



Annual Scottish Maritime History Conference

Mitchell Library, Glasgow
Thursday 26 November 2015

Programme

10.30am Welcome

Prof. Ray Stokes, Director, Centre for Business History in Scotland, University of Glasgow

10.35 Session I Chair: Dr Martin Bellamy

Dr Bruce Peter, Glasgow School of Art:

Tor Line and the Battle of the North Sea

Angus McKenzie, University of Glasgow

Sir James Lithgow: 'The bowler-hatted King of Scotland'

11.30 Coffee/Tea

12.00 Session II Chair: Professor Stig Tenold

Professor Michael Moss, University of Northumbria

Jesuit's bark - an essential prophylactic?

Adrien von Ferscht, Chinese Silver Research Institute

19th Century Chinese Export Silver

13:00 Lunch

14:00 Session III Chair: Professor Ray Stokes

Dr Roy Fenton, Ships in Focus Publications

The Clyde 'Puffer': more than a Scottish icon

Dr Martin Bellamy, Glasgow Museums

The Port of Glasgow, 1946

15.00 Coffee/Tea

15-30-16-30 Session IV Chair Professor Hugh Murphy

Mike Macdonald, University of Glasgow

The Orkney Fishing Industry and the EEC Common Fisheries Policy in the 1970s

Professor Stig Tenold, Norwegian School of Economics, Bergen

MachHyundai: How the world's largest shipyard was built on Scottish skills

Attendance is free but booking is essential. To book a place please contact Christine Leslie: christine.leslie@glasgow.ac.uk

The conference is held in conjunction with Glasgow Museums, the Centre for Business History in Scotland, University of Glasgow, the Society for Nautical Research, and the Maritime Information Association



Maritime Information
Association



Centre for Business History in Scotland



Society for
Nautical Research

Conference Abstracts

Session 1

Dr Bruce Peter: Tor Line and the Battle of the North Sea

Abstract: This paper examines the rapid switch from general cargo to roll-on, roll-off shipping methods in the UK-Sweden liner trade. It will focus on the diverse approaches to ro-ro shipping developed by the Wallenius, Bratt-Götha, Svenska Lloyd, Ellerman's Wilson Line, Roto Line, Oden Line and Tor Line companies and on the over-investment in tonnage and intense competition which ensued. It will explain how Tor Line developed highly optimised vessels which crucially were more stable than rivals' ships and therefore able to ship high-value and delicate cargoes such as Volvo cars and reels of paper with less risk of damage. It will also document how Tor Line developed innovative freight-handling methods and port infrastructure to carry specialised cargoes.

Biographical details: *Bruce Peter is Reader in Design History at The Glasgow School of Art. His recent research has addressed various aspects of merchant ship design and operation since the 1960s with a focus on Scandinavian vessels, ro-ro and container tonnage. His new book 'Tor Line and the Battle of the North Sea', co-authored with former Tor Line CEO Oddbjörn Fastesson, will be published by Nautilus Forlag in December.*

Dr Angus MacKenzie: Sir James Lithgow: 'The bowler-hatted King of Scotland'

Abstract: This paper discusses Sir James Lithgow's attempts to rebalance the Scottish economy during the inter-war crisis. Building on his reputation as a successful shipbuilder, Lithgow was able to use his growing influence to advocate a programme of rationalisation and diversification which, it was hoped, would mitigate against the long-term decline of the once dominant staple trades. With unique access to the highest levels of the Bank of England, Lithgow sought to take decisive action to reduce capacity in shipbuilding and iron and steel. Yet he was at the forefront of a series of positive interventions to promote Scotland as a destination for inward investment, working tirelessly throughout the 1930s to attempt to introduce new industries. Lithgow's energetic interventions in the Beardmore debacle, the expansion of the Colvilles steel empire and his support for new bodies like the Scottish National Development Council and the Scottish Economic Committee all speak of a deep concern for the future health of Scotland itself. His willingness to countenance the development of specifically Scottish solutions together with a new degree of cooperation with the expanded Scottish Office meant that by the late 1930s, Lithgow was an unlikely convert to ideas of planned development.

Biographical details: *Dr Angus MacKenzie was awarded his PhD from the University of Glasgow in 2013. His research interests include 19th and 20th century history, business and economic history and the history of Unionism.*

Session 2

Professor Michael Moss: Jesuit's bark - an essential prophylactic?

