultural exchange experienced by Captain James Cook's expedition is vast and holds extensive value linguistically, culturally, and anthropologically.

Key words
James Cook, Cross Culture, Circum Navigation, Native, Poyinasian

Biography
Lim Haram is a scholar with a maritime background who studied Global Maritime Studies at Korea Maritime and Ocean University for his undergraduate studies. After graduating, he worked as a navigator at HMM (Shipping company), mainly navigating European routes. Currently, he is pursuing a master's degree in Maritime Artificial Intelligence at Korea Maritime and Ocean University.

Social status of Korean Dispatched Nurses to Germany Since Returning Country

Hee-ra Jeong (Korea Maritime & Ocean University)

Abstract

This study analyzes the motives and occupational status of some dispatched nurses returning to Korea from Germany, and examines the process of their resettlement and their difficulties. Unlike dispatched nurses who settled in Germany after the IMF crisis in Korea, this study targets former nurses currently living in Busan and Gyeongnam among the nurses who returned home. The method of the study used interview data collected from 10 people who had worked as nurses in Germany. According to the results of the study, interviewees were influenced by national policies and surrounding society during their residence in Germany and Korea. In particular, the experience of resettlement in Korea has developed into a small immigrant Korean society in Korean society, such as a German village located in Namhae-gun, Gyeongsangnam-do. Based on the results of this study, other cases in our society can also be examined on the subject of the impact of returning home.

Key words

the dispatched nurses and miners into Germany, Aagain emigration, The history of Korean immigrants, Settlement, Migration

Biography

Jeong Heera is a scholar with a regional studies background who studied European Studies at Korea Maritime and Ocean University for her undergraduate studies.
In particular, she has been working at the German Honorary Consulate and the Korea-German Cultural Exchange Association since graduation, utilizing hers experience in the German-speaking region. And at the same time she is currently studying for a master's degree in international regional studies at KMOU.

The Principle of Non-Refoulement Under International Law

Madina Barlykbayeva (Korea Maritime & Ocean University)

Abstract

The recent global political instability, conflicts, violence, and persecution have led to a notable rise in the number of refugees and asylum seekers. When managing a large influx of migrants, the non-refoulement principle becomes essential. The concept of non-refoulement, which means 'not sending back', is based on the idea that forcing refugees to return to a country where they may face the risk of harm should be avoided. International protection for refugees is based on the principle of non-refoulement, which involves abstaining from forcing refugees to return to a country where they may face the risk of harm.

The legal framework of non-refoulement under international law is established in various treaties. It was initially introduced in the 1951 Convention Relating to the Status of Refugees (Refugee Convention). Article 33 of the Refugee Convention specifies that no country part of the agreement can compel a refugee to return to a place where their life or freedom would be in danger due to their race, religion, nationality, social group, or political beliefs. Besides the Refugee Convention, the principle has been referred to in various international treaties, such as the Convention Against Torture (Article 3), the International Covenant on Civil and Political Rights (Article 7), and other regional human rights treaties and instruments. Non-refoulement is highly significant as it prevents countries from returning refugees or asylum seekers to places where they might be subjected to torture and inhumane treatment.

The principle of non-refoulement encounters various challenges in its implementation. Firstly, the concept of being a refugee is crucial for non-refoulement because it decides if a person can seek asylum and avoid being sent back to their home country. Different international treaties and regional instruments have varying interpretations of non-refoulement, confusing when refugees can seek asylum under the protection of non-refoulement. To address non-refoulement, it's important to first define who is considered a refugee.

The second issue at hand pertains to the scope of application of the non-refoulement principle. There is a current debate regarding the extraterritorial application of this principle and whether it can extend beyond a state's borders.

The third issue to consider is the conflict between state sovereignty and non-refoulement, which refers to the need to examine state sovereignty concerning non-refoulement. States are assumed to have complete sovereign rights, including jurisdictional power and the authority

to control their borders. However, if a state decides to deny entry to refugees and expel them due to national security concerns, it would violate human rights on an international level.

The fourth question is about the relationship between non-refoulement and the sea. The arrival of refugees by sea presents challenges not only to the interpretation of the right to seek asylum, particularly the principle of non-refoulement, but also to the existing regulations regarding freedom and safety of navigation.
The research strives to examine the complex challenges and implications of refugee protection, focusing on defining refugees, non-refoulement, extraterritoriality, state sovereignty versus human rights obligations, and the intersection of non-refoulement with maritime law.

Key words
Non-refoulement, 1951 Refugee Convention, extraterritorial application, national sovereignty, sea refugees

Biography
I am Barlykbayeva Madina, a student from Kazakhstan. Currently, I am pursuing a master's degree in Maritime Law and Policy at the National Korea Maritime and Ocean University.

S. 11. ~ S. 12. 12. – CULTURAL INTERACTION ON BOARD SHIPS AND SEAFARERS' HUMAN RIGHTS

Moderator: Jin-chul Choi
(Korea Maritime & Ocean University)

Panel Abstract

This session at the 9th International Congress of Maritime History will unravel the intricate tapestry of "Cultural Interaction on Board Ships and Seafarers' Human Rights". Chaired by Prof. Jin-Chul Choi and Prof. Chang-Hee Lee from Korea Maritime & Ocean University, the session encompasses a series of presentations that collectively explore the evolving dynamics of diversity, perception, and human rights within the maritime realm.

