

RESEARCH IN MARITIME HISTORY
NO. 18

MERCHANTS AND SEAFARERS:
SELECTED MARITIME WRITINGS OF
THOMAS M. WILLIAMS

Compiled by
Laura A. Schell

Merchants And Mariners Selected Maritime Writings Of David M Williams

Puja Mehta



Merchants And Mariners Selected Maritime Writings Of David M Williams:

Merchants and Mariners David Malcolm Williams,2000 This book is a tribute presented to David Malcolm Williams on the occasion of his sixtieth birthday at the Third International Congress of Maritime History in Esbjerg Denmark p xxv

Merchants and Mariners Lars U. Scholl,2017-10-18 This book presents twelve essays by historian David M Williams in order to pay tribute to his career The essays stretch from 1807 through to the end of the nineteenth century and address both economic and social themes Topics include maritime trade deployment of merchant ships the state regulations concerning shipping shipwrecks and loss of life passenger cargoes slavery cotton timber and coffee trades and the working conditions of seamen over the course of the century The plight of the maritime labourer is at the core of this collection The essays primarily focus on British shipping and firmly places it within an international context The book is introduced by Lars U Scholl followed by two tributes to Williams career one by Peter N Davies the other by Lewis R Fischer Scholl concludes the volume with a thorough bibliography of Williams maritime writings books chapters and articles *Maritime Labour* Richard Gorski,2007 This is a collection of soundings into various aspects of the history of maritime labor from the close of the Middle Ages to the present The spatial emphasis of the essays is north European and Atlantic since they deal with the countries around the North Sea and Baltic with some coverage of North America Indeed from time to time the authors leave the sea behind in order to examine broader issues such as labor markets the regulation and institutions of seafaring and industrial relations on the waterfront But at all points there is a common theme of sea related labor and a common objective of better understanding what have often been perceived as difficult and elusive groups of people International Merchant Shipping in the Nineteenth and Twentieth Centuries Lewis R. Fischer,Even Lange,2017-10-18 This book compiles seven essays concerning changes to merchant shipping over the hundred and fifty years between 1850 and 2000 and spanning a range of countries with particular focus on Norway Greece Japan and England The essays are linked by the theme of change from traditional to modern shipping in fluctuating cargo demands from sail to steam wood to iron in improvements in communication technologies in political natures and affiliations in seafaring skillsets in the advent of containerisation and advent of globalisation The overall aim is to construct a solid international context for the merchant shipping industry in the nineteenth and twentieth centuries primarily to aid a major Norwegian deep sea merchant marine project The book contains an introduction that sets out these aims and seven essays by maritime historians which form part of the international contextual whole though all can be approached individually **Oceania under steam** Frances Steel,2017-02-01 The age of steam was the age of Britain s global maritime dominance the age of enormous ocean liners and human mastery over the seas The world seemed to shrink as timetabled shipping mapped out faster more efficient and more reliable transoceanic networks But what did this transport revolution look like at the other end of the line at the edge of empire in the South Pacific Through the historical example of the largest and most important regional maritime enterprise the Union Steam Ship

Company of New Zealand Frances Steel eloquently charts the diverse and often conflicting interests itineraries and experiences of commercial and political elites common seamen and stewardesses and Islander dock workers and passengers Drawing on a variety of sources including shipping company archives imperial conference proceedings diaries newspapers and photographs this book will appeal to cultural historians and geographers of British imperialism scholars of transport and mobility studies and historians of New Zealand and the Pacific

New Directions in Norwegian Maritime History Lewis R. Fischer, Even Lange, 2017-10-18 This book is a wide reaching study of Norwegian maritime history and developments within the discipline It brings together the research efforts of a University of Oslo project aiming to further understand Norwegian shipping history between 1814 and 2014 and the work of a new generation of maritime historians Structured into three sections global integration political issues and success and failure the volume covers a broad range of maritime topics that have influenced both Norwegian economic development and Norwegian cultural identity Through analysis it discovers that in the last few decades Norwegian shipping has been plagued by multiple troubles whilst simultaneously becoming less crucial to the Norwegian economy in favour of offshore petroleum production However it reiterates the historical importance of shipping to the economic development of Norway and asserts that historians have begun to treat it as the centre from which other industries grew

