

Conference Abstracts & Biographies

4E – Heritage and the Blue Economy

Chair, Vanessa Taylor, University of Greenwich

Shipwrecks as a maritime resource in 18th and 19th century Norway

Sarah Dahle Hermanstad, Norwegian University of Science and Technology

Abstract:

In the 18th and 19th century, ships and vessels of all sizes frequented the Norwegian coast, travelling to and from Norwegian harbours or passing the coast on their way to the Baltic Sea or the north of Russia. This traffic in turn made it more likely that many Norwegian coastal dwellers would end up witnessing the result of nature's brutal force on these wooden vessels. The tragic accidents that occurred have often been presented as extraordinary and random events in the narrative of shipwrecks. However, when we look at the frequency of these accidents, the thought and care put into the legal provisions regarding salvaging, and the interest in the handling and care of the wreckage, it becomes apparent that the local community perceived shipwrecks as something more than mere accidents. It was an inevitable consequence of dealing with the ocean, which also became a supply of merchandise and material to the coastal community. The ocean was the brutal force that could tear families apart and crush even the largest man-of-war, but at the same time, it is the source of all life on the planet: the ocean was, and is, a deadly but life bringing force. This seemingly contradictory way of perceiving the ocean makes up an important aspect of a coastal culture completely dependent on what the ocean had to offer.

This paper explores how shipwrecks in the age of sail could become an important and reliable part of the coastal economy. Coastal communities in Norway already utilized a variety of maritime resources. By looking at shipwrecks that occurred on the islands of Hitra, FrÅ,ya and SmÅ,la in Central Norway, I will analyse how the smaller coastal communities perceived shipwrecks as such a maritime recourse.

Keywords: Shipwrecks, salvaging, maritime resources, coastal culture, ocean,

Biography:

Phd Candidate in history at the Department of Historical Studies, NTNU

The central role of the Cultural and Scientific Project concept for maritime museums

José Picas do Vale, IHC-Instituto de História Contemporânea FCSH-UNL, Portugal

Abstract:

Museums, in their most diverse typologies, work in the domain of their particularities. Each one will still have its institutional specificity and there are generic aspects impossible to apply equally to all. Let's start with the designation itself: maritime museum. What kind of museum is this? "Maritime museum", per se? Maritime museum or marine themed museum? Mixed museum; Ethnology museum; History museum?

Is it important to establish a set of parameters that signal the concept? If so, is it still decisive? It is an arduous task to reflect about institutions that have, as its possible object, a past with more than six millennia of material evidence (and that, if we commit the ability to circumvent natural history); a present in constant turn due to social, economic and social volatility; and a future that lies precisely in one of the areas to which, suddenly and yet once again, mankind's

grand designs seem to be connected. When we discuss these matters with museum colleagues, the answers, almost immediately, point to the necessity and development of multiple activities in order to boost the relationship between the museum and its public; or to the design of new educational programs. This brings us to the main argument in this proposal: the urgency and centrality of cultural and scientific projects for maritime museums. The museological program or museological plan, *lato sensu*, consists in the development of a set of reflections that later come to result in specific sectorial programs: institutional; collections; architecture; exhibitions; dissemination and communication; security; economic; human resources; educational; and research. In previous occasions we have been proposing the idea that these reflections need anchoring in a given set of matrix assumptions: The Scientific and Cultural Project. And this is what we intend to address.

Keywords: Maritime Museums; Scientific and Cultural Project

Biography:

José Picas do Vale started his professional career at the age of thirteen, as a fisherman. In 1989 he joined the Portuguese Navy, and was later on stationed at the Portuguese Maritime Museum.

He graduated in History, Post-graduated in Law and Rights of Impaired Citizens, and obtained a Master degree in Museum Studies.

Integrated researcher at the Institute of Contemporary History, and associated researcher at the Institute of Art History, FCSH UNL, José is conducting his PhD in Contemporary History and Museum Studies with a research project on maritime museums.

He's a Fulbright Research Fellow; and Fellow of the Study of the United States Institute on Culture and Society. José has also received Scholarships from the Calouste Gulbenkian Foundation (2009/2015); FCT - Foundation for Science and Technology (2012-2015); and a Leonard Rennie Grant from the Council of American Maritime Museums (2016).

Member of ICOM International Council of Museums; RESPATRIMONI - International Network of Researchers on Heritagization; ACHS 'Association of Critical Heritage Studies'; RHIP 'Network of History, Industry and Heritage'; HOPER - Portuguese network of Oral History; co-founded AC - Acesso Cultura; and is president of the General-Assembly of VÃ³rtice, cultural association.