- Moderator : Jin-chul Choi (Korea Maritime & Ocean University)
- Sung-ho Park / Sang-seop Lim (College of Maritime Sciences, Korea Maritime & Ocean University) / Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology) Status and Implications of Human Rights of the Korean Maritime Cadets' Onboard Training
- Jung-hwan Choi (Dalian Maritime University) Research on Evolving Status and Human Rights of Seafarers in Korea and China
- Ho-hyun Jin (Korea Institute of Maritime and Fisheries Technology) Seafarer's Human Rights Implications of Sanctions under the MLC and STCW Conventions
- Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology) / Sung-Ho Park / Jong-kwan Kim (Korea Maritime & Ocean University) Analysis and Implications of the Status of the Korean Maritime Cadets by Gender
- Jong -kwan Kim / Sung -ho Park (Korea Maritime & Ocean University) / Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology) Analysis of perception of shipboard training the Korean Maritime Cadets
- Sang-seop Lim / Jong-kwan Kim / Chang-hee Lee (Korea Maritime & Ocean University) Cases of unfair treatment on board based on the Korean Maritime Cadets

Status and Implications of Human Rights of the Korean Maritime Cadets' Onboard Training

Sung-ho Park / Jong-kwan Kim (Korea Maritime & Ocean University) /
Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology)

Abstract

This paper explores the status and implications of human rights for Korean maritime cadets during their onboard training periods. Korean maritime cadets are essential to the maritime industry, gaining practical experience through onboard training. However, the working conditions they face during this period raise concerns about their human rights. The study examines the alignment of these conditions with International Maritime Organization (IMO) standards and other relevant international human rights frameworks. Through qualitative and quantitative analysis, including surveys and interviews with cadets and industry professionals, the research highlights issues such as excessive working hours, inadequate rest periods, and insufficient protection against harassment and abuse. The findings indicate a need for stricter enforcement of existing regulations and the development of new policies to ensure the protection and well-being of maritime cadets. The paper concludes with recommendations for policymakers, maritime institutions, and shipping companies to improve the training environment and uphold the human rights of these future maritime professionals.

Key words

Human Rights, Cadets, Onboard Training, Working Conditions, International Maritime , Organization (IMO)

Biography

Sung-ho Park is a professor in the Department of Navigation Convergence Studies at Korea Maritime and Ocean University in Busan, Republic of Korea. Specializing in the analysis of seafarer right and law, Prof. Park has devoted extensive research and teaching to the development of maritime education and training methodologies. He holds a Ph.D. in Maritime Law.

A Brief Review of the Social Awareness and Human Rights of Seafarers in Korea and China

Jung-hwan Choi (Dalian Maritime University)

Abstract

Shipping industry consists of three elements such as cost, vessels, and seafarers. Especially, seafarers are playing a vital role in shipping industry as human element. As an entity, seafarers cannot substitute or procure from anything else. For a long time, the occupation of seafarers has shortcomings that the labor condition is poor, and they should spend most time in isolated space away from home. Considering characteristics of seafarers' job, shipping company attracts the competent seafarers by establishing systematic seafarer's welfare system that encourages the competent seafarers to continue to board merchant ships. It is an important factor for the seafarer demand countries to hire the competent seafarers in order to enhance the safety of navigation by reducing the risks of human element and seeking the development of shipping industry.

This study aims to investigate the impact of social awareness on seafarers' job satisfaction through a comparative analysis of China and South Korea. Additionally, it examines the current status of human rights policies concerning seafarers. China and South Korea are chosen for comparison due to their significant roles as both seafaring nations and the ship owner countries globally. The findings of this study could provide valuable insights for countries supplying seafarers, aiding in the development of laws and policies from the perspective of seafarers. Ultimately, this may contribute to the establishment of sustainable seafaring policies and the enhancement of seafarers' human rights.

Key words

Seafarer. Seafarer's Welfare, Seafarer's Act, Social Awareness, Human Rights

Biography

Dr. Jung-hwan Choi (South Korean) is currently working at Law School of DMU as Associate Professor. He joined DMU as Foreign Expert in the Spring of 2021. He was awarded 'Xinghai Associate professorship' from DMU in April 2023. He earned his Bachelor of Marine Engineering at Korea Maritime and Ocean University (Busan, South Korea) and his Master of Laws at Korea Maritime and Ocean University (Busan, South Korea). He also has an LL.M in International Maritime Law with Merit from Swansea University (Swansea, the United Kingdom), and Doctor of Philosophy in Law from the University of Exeter (Exeter, the United Kingdom). His main areas of expertise are Public Maritime Law, International Law of the Sea, International Marine Environmental Law, Marine Policy, and International

Maritime Conventions (IMO Conventions). He has published research articles in internationally renowned journals such as Marine Policy, Ocean Development and International Law, Review of European, Comparative & International Environmental Law, The International Journal of Marine and Coastal Law, etc.