Maritime Transport and Migration Torsten Feys, 2007 This study explores the connection between global maritime and migration networks to better understand the acceleration of the transatlantic migration rate that took place in the latter half of the nineteenth and early twentieth century It brings together the actions of migrants government regulators transatlantic shipping companies and the agents who represented them to determine the motives and opportunities for transatlantic mass migration The study is comprised of an introductory chapter seven essays by maritime scholars and a conclusion The subject is approached from three particular discussion points the rate of development and the accessibility of transport networks for European migrants the competition between shipping companies and the subsequent influence on migration and the integration of labour markets in both Europe and America It concludes by suggesting both maritime and migration historians should merge their respective fields by including the larger frameworks of each discipline to gain further understanding of their disciplines and identifies the role of ports and shipping companies as crucial to any further study of mass migration

New Directions in Mediterranean Maritime History Gelina Harlaftis, Carmel Vassallo, 2017-10-18 This study seeks to correct the underrepresentation of Mediterranean maritime history in academic publications in attempt to understand the multi cultural and multi ethnic environment in which maritime activity takes place by compiling ten essays from maritime historians concerning Spain France Italy Malta Slovenia Greece Turkey and Israel The aim of the collection is to provide an insight into Mediterranean maritime history to those who could not previously access such information due to language barriers or difficulty securing non English publications some of the essays have translated into English specifically for this publication The majority of the essays concern the Early Modern period and the remainder

concern the contemporary *Navigating African Maritime History* Carina E. Ray, Jeremy Rich, 2017-10-18 This book is a collection of essays addressing multiple aspects of African maritime history in attempt to counter the lack of academic research that exists in comparison to other nations and continents and to assert the value of African topics to the global study of maritime history Each essay addresses African maritime history whilst also demonstrating an inextricable link to the global maritime stage The topics discussed include early human migration to Africa early European contact with Africa the role of West African maritime communities in the Atlantic slave trade New World slaveholders and the exploitation of African maritime skillsets the construction of Atlantic world racial discourses the rise and fall of colonial rule and African immigrant communities in Europe These essays cover maritime topics such as seafaring labour navigational technology swimming diving surfing plus political subjects that include colonisation decolonisation immigration and citizenship The book consists of eight essays and an introduction that evaluates the existing research into African maritime history It includes case studies from every major geographical part of the continent bar North Africa and covers the Early Modern period up to the twentieth century The purpose is not to provide a comprehensive chronological history but rather a diverse collection of topics across a range of periods and locations to reflect the wealth of maritime topics in the history of Africa and their global significance It concludes with a call for further research into non European maritime activity to deepen the global historiography

Maritime History as Global History Maria Fusaro, Amélia Polónia, 2017-10-18 This study aims to provide new insights into the connections between maritime history and global history It demonstrates the significance of maritime activity as a conduit of global exchange by examining local national and international interdependencies and trade networks and a broad range of time periods geographical areas and various sub divisions of maritime historical research It is composed of ten essays with an introductory chapter and concluding chapter The first five essays discuss the effects globalisation on shipping in the early modern period the following three discuss maritime transportation and the economics of industrialisation from the nineteenth century to the present day the next discusses the impact of global entrepreneurialism on maritime history the penultimate discusses the connections and variables between maritime and global history and the concluding chapter examines the theoretical assumptions surrounding the two disciplines using the globalisation of Early Modern Spain as a case study to do so The study demonstrates that the core strength of maritime history is its essential place in global history and that the process of globalisation began at sea *Making Men in the Age of Sail* Graeme J. Milne, 2024-06-15 Myths and stereotypes surrounding seafarers in the Age of Sail persist to this day Sailors were celebrated for their courage strength and skill yet condemned for militancy vice and fecklessness As sail gave way to steam sailing ship mariners became nostalgic symbols of maritime prowess and heritage representing a timeless heroic masculinity in an era when the modernizing industrial world was challenging assumptions about gender class work and society Drawing on British seafaring memoirs from the late nineteenth century *Making Men in the Age of Sail* argues that maritime writing moulded the reading public s

image of the merchant seaman Authors chronicled their lives as they grew from boy sailors to trained seafarers telling colourful tales of the men they worked with most never doubted that the sailing ship had made them better men Their testimony reinforced and preserved conservative perspectives on seafaring manhood as Britain's economic and technological priorities continued to evolve in the new steamship age Offering a gender analysis of the image of the seafarer **Making Men in the Age of Sail** brings the history of British sailors into wider debates about modernity and masculinity