He is author of several articles on Museums, cultural projects and Portuguese maritime history.

The 'Hard Heritage' and the 'Soft Heritage' of an Ancient Sea Port: a Case Study of Quanzhou

Yuan Li, Southampton Solent University, UK

Abstract:

The maritime prosperity and overseas trade booming since tenth century eliminated the thousands-years-old regional isolation. The growing overseas trade between the West and the East has gradually expanded to global for building up a world trade market. One of the main factors which influence on overseas trade between China and the other parts of the world is the maritime merchant group. They build up the bridge for sprouting the globalization in the early stage, which make interaction and contact between the West and the East were possible. This paper examines the relationship between foreign overseas traders and the maritime vicissitude in China costal region during the Song and Yuan dynasties (960-1368), when China's maritime trade was experiencing its golden age. Quanzhou, the largest port city in Asia during the period is chosen as the main research location. As one of the most flourishing and biggest

ports in China then, not only the 'hard-heritage' such as port facilities and cultural relics, but also the cultural 'soft-heritage' such as successive maritime traditions and institutions, including policy and laws are still inspiring us today. The new national strategy 'One Belt One Road' launched by the Chinese government in recent years freshens this ancient port city with new life. This paper tries to connect the past, present and future to reveal how the maritime prosperity and decline impact China's society from the perspective of merchant group and local community in port city. The paper has four major sections: (1) Introduction which provides an overall context of the international trade, development of shipping, ports and port cities in China during the periods; this section ends with an outline of the profile of Quanzhou as a major port city highlighting the key research questions set for this paper. Section (2) examines, in detail, the key heritage 'factors' in or associated in Quanzhou including (a) foreign traders, (b) hard heritage, (c) soft heritage. Then, in Section (3), the paper will discuss, in more broad terms, the impact and implications of the maritime heritage during Yuan-Song later periods (the 10th-14th Century). Finally, the paper will concludes, in Section (4), with reference made to China's national strategy 'One Belt One Road' recently launched by the Xi Government.

Keywords: Quanzhou, Soft-heritage, Hard-heritage

Biography: Yuan is a PhD researcher in the China Centre (Maritime). She previously worked as a lecturer in the shipping law school at the East China University of Political Science and Law in Shanghai, and in 2012, she was visiting researcher at the Centre for Maritime Studies, National University of Singapore. Yuan studied law and maritime in China, Germany and the UK and gained her LLB from East China University of Political Science and Law, and her LLM from the University of Frankfurt, Germany. She also studied maritime at the University of Greenwich in 2014-2015. Yuan is currently working on her doctorate thesis which analyses the first Chinese maritime law in the Yuan and Song Dynasties (960-1368AD) and its impact and implications. Her research area covers international law, maritime law and policy, and (maritime) legal history.

Atlantic port-cities of the Early Modern world: New geography's and heritage. Past, present and future.

Ana Catarina Garcia, CHAM - Centre for the Humanities (FCSH- Universidade Nova de Lisboa), Portugal

Abstract:

Supported by the UNESCO Chair on "The Ocean's Cultural Heritage" held by NOVA University of Lisbon, launched in 2016, we'll present a study based, in a comparative approach, on harbours of Portuguese and British empires domains. Main objectives of the UNESCO Chair are research, education and dissemination about the cultural and natural heritage of the open oceans, underwater realm and coastlines. This is leverage by the EU RISE project CONCHA, which main scientific goal is to explain how port cities developed around the Atlantic looking for produce an Atlantic history of seaports.

With a multidisciplinary framework supported on maritime and underwater archaeology, history, geomorphology and cartography we intend to understand how new landscapes looked by the European powers' eyes, and how from the nautical point of view, places were transformed in harbours and port cities. Case studies from the Azores, Madeira, and Cape Verde and the Caribbean islands and from American coast lines we will analysed, based on cultural heritage, how landscapes were perceived as being favourable to the harbour functions and how those functions? Or seaports? evolved, based on archaeological elements still now reserved.

Trying to fulfil the main goals of UNESCO Chair on "The Ocean's Cultural Heritage" and CONCHA's project we'll try to understand the sea harbour function during the Early Modern Age and, at the same time, based on culture heritage analysis, how it is still perceived and used nowadays. Some areas presented in the cases studies are under protection, after being classified, and others were profoundly altered and destroyed by urban growth. In this way it is also an objective of the presentation to show how shorelines and landscapes evolved as harbours and at same time how local communities look to that heritage and how local communities deal with it.