Seafarer's Human Rights Implications of Sanctions under the MLC and STCW Conventions

Ho-hyun Jin (Korea Institute of Maritime and Fisheries Technology)

Abstract

This paper examines the implications of sanctions under the Maritime Labour Convention (MLC) and the Standards of Training, Certification, and Watchkeeping (STCW) conventions on seafarers' human rights. The MLC and STCW set comprehensive standards for the working conditions, training, and certification of seafarers, aiming to promote fair treatment and safety at sea. The International Labor Organization was first established by the Treaty of Versailles at the end of World War I probably because it was judged that workers' human rights had been violated. Since the establishment of the International Labor Organization, numerous international labor conventions have been enacted, and the MLC and C-188 conventions, which are international conventions that deal with working conditions and safety and health at sea (for seafarers), have emerged. With the advent of these labour standards, labor protection conditions for seafarers living at sea have been strengthened. However, the human rights violations that have evolved in a different way than in the past are emerging as the phenomenon of harassment and bullying. This phenomenon is similar to that of the land-based industry. It is ideal to enable seafarers to self-control behaviors such as harassment and bullying, which fundamentally harm humanity, through education rather than regulation. This paper proposes the conditions that an education system should have to protect the human rights of seafarers through the MLC and STCW conventions.

Key words

Maritime Labour, Convention (MLC), Standards of Training, Certification and Watchkeeping (STCW), Seafarers, Human right, Labour standards

Biography

Dr. Ho-hyun Jin is a professor at the Korea Institute of Maritime and Fisheries Technology (KIMFT). Specializing in maritime law, Prof. JIN has expanded his research focus to encompass the implications of maritime law and human rights on seafarers. He has devoted extensive research and teaching efforts to developing maritime education and training methodologies that prioritize safety and regulatory compliance. He also participated as a government representative in the International Labor Organization's special tripartite committee for amendement MLC.

Analysis and Implications of the Status of the Korean Maritime Cadets by Gender

Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology) /
Sung-ho Park / Jong-kwan Kim (Korea Maritime & Ocean University)

Abstract

This paper examines the perceptions of Korean maritime cadets regarding their shipboard training experiences, a crucial component of maritime education. Shipboard training provides cadets with practical skills and real-world experience, essential for their future careers in the maritime industry. The study employs a mixed-methods approach, combining quantitative surveys and qualitative interviews to gather comprehensive data on cadets' views and experiences.

The analysis reveals diverse perceptions among cadets, highlighting both positive aspects and challenges associated with shipboard training. Many cadets appreciate the opportunity to apply theoretical knowledge in a practical setting, develop essential seamanship skills, and gain exposure to the operational realities of maritime work. These experiences are seen as invaluable for their professional growth and confidence-building.

However, the study also identifies several areas of concern. Cadets report issues such as inadequate mentoring, insufficient rest periods, and challenging living conditions on board. Additionally, some cadets experience feelings of isolation and stress due to the demanding nature of shipboard life and the hierarchical structure of ship crews. The perception of safety and the quality of interpersonal relationships with senior crew members also significantly impact cadets' overall training experience.

The paper discusses the implications of these findings for maritime education and training institutions. It underscores the need for enhanced support systems, including better mentoring programs, improved living conditions, and more comprehensive mental health resources. Moreover, the study recommends regular feedback mechanisms to ensure that cadet experiences are continuously monitored and improved.

By addressing these issues, maritime institutions can enhance the effectiveness of shipboard training programs, ensuring that cadets are well-prepared and motivated for their careers. The paper concludes that a positive shipboard training experience is essential for developing competent and resilient maritime professionals, ultimately contributing to the safety and efficiency of the maritime industry.

Key words
Shipboard, Cadets, Perception Analysis, Maritime Education, Experience

Biography
Seon-geun Jeong is a professor at Korea Institute of Maritime and Fisheries Technology-(KIMFT) in Busan, Republic of Korea. He is in charge of education & training of oil tanker for seafarer. Prof. Jeong majored in maritime laws and researches the legislation on the protection of human rights of seafarer. He is participating in the Seafarers' Human Rights Forum as a secretary-general.

Analysis of Perception of Shipboard Training the Korean Maritime Cadets

Jong-kwan Kim (Korea Maritime & Ocean University) /
Sung-ho Park (Korea Maritime & Ocean University) /
Seon-geun Jeong (Korea Institute of Maritime and Fisheries Technology)

Abstract

This paper investigates cases of unfair treatment experienced by Korean maritime cadets during their onboard training periods. Onboard training is a vital part of maritime education, providing cadets with hands-on experience and preparing them for their future roles in the maritime industry. However, instances of unfair treatment, including discrimination, harassment, and exploitation, can severely impact cadets' well-being and professional development.

Through a combination of surveys, interviews, and case studies, this research documents the types and frequencies of unfair treatment reported by cadets. The findings indicate that many cadets face various forms of mistreatment, ranging from verbal abuse and excessive workloads to gender discrimination and lack of proper mentorship. Female cadets, in particular, report higher instances of gender-based harassment and limited access to equal training opportunities.

The paper explores the underlying factors contributing to these issues, such as hierarchical crew structures, cultural attitudes, and insufficient enforcement of maritime labor regulations. It also examines the psychological and professional impacts of unfair treatment on cadets, highlighting issues such as decreased motivation, mental health challenges, and hindered career progression.