The Impact of Technological Change John Armstrong, David M. Williams, 2017-10-18 This book presents an in depth study of the impact of the steamship on Britain during its first forty years roughly between 1810 and 1850 It relates the early steamship to several industrial themes including diffusion construction modernisation the role of government particularly the difficult attempt to align laissez faire politics with the greater need for public safety measures due to technological advance business and finance plus public reaction and tourism The aim is to establish the significance of the steamship as a conduit of modernisation and societal change It consists of a foreword introduction and fourteen chapters devoted to specific themes structured to ensure each chapters build on the preceding chapter's progress Collectively they demonstrate that the development of both experience and enterprise with steam power both gained and refined during this period made the mid century expansion of steamship technology across Britain possible Ultimately it establishes that steamship services began to adapt to oceanic routes steam began to integrate into the world economy and the age of sail began to draw to a close

New Directions in Slavery Studies Jeff Forret, Christine E. Sears, 2015-11-16 In this landmark essay collection twelve contributors chart the contours of current scholarship in the field of slavery studies highlighting three of the discipline's major themes commodification community and comparison and indicating paths for future inquiry **New Directions in Slavery Studies** addresses the various ways in which the institution of slavery reduced human beings to a form of property From the coastwise domestic slave trade in international context to the practice of slave mortgaging to the issuing of insurance policies on slaves several essays reveal how southern whites treated slaves as a form of capital to be transferred or protected An additional piece in this section contemplates the historian's role in translating the fraught history of slavery into film Other essays examine the idea of the slave community an increasingly embattled concept born of revisionist scholarship in the 1970s This section's contributors examine the process of community formation for black foreigners the crucial role of violence in the negotiation of slaves sense of community and the effect of the Civil War on slave society A final essay asks readers to reassess the long standing revisionist emphasis on slave agency and the ideological burdens it carries with it Essays in the final section discuss scholarship on comparative slavery contrasting American slavery with similar less restrictive practices in Brazil and North Africa One essay negotiates a complicated tripartite comparison of secession in the United States Brazil and Cuba while another uncovers subtle differences in slavery in separate regions of the American South demonstrating that comparative slavery studies need not be transnational **New Directions in Slavery Studies** provides new

examinations of the lives and histories of enslaved people in the United States *Making Global and Local Connections* Tapio Bergholm, Lewis R. Fischer, M. Elisabetta Tonizzi, 2017-10-18 This book provides a series of case studies concerning ports and port communities from around the world in attempt to determine the impact of globalisation on the port industry and the link between local and global port conditions It also presents the case for the absolute necessity of ports and port systems to trade and industry on a global scale The book is comprised of ten essays the first six of which concern local issues in a rapid globalising industry The second section contains the remaining four essays which consider port systems from national perspectives The Rescue of the Third Class on the Titanic David Gleicher, 2017-10-18 This work seeks to understand why a disproportionately large number of third class passengers particularly women and children died during the sinking of the Titanic in relation to the first and second classes It examines the gender class social and cultural factors that influenced this disparity It aims to uncover both why and how five hundred and thirty one third class passengers died on the night of April 14th 1912 A key area of focus is the difficult relationship between the ship's authorities and the men of the third class and the extent to which this determined the fate of passengers during the rescue efforts The introduction asks Who were the third class passengers and uses ethnic and economic backgrounds to suggest the third class belonged to the Old Immigration wave of migrants rather than the contemporary New Immigration of the first and second The first chapter concerns the exclusion of third class narratives in the popular story of the Titanic Chapters two through seven determine the whereabouts of the third class during every stage of evacuation and flags the discrepancies in testimonies from both the British and American inquiries Chapter eight provides a conclusion which claims the popular story includes a great many falsehoods with regard to the third class including their treatment by crew their behaviours and their survival rates The first appendix tables nationalities into regions the second outlines the twenty routes to the lifeboats as testified by one of the Titanic design architects and the third provides deck plans for every level of the ship **Sail and Steam** Lars U. Scholl, Merja-Liisa Hinkkanen, 2017-10-18 This collection provides a tribute to the career of maritime historian Yrjö Kaukiainen composed upon his retirement from the University of Helsinki It collects seventeen of his maritime essays written in English reprinted in order to celebrate his career and impact on the field of maritime history The selected essays encompass the following themes maritime Finland maritime labour sail steam coal and canvas the timber trade maritime communication and networks ship measurement and shipping statistics the economics of merchant shipping managerial skills in Finnish merchant fleets and international freight markets The collection primarily concerns Finnish shipping and the maritime relationships between Finland and the wider international community including the British timber trade the wider Baltic timber trade and Dutch shipping in relation to the Swedish Navigation Act The essays are prefaced by three tributes of Kaukiainen's career penned by Lars U Scholl Merja Liisa Hinkkanen and Lewis R Fischer respectively The volume concludes with a bibliography of Kaukiainen's work on maritime history in both Swedish and English from 1981 to 2003 **The**