Keywords:

Atlantic, Cultural Heritage, Harbors, Maritime Empires, Early Modern Age

Biography:

Research Assistant and Researcher fellowship from CHAM- UNL (Center Overseas History) an inter-university research unit of the Faculty of Social and Human Sciences, of the New University of Lisbon and Azores University.

Team member as researcher of the project CONCHA - Horizon 2020. MSCA-RISE 2017. "The construction of early modern global Cities and oceanic networks in the Atlantic: An approach via Ocean's Cultural Heritage", CHAM, FCSH-UNL, coordinator João Paulo Oliveira e Costa. 2018 - 2021.

Team member of UNESCO Chair as researcher and manager of "THE UNESCO CHAIR 'THE OCEAN'S CULTURAL HERITAGE", held by NOVA University of Lisbon was launched in 2016 having as main research objectives, education and dissemination of tangible and intangible cultural and natural heritage of the sea, led by Professor João Paulo Oliveira e Costa from CHAM.

Team member of the Projecto COST European Cooperation in Science & Technology "Oceans Past Platform (OPP), since march 2016, coordinator Poul Holm, from Trinity College. Dublin.

The Governance of the Atlantic Ports 14th -21st centuries. International Research Group (Universidad Nacional de Educaci3n a Distancia (UNED).

STARACO "Research group related with issues of status, differences and colors on the historical construction of "races" and hierarquies in the Atlantic. University of Nante.

BRASPOR Network (REDE BRASPOR), International research group with researcher from Brasil and Portugal to issues related with Enviromental history and Maritime landscapes.

Um Navio Ib3rico para o Atl3ntico: constru33o naval, vida a bordo e a - escala de Angra nos s3culos XVI e XVII".

Cientific coordinator of the recent projects: "The location of the Germain submarine U-581. Sunk in Pico during World War II". Coordinating the location mission at 873 meters depth; Campo das Cebolas in Lisbon, Urban rehabilitation Project. Scientific coordinator for the Nautical Archeological work (2016-2017). EMEL, Lisbon City Hall Project.

Food, Feed and Pharmaceuticals from the Ocean

P. J Harvey and P. Sanderson, University of Greenwich, UK

Statement of the problem: One of the biggest challenges facing global society today is the widespread and growing presence of hunger and food insecurity.

Methodology & Theoretical Orientation: Algae as the primary producers of the marine food web and at the bottom of the food chain are an underexploited resource with more potential than any land-based crop to produce more food. There are 80,000 to 100,000 different algae species, but only 37 are farmed. They provide only ~0.3% of world food tonnage. Recently the Scientific Advisory Mechanism of the European Commission recommended that the strategic priority of mariculture should be raised and that all means to facilitate its development should be used. The High Level Group's Opinion Paper identified the potential for a large increase in food obtained from the oceans, in particular from the cultivation of marine organisms, such as algae and shellfish <https://ec.europa.eu/jrc/en/news/commissions-top-scientific-advisers-publish-opinion-food-oceans>. Use of algae in foods is well-established in Asia, but developing sustainable processes to meet European tastes has not been systematically investigated. There is also the need, in Europe, to comply with Novel Foods Regulations.

In the D-Factory, a €10million EU-funded project, the blueprint for a modern sustainable biorefinery based on a well-characterised microalga, *Dunaliella salina* was developed and evaluated as a sustainable source of food, feed and nutraceuticals.

Findings: Production of multiple high-value products including natural carotenoid isomers for treating atherosclerosis, diabetes, psoriasis and ophthalmologic diseases; natural food colorants to replace synthetic; and extracts and compounds with anti-diabetic, anti-inflammatory, anti-microbial and cytotoxic activity was demonstrated. Furthermore, in a chick-feed study (1,180 chicks), chicks supplied with diets containing up to 0.1% defatted *D. salina* algal biomass as a feed additive displayed a significantly improved feed conversion ratio and gained significantly more weight compared to those fed without the algal additive. However chicks that were supplied with diets containing more than 1% defatted *D. salina* algal biomass i.e. as a feed ingredient, failed to gain weight and performed less well compared to those fed without algal supplements. These findings suggest that algae will deliver a wide range of nutraceuticals and additives with potential health benefits, but more clinical research may be required to establish their value as food or feed ingredients.