The implications of these findings are significant for maritime education and industry practices. The study calls for stricter enforcement of existing regulations, such as the Maritime Labour Convention (MLC), and the implementation of robust reporting and support systems for cadets. Recommendations include developing comprehensive anti-harassment policies, providing gender sensitivity training for crew members, and establishing independent oversight mechanisms to ensure cadet rights are protected.

By addressing these issues, maritime institutions and shipping companies can create a safer and more equitable training environment for all cadets. This not only enhances the quality of maritime education but also contributes to the development of a more competent and resilient workforce in the maritime industry. The paper concludes that ensuring fair treatment

for maritime cadets is crucial for fostering a positive training experience and promoting long-term success in their maritime careers.

Key words
Shipboard, Cadets, Perception Analysis, Maritime Education, Experience

Biography
Dr. Jong-kwan Kim is a professor who holds a Ph.D. in Engineering, specializing in maritime traffic and safety. Dr. Jongkwan Kim has expanded his research focus to include these areas and currently serves as a dedicated training professor on a training ship.

Cases of Unfair Treatment on Board based on the Korean Maritime Cadets

Sang-seop Lim / Jong-kwan Kim / Chang-hee Lee (Korea Maritime & Ocean University)

Abstract

This paper investigates cases of unfair treatment experienced by Korean maritime cadets during their onboard training periods. Onboard training is a vital part of maritime education, providing cadets with hands-on experience and preparing them for their future roles in the maritime industry. However, instances of unfair treatment, including discrimination, harassment, and exploitation, can severely impact cadets' well-being and professional development.

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By addressing these issues, maritime institutions and shipping companies can create a safer and more equitable training environment for all cadets. This not only enhances the quality of maritime education but also contributes to the development of a more competent and resilient workforce in the maritime industry. The paper concludes that ensuring fair treatment for maritime cadets is crucial for fostering a positive training experience and promoting long-term success in their maritime careers.

Key words
Unfair Treatment, Cadets, Onboard Training, Maritime Education, Seafarer Rights

Biography
Sangseop Lim is a professor in the Department of Navigation Convergence Studies at Korea Maritime and Ocean University in Busan, Republic of Korea. Specializing in the analysis of ship finance and shipping management, Prof. Lim has devoted extensive research and teaching to the development of maritime education and training methodologies. He holds a Ph.D. in Business Administration for shipping.

S. 11. ~ S. 12. 15. – PROBLEMS AND DIRECTIONS OF MARITIME SKILL TRANSMISSION IN KOREA FROM THE PERSPECTIVE OF BADA HUMANITIES

Moderator: Kwon-hae Cho

(Korea Maritime & Ocean University)

Panel Abstract

This panel aims to address the issues and implications of maritime skill transfer among Korean seafarers, especially merchant mariners. Existing maritime studies focus on maritime skill transmission as a means of securing a sustainable workforce through the supply and demand of seafarers and their welfare. From the perspective of maritime humanities, which aims at ecological coexistence of the sea, it is emphasized that sustainable maritime skills transfer is not possible without the attention and social awareness of the general public as well as actors such as seafarers, educational and training institutions, and the shipping industry in maritime working environments at sea and on land.

The panel presentation will consist of five topics. First, the history and present of maritime technology education in Korea, followed by the history of education and training through training ships, third, the present and future of AI-based maritime technology education and industry for future maritime technology education, fourth, maritime culture, especially the traditional culture of seafarers (rituals, symbols, language, songs, etc.) from an anthropological perspective, and fifth, the role and contribution of female mariners on ships, a traditionally male space, from a maritime humanities perspective. Through these presentations, we will propose the contents and direction of the transmission of maritime skills.

- Moderator : Kwon-hae Cho (Korea Maritime & Ocean University)
  - Chang-hee Lee / Sung-ho Park / Sang-seop Lim (Korea Maritime & Ocean University) History of Maritime Skills Education in Korea
  - Byeong-deok Yea (Korea Maritime & Ocean University) The history of training ship of Korea Maritime and Ocean Univercity
  - Ik-soon Cho / Whitney Akhahenda (Korea Maritime & Ocean University) A Historical A nalysis of the Changing Patterns and Spatial Distribution of Maritime Piracy
  - Eun-soon Choi (Korea Maritime & Ocean University) Masculinity vs Femininity in Maritime Culture
  - Nam-mo Jung (Korea Maritime & Ocean University) The Voyage Narrative of Sulaymân: The Sailing of Sulaymân and the Seven Seas
  - Jin-chul Choi (Korea Maritime & Ocean University) The Values of Gen Z Seafarers and the Future of Maritime Education and Training (MET)

History of Maritime Skills Education in Korea

Chang-hee Lee / Sung-ho Park / Sang-seop Lim (Korea Maritime & Ocean University)

Abstract

This paper examines the development of maritime education and training (MET) in Korea, focusing on its historical roots from the time of the Korean Empire to its current form at Korea Maritime and Ocean University. Initially influenced by Japan during the colonial period and later by the United States during the military government period, Korea's maritime education and training system has undergone a significant paradigm shift. This paper explores the challenges of reconciling academic content with the educational structures established during these influential periods. It discusses the evolution from a primarily practical education at the Jinhae Higher Maritime Academy to a comprehensive academic institution capable of balancing maritime education and research. The evolution reflects a journey from rudimentary training practices to a sophisticated maritime education model that incorporates modern pedagogical methods and advanced maritime digital technologies. This paper emphasises the need for continuous adaptation of maritime education to meet the demands of rapidly evolving global maritime standards with the STCW Convention and advances in digital technologies towards the Maritime Autonomous Surface Ship (MASS) to make it a success corridor for digital seafarer training platform based on Education Software as a Service (ESaaS).