British Whaling Trade Gordon Jackson, 2017-10-18 This book provides a comprehensive economic history of the British Whaling Trade divided into two eras of significant technological difference. The first part concerns the traditional whaling trades that structured the industry for three centuries from 1604-1914. The second part concerns the modern whaling trade between the years 1904-1963, characterised by technological advance and tremendous international competition. Gordon Jackson approaches the enormous subject of British Whaling from the perspectives of both the national economy of Britain and the international whaling industry as a whole. The book consults official statistical material to determine the size and performance of various whaling fleets, eye witness accounts and state papers for the early history of the trade, log books and trade and customs records for the eighteenth century and the documents of the Southern Whaling Company, Salvesen and Unilever for insights into the modern whaling period. The book concludes with appendices containing statistical data concerning whale oil, whale stocks and the price of goods, two bibliographies of further reading and a conclusion that free competition and market demand simply exhausted whale stocks beyond any possibility of restoration. Scott Lithgow Lewis Johnman, Hugh Murphy, 2017-10-18 This work studies the history of two major Scottish shipbuilding firms based on the River Clyde: Scotts Shipbuilding and Engineering Company and Lithgows Limited. It traces each firm's origin, success, decline and collapse and places the events into the historical context of maritime Britain. The aim is to enhance the academic understanding of the cause and effect of the decline of the British shipbuilding industry, delving beyond the factors of poor industrial relations, international market conditions and entrepreneurial failure in search of further answers. As a private company, Lithgows Limited provides useful insights into company management outside of state control. The authors base their analysis on the catalogued volumes of Scotts and Lithgows records, though due to the large number of gaps in the data they also conducted interviews with major players in each company from the post-war period. Public business and banking records also provide supplementary material. The book is separated into eight chapters plus a concluding ninth, an appendix listing ships built by Scott Lithgow Limited between 1970-1987 and a select bibliography. The Vital Spark John Armstrong, 2017-10-18 This book collects seventeen previously published essays by John Armstrong concerning the British coastal trade. Armstrong is a leading maritime historian and the essays provided here offer a thorough exploration of the British coastal trade, his specialisation during the period of industrialisation and technological development that would lead to modern shipping. The purpose is to demonstrate whether or not the coastal trade was the main carrier of internal trade and a pioneer of the technical developments that modernised the shipping industry. Each essay makes an original contribution to the field and covers a broad range of topics including the fluctuating importance of the coastal trade and size of the coastal fleet over time, the relationship between coastal shipping, canals and railways, a comparison between the coastal liner and coastal tramp trade, the significance of the river Thames in enabling trade, coastal trade economics, maritime freight rates, the early twentieth century shipping depression, competition between coastal liner companies and a detailed study of

the role of the government in coastal shipping The book also contains case studies of the London coal trade coastal trade through the River Dee port and the Liverpool Hull trade route It contains a foreword introduction and bibliography of Armstrong s writings There is no overall conclusion except the assertion that coastal shipping plays a tremendous role in British maritime history and a call for further research into the field *Tankers in Trouble* Stig Tenold, 2017-10-18 This book analyses the causes and effects of the shipping market crisis in the 1970s and 1980s the most severe of the twentieth century It approaches the subject from three viewpoints The first is the tanker sector where the crisis began spread and caused the most damage The second is from a national perspective focusing on the impact on Norwegian shipping and shipowners The third narrowed further in scope analyses the crisis from the business perspective of four individual tanker owners taking into account their business strategies and eventual fates The aim of the journal is to add to the knowledge of recent maritime history by examining the transformation of the industry during a period of rapid change One distinct conclusion is that shipowners to their detriment assumed that the demand for tankers would continue to increase as it had consistently done so throughout the century thus far The overall conclusion is that shipping is a cyclical industry and that the oversupply of ships produced during the 1970s took its toll toward the end of the century By 2004 and 2005 however the industry began to bounce back offering hope for the future The book consists of an introductory chapter seven chapters of analysis a concluding chapter select bibliography and three appendices tabling Norwegian tanker statistics

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