Key words

Maritime education and training (MET), Maritime Autonomous Surface Ship (MASS), digital technologies, maritime education model, STCW Convention

Biography

Chang-hee Lee is a professor in the Department of Navigation Convergence Studies at Korea Maritime and Ocean University in Busan, Republic of Korea. Specializing in the analysis of maritime education and law, Prof. Lee has devoted extensive research and teaching to the development of maritime education and training methodologies. He holds a Ph.D. in Maritime Law.

The History of Training Ship of Korea Maritime and Ocean Univercity

Byeong-deok Yea (Korea Maritime & Ocean University)

Abstract

Training ships are essential facilities in MET (maritime education and training) because one year of OBT (on-board training) is compulsory for cadets who want to get certificate of competency in maritime field. Since its establishment in 1945 KMOU (Korea Maritime & Ocean University) has tried to secure training ships, and several kinds of training ships have been introduced during the last 80 years. Training ships in KMOU range from navy vessels such as YMS and LST, which have been transferred to Korea after World War II, to purposely designed and built training ships. This presentation deals with the history of training ships from the beginning to the present and the changes in OBT (On-Board Training) systems in KMOU.

Key words

Training ships, MET, OBT, HANBADA, HANNARA

Biography

Dr. Byeong-deok Yea is a professor of Division of Maritime AI & Cyber Security at National Korea Maritime & Ocean University (KMOU), Busan, Korea. He graduated from Korea Maritime University (KMU) in 1983 and Graduate School of the same university in 1985. After completion of Master's Degree, he joined merchant vessels as a Chief Officer for 4 years and then came back to Korea Maritime University in 1989.

Byeong-deok Yea holds a 「1st Class Deck Officer Certificate」 and has served as a Captain of T/S HANBADA and HANNARA of KMOU for several years. He also has an 「Unlimited DPO Certificate」. He received a Doctor of Engineering in Electronics from Tottori University, Japan in 1999.

His research interests include Semiconductor Sensors, Information Processing, Machine Learning, Safety.

A Historical Analysis of the Changing Patterns and Spatial Distribution of Maritime Piracy

Ik-soon Cho / Whitney Akhahenda (Korea Maritime & Ocean University)

Abstract

Maritime piracy has a long history spanning different eras and geographical locations, making it a prominent topic in maritime history. From around 1990, the rise of global history along with increased contemporary piracy in certain regions, particularly in the Strait of Malacca, Gulf of Aden, South China Sea and Gulf of Guinea stimulated an interest in maritime piracy as a global historical phenomenon. This presentation provides an overview of the evolution of maritime piracy from ancient times to modern era, using piracy data of approximately 40 years from National Geospatial Intelligence Agency (NGIA). It will highlight the earliest recorded incidents of piracy, its development and transition to the present day. The presentation will also analyze the trends, patterns and locations of piracy while exploring the number of incidents occurring annually in different parts of the world. Additionally, through spatial analysis, the study will determine hotspots of piracy incidents and highlight how piracy has changed over time.

Key words

Maritime piracy, spatial analysis, global history, hotspots

Biography

Whitney Akhahenda Khayenzeli is a dynamic Kenyan graduate student at Korea Maritime and Ocean University (KMOU), specializing in Maritime AI and Cybersecurity. As a dedicated researcher in the Maritime Data Mining Laboratory, she thrives under the mentorship of Professor Cho Ik Soon. Professor Cho, with his jovial demeanor, deep well of knowledge, and stellar leadership skills, consistently inspires and guide researchers in his lab towards innovation and excellence.

Whitney firmly believes that delving into maritime history is not just about preserving the past, but is essential for shaping the future of the maritime world. By understanding historical maritime practices, we can draw valuable lessons to fuel future advancements. With a passion for driving positive change, Whitney is committed to making a lasting impact on her community and the maritime industry. Her ambition is to harness her expertise to foster growth and development, ensuring a brighter and more innovative maritime future.

Masculinity vs Femininity in Maritime Culture

Eun-soon Choi / (Korea Maritime & Ocean University)

Key words
gender imbalance, female marine officer, hybridization, gender separation of occupation, maritime education & training

Biography
Eun-soon Choi is a professor in the Department of Navigation Convergence Studies at Korea Maritime and Ocean University in Busan.
She majored in French and is also researching maritime humanities. Her current research interests include gender issues in schools and ships.

The journey of Sulayman : The Voyage of Sulayman and the Seven Seas

Nam-mo Jung (Korea Maritime & Ocean University)

Abstract

This lecture examines Sulaiman's voyages and the nature of the Seven Seas through the lens of the little-known Voyage of Sulaiman (originally entitled Voyage du marchand arabe Sulaymân en Inde et en Chine).

Sulaiman's account predates the accounts of Marco Polo (1254-1324) and Ibn Battuta (1304-1368) by four centuries and is therefore important for understanding the seas and navigation before the voyages of Columbus, and in particular for understanding the maritime activities of the Islamic empires and their trade in the Middle Ages. Due to its historical value and rarity, this voyage account is a valuable cultural anthropological resource.

Let us first consider the voyage and route of Sulaiman the Magnificent. This is the story of Sulaiman's journey from Basra, embarking in Shiraf (now Iran) and travelling directly from India to China around 851 AD. The itinerary he wrote was detailed and clear, even by today's geographical standards, and his journey took about 11 routes.

The next section discusses the seven oceans that Sulaiman observed. Sulaiman had to cross seven oceans to reach China, and along the way he made detailed observations and records of the seas. For example, he wrote in detail about the ports and islands of the major countries along the route, as well as the dangers of navigation, including piracy and natural hazards such as tides, water depth and wind.

Finally, we will analyse the descriptions of the various flora and fauna of the sea, followed by an in-depth look at whales and ambergris, which were of great concern to people at the time. Through this study we will explore what people of the time hoped to gain from the flora and fauna of the sea, how these products were used or exploited in human life, and how they differed from those of today.

In Volume 1, Sulaiman discusses a wide range of countries and regions, including Western India and Sind, Gog and Magog, the Kaf Mountains, and Sirandîb (Ceylon). Most of these countries and regions are coastal areas or islands bordering on the sea. These seas are, in order

(1) The Persian Gulf (la mer du Fârs, Sea of Fars)
(2) Sea of Larwi (la mer Lârwî, Sea of Larwi)
(3) the Bay of Bengal (la mer de Harkand, Sea of Harkand)
(4) Sea of Kalah-bâr (la mer de Kalâh-bâr, Sea of Kalah)
(5) Kundrang Sea (la mer de Kundrang, Sea of Kundrang)
(6) Sanf Sea (la mer de Čampa, Sea of Sanf)
(7) Čanhay Sea (la mer de Čanhay, Sea of China)

This presentation will examine Sulaiman's routes and voyages and the characteristics of the seven seas he saw, as well as the animals and products of the seas, in order to consider the maritime world and human culture of his time.

Key words
Sulaiman's voyage, Sulaiman, Abu Zayd Hassan, Gabriel Ferrand, ambergris, whale

Biography
Jung, Nam-mo is HK Research Professor at the Institute of International Maritime Affairs of Korea Maritime and Ocean University, where he also teaches marine literature. He received his Ph.D. in French Literature from the University of Nice-Sophia Antipolis in 1998. His main areas of interest are marine literature, French regional studies, French oceans and French-speaking regions and the continental shelf.

The Values of Gen Z Seafarers and the Future of Maritime Education and Training (MET)

Jin-chul Choi (Korea Maritime & Ocean University)

Abstract

In an era marked by rapid technological advancement and shifting societal values, the maritime industry faces the unique challenge of preparing the next generation of seafarers, known as Generation Z (Gen Z), for success. This presentation delves into the critical exploration of the direction of maritime education and training tailored specifically for Gen Z seafarers.

The research underscores the compelling need to incorporate humanities programs into Maritime Education and Training (MET) to address the human-centric aspects within the maritime sector effectively. By integrating humanities education, the industry can better equip Gen Z seafarers with essential interpersonal skills, awareness of human rights, and an understanding of human behavior, complementing their technical proficiency.

Furthermore, the presentation highlights the evolving nature of navigation, which now demands an understanding of both human rational judgment and irrationality. As the maritime industry transitions into the era of the Fourth Industrial Revolution, characterized by the widespread adoption of AI and autonomous navigation technologies, the role of human factors becomes increasingly crucial. Consequently, the establishment of 'Navigation Psychology' emerges as a pivotal area for in-depth research, focusing on human cognitive abilities and psychological factors within shipboard environments.

By acknowledging the significance of technical expertise and interpersonal skills, this research aims to inform and guide the development of effective education and training strategies for Gen Z seafarers. Ultimately, the goal is to ensure their success, resilience, and well-being in navigating the complexities of the modern maritime industry.

Key words

Generation Z, MET(Maritime Education and Training), Seafarers, Humanities, Navigation Psychology

Biography

Prof. Dr. Jin-chul Choi graduated from University of Munich (LMU Munich) with a PhD in the field of Intercultural Communication and Organizational Anthropology. 2011-2014 he worked as a Professor for the Department of European Studies at National Korea Maritime &

Ocean University. In 2015 he and his colleagues had set up a new study program for the maritime students with the name "Division of Global Maritime Studies" in order to fulfill the newly emerging needs for humanities education due to increased globalization of the maritime industry. Since then he is researching and teaching "Diversity Management and Intercultural Interactions on board ships" and trying to find the way how intercultural communication should be taught and integrated in the current MET (Maritime Education and Training) curriculum. In addition to his teaching and research at the university he works as an intercultural trainer and consultant for various Korean and foreign companies in Korea.

S. 11. 46. – TRANS-PACIFIC PORT CITIES
Moderator: Hae-jo Chung
(Pukyong National University)

Panel Abstract

For a long time, ports have served as nodes connecting land and sea, where people, goods, and information gather, essentially acting as gateways. Particularly, maritime cities formed by the development of these ports have progressed through the linkage of ports and cities via industrialization and technological advancement. The aim of this study is to examine the past, present, and future changes of maritime cities in the Pacific Rim, with a focus on ports in Latin America and East Asia. Latin America developed ports in barren areas through the historical event of colonization. East Asia, on the other hand, was shaped as ports emerged due to the historical event of opening trade routes, evolving into modern port cities. The environmental factors of the Vietnam War and the emergence of 'containers' in the 1960s facilitated functional transformations of ports and restructuring of port city spaces. Furthermore, the innovation of shipping technology through containerization serves as a strategy for capital accumulation and spatial expansion. As a result of these innovations, capital circulation through the sea, physical movement of products, and value realization have become faster and more efficient. Therefore, by examining the changes in ports by region through these historical events, it will be possible to seek the sustainable development of port cities.

- Moderator : Hae-jo Chung (Pukyong National University)

- Doo-joo Baek (Pukyong National University) Cold War in the Pacific and Logistics Revolution: Focusing on Vietnam War and Evolution of Containerization

- Young-seock Nho (Pukyong National University) The creation and role of major ports in the colonization of Latin America

- Ji-young Jeon (Pukyong National University) Development Process of the East Asian Gateway Hakata Port

S. 12. 48. – MARINE CULTURE
Moderator: Moon-soo Jeong
(Korea Maritime & Ocean University)

Panel Abstract

This study aims to analyze Hemingway's well-known novel 'The Old Man and the Sea' from an ecological perspective. The main character of this novel is an old fisherman in a small fishing village in Cuba. His lifestyle is simple. His house and furnishings are also very simple. His house is a shack, the sails of his ships are made of sacks of flour, and his shirts are made of various patches. Santiago, an old fisherman, lives a poor and simple life.

Santiago, who has lived his entire life as a fisherman at the sea, thinks of the sea as a beautiful and kind woman. The sea is beautiful, but sometimes scary. But he naturally accepts this. The author has already portrayed him as a human being living together in the natural sea. In other words, they are living in harmonious coexistence.

Santiago has a wealth of fishing skills and experience acquired through a long career as a fisherman. For 84 days they did not catch a single fish. Finally, he goes out into the deep sea and catches a large marlin. The huge marlin was caught, but instead dragged the boat into the deeper sea. After struggling with the large marlin for two days and nights, the old fisherman succeeded in subduing it and tying it to the side of the boat. However, the sharks pounce on the marlin, leaving behind only bones. The capture of the marlin is likened to man's conquest of nature, but it is only temporary and ultimately symbolizes the law of nature that nature cannot be defeated.

It seems that humans have conquered nature for a moment for a while due to the development of science and technology, but environmental pollution can destroy the natural ecosystem, and nature can destroy humans again. The old fisherman fights off the sharks attacking the marlin with all his might, but in the end, the marlin is reduced to nothing but bones by the new sharks, and when he returns to the port, people only see the large bones. He can kill the sharks with a knife that attack the marlin, but he is helpless as new sharks keep appearing. It shows the helplessness of human beings in the face of the infinity of nature.

In the process of catching a large marlin, the old fisherman compares himself to the marlin. This represents a comparison between man and nature. He kills the sharks that attack him after smelling the marlin's blood, but the sharks eat all the large marlin. The image of the developed earth, which humans have achieved by conquering nature through the development of technology, symbolizes the cycle of nature, in which the cost of damaging nature will be returned to humans, not the victory of human beings.

In this flow of ecological analysis, I would like to examine the author's worldview in the relationship between humans and nature from an ecological perspective through scenes in the novel.

- Moderator : Byeong-joo Ha (Busan University of Foreign Studies)
  - Mo-ryong Gu (Korea Maritime & Ocean University) The Maritime Literature of the Seaport City Busan
  - Man-seok Kim (Dong-A University) Southern Regions[남방, Nambang] Fever and Poetic Imagination—in the late 1930s~1945)
  - Hae-jo Chung (Pukyong National University) Analysis of the Old Man and the Sea from an Ecological Perspective

The Maritime Literature of the Seaport City Busan

Mo-ryong Gu (Korea Maritime & Ocean University)

Abstract

Maritime literature arose on the basis of the oceanic turn and maritime economy. Daniel Defoe's Robinson Crusoe is the start. This led to Joseph Conrad via Moby Dick in Herman Melville. Conrad said that maritime literature declined with the arrival of the steamship era. He points out that the sailboat era is the heyday. In the case of Korea, an oceanic turn was possible after liberation in 1945. Before that, the road to the free ocean was blocked by imperial Japan. Only the government-affiliated liaison(關釜連絡船) between the straits was the main stage. After the Korean War, an oceanic turn took place in the process of modernization. This was possible as merchant ship departed and deep-sea fishing ship headed toward the five oceans. Of course, the Korean War served as an opportunity for Korea to connect with the world, centering on the Port of Busan. As modernization progresses, a full-fledged oceanic turn takes place. In this process, many sailors gained experience in the ocean. In the 1960s, the demand for sailors increased, and the desire to describe the maritime experience in literature increased. Among these, many maritime poems and maritime novels have been published in specialized magazines of maritime engineers. Finally, Cheon Geum-seong, who boarded a deep-sea fishing boat, made his way to a maritime novel, and Kim Sung-sik, who rode a merchant ship, made his way to a maritime poem. This was in 1969 and 1970. The home of Korean maritime literature is the seaport city of Busan. Since the 1970s, many sailors have created maritime literature. Now, mainly those who have experienced seafarers are continuing their tradition.

Southern Regions[남방, Nambang] Fever and Poetic Imagination──in the late 1930s~1945)

Man-seok Kim (Dong-A University)

Abstract

The discourse of the Southern region(Southeast Asia) surged after 1937 and became a dominant theme in Joseon media. For example,『最新南洋讀本』(上野寅洙, Joseon Chunchusa, 1943) was published as a detailed introduction to the history, nature, race, religion, and resources of the region for Koreans. In imperial Japan, interest in the Southern region was so intense that all published literature on the South region at the time was cataloged in a work called『南方文獻目錄』(川崎　操-尾崎賢治, Tokyo Institute of Economics East Asia Economic Research Institute, 1942), which was divided into a general introduction to the sea and an introduction to the Southern region. Southern region discourse represented the Southern region as a treasure trove of "inexhaustible" resources and a realm of primitiveness and barbarism. By racially and culturally hierarchizing the Southern region, Joseon's cultural subject used it as an opportunity to create a second-class citizenry. The discourse of the Southern region also shifted the literary imagination to the sea. The rapid rise of maritime poetry and the maritime imagination was driven by a romantic passion to deconstruct established values. This shows that maritime poetry of the time was an unconscious logic that sought to reposition the subject between the hierarchies created by the geopolitical dynamics of empire/colony and the conflictual dynamics of West and East.

Analysis of the Old Man and the Sea from an Ecological Perspective

Hae-jo Chung (Pukyong National University)

Abstract

This study aims to analyze Hemingway's well-known novel 'The Old Man and the Sea' from an ecological perspective. The main character of this novel is an old fisherman in a small fishing village in Cuba. His lifestyle is simple. His house and furnishings are also very simple. His house is a shack, the sails of his ships are made of sacks of flour, and his shirts are made of various patches. Santiago, an old fisherman, lives a poor and simple life.

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returned to humans, not the victory of human beings.

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S. 12. 80. – INTERCULTURAL COMMUNICATION AND THE OVERSEAS EMPLOYMENT OF KOREAN STUDENTS

Moderator: Young-soo Yun
(Busan University of Foreign Studies)

Panel Abstract

In the 21st century, the world is increasingly expanding its overseas operations and globalizing its labor force. In line with this, intercultural communication based on mutual understanding with the local society is emerging as an important concern in corporate management. Intercultural communication is not just an analytical understanding of other cultures, but an attempt to overcome conflicts caused by cultural gaps based on mutual understanding and mutual empathy. Therefore, intercultural communication for companies is to understand and communicate with the cultural codes of local communities in management and labor management to increase the management performance and maximize profits of overseas companies. Understanding intercultural communication is important for businesses and students working abroad. A significant number of students who work abroad return home unsuccessful because they don't understand the local culture. In this session, we will discuss what intercultural communication means and how it can be applied to overseas employment, especially for Korean students, using examples from Latin America.

- Moderator : Young-soo Yun (Busan University of Foreign Studies)
  - Young-seock Nho (Pukyong National University) Intercultural Communication and the Overseas Employment of Korean Students
  - Uh-sung Kim (Busan University of Foreign Studies) Intercultural Communication and the Overseas Employment of Korean Students
  - Doo-bin Im (Busan University of Foreign Studies) Intercultural Communication and the Overseas Employment of Korean Students
  - Gyoung-mo Gu (Busan University of Foreign Studies) Intercultural Communication and the Overseas Employment of Korean Students

Intercultural Communication and the Overseas Employment of Korean Students

Young-seock Nho (Pukyong National University) /
Uh-sung Kim / Doo-bin Im / Gyoung-mo Gu (Busan University of Foreign Studies)

Key words
Intercultural Communication, Overseas Employment, Latin America

Biography

Noh, Yongseok is anthropologist, researching indigenous cultures and state violence in Latin America. He is currently a professor in the Department of International and Regional Studies at Pukyong National University.

Kim, Uh-sung majored in intercultural communication and studied corporate culture between Korea and Mexico. He is currently a professor at Busan University of Foreign Studies.

Im, Doo-bin majored in comparative studies of Brazilian and Korean societies and intercultural communication. He is currently a professor at Busan University of Foreign Studies.

Gu, Kyong-mo is an anthropologist, specializing in the study of Paraguayan society and the Guarani indigenous people. He is currently a professor at Busan University of Foreign Studies.