Abstract: Cinchona bark was first discovered by Europeans as a prophylactic against malaria and possibly other fevers in Peru by Jesuits in the seventeenth century. This paper, the outcome of research on the health of the Navy funded by Wellcome, will look at the British trade in bark from the end of the seventeenth century until the end of the nineteenth century using statistics drawn from the Customs records. Cinchona only occurs naturally in the wild in the mountainous region of Peru, but from the 1860s was introduced into India, Ceylon, Java and later east Africa. As the paper will show the British trade which was huge became a classic entrepôt trade with pharmaceutical companies principally in Germany, which had extracted the active ingredient quinine for use in a whole variety of remedies

Biographical Details: *Michael Moss was Glasgow University Archivist from 1974 until 2001. Thereafter he was Research Professor in Archival Studies in the Humanities Advanced Technology and Information Institute (HATII), and Director of the Information Management and Preservation MSc programme. He joined the University of Northumbria on a part-time professorial contract in the Department of Mathematics and Information Sciences in 2013. Professor Moss has written extensively on Scottish and Northern Irish shipbuilding history.*

Adrien von Ferscht: 19th Century Chinese Export Silver – In the Context of the China Maritime Tea and Opium Trades, the City of Glasgow and Canton

Abstract: The China Trade, in the latter half of the 19th century seemed like an unstoppable juggernaut. The Canton Cohong merchants were a tightly operating fraternity, but they could not operate without interaction with foreign merchants. Equally, the Scottish merchants were operating as a tight cartel and this like-mindedness of the Scots and the Chinese worked not only on the same wavelength but also as a well-oiled intuitive machine. The merchant forces behind Glasgow as a city in the 19th century had so many similarities to the organised chaos that was Canton. Throughout China's history, the nation has had to deal with one major problem, China had a very harsh view on foreigners yet trade is crucial for a successful Chinese economy. Following basic Confucius beliefs, the merchant class is near the bottom of the society, but on the other conversely, the presence of trade and merchants is crucial to the survival of the Chinese economy and their way of life. It was these extraordinary circumstances that allowed the Scots to steal the march on China and the East Indies from the English; that and the rapport they were able to find with the Chinese – a rapport the English never did manage to equal.

Biographical details: *Adrien von Ferscht is a leading expert on Chinese Export Silver, and is an Honorary Fellow in the Schools of Culture and Creative Arts and Social and Political Sciences, University of Glasgow.*

Session 3

Dr Roy Fenton: The Clyde 'Puffer': more than a Scottish icon

Abstract: No other type of working cargo steamer has achieved the same popular recognition, indeed affection, as the Clyde puffer. In fiction, the Clyde puffer and its crew has been the subject of volumes of short stories, several television series and a feature film. In the wake of these have come photograph albums, books of anecdotes, a cook book and at least one social history. It is even possible to steam the Highlands and Islands on board a puffer, and to share in the work of steering, bunkering, stoking, and berthing. But somewhat neglected are what a shipping historian would consider the hard facts. How did the Clyde puffer develop? Who built them? How were they financed? Who owned them? What were the economics of operation and why did puffers decline and then become commercially extinct? As well as briefly exploring the puffer's iconic status, this paper will offer some findings towards answering these questions.

Biographical details: *Roy Fenton is an independent researcher, author and publisher, who specialises in cargo ships of the steam and diesel era (1850-date), and those who built and operated them. He has written or co-authored some 29 books and almost 300 papers and articles on shipping history. In 2005 Roy was awarded a PhD for a thesis on the transition from sail to steam in the bulk trades. He is a partner in Ships in Focus Publications and editor of the journal Ships in Focus 'Record', a director and trustee of the World Ship Society, and a frequent contributor to maritime history conferences.*

Dr Martin Bellamy: The Port of Glasgow, 1946

Abstract: The port of Glasgow suffered a serious downturn in trade during the 1930s. In the Second World War the commercial activity of the port was regulated by the Ministry of War Transport under a regional controller. The Clyde, along with the Mersey, became one of the principal Atlantic ports through which a massive amount of wartime trade passed. With central control the docks were expanded and cranes were improved to cope with these new demands. When the Ministry of War Transport relinquished control in 1946 the Clyde Navigation Trust again became responsible for encouraging peacetime maritime trade. They imagined a bright future for their newly enlarged docks and embarked on a publicity campaign that in part included a photographic exhibition. These photographs have newly come to light again and show a port coming to terms with its transition from wartime activity to peaceful commerce and demonstrate the Clyde Navigation Trust's innocent optimism before the harsh reality of economic decline set in once more.

Biographical details: *Martin Bellamy originally trained as a naval architect and worked at the Belfast shipyard of Harland & Wolff. He subsequently took up a career in museums and is currently the Research and Curatorial Manager at Glasgow Museums. He has a PhD in history from the University of Glasgow and has written a number of books on cultural aspects of shipping and shipbuilding, including *The Golden Years of the Anchor Line* and *The Shipbuilders: An Anthology of Scottish Shipyard Life*. He is also the editor of *The Mariner's Mirror*, the leading journal of maritime history.*

Session 4

Mike MacDonald: 'The Orkney Fishing Industry and the EEC Common Fisheries Policy in the 1970s'.

Abstract: The Highlands and Islands Development Board's Fisheries Development Scheme (1966) was intended to tackle depopulation in the Highlands and Islands by employing local labour to exploit local natural resources. The Scheme supported the creation of a chain of small businesses linking boat building, boat owning and the training of school leavers with fish processing and marketing. The European Economic Community's Common Fisheries Policy (CFP) (1970-1983) regarded fish stocks in 'European waters' as a European Community resource, to be exploited by member states' fishermen. The CFP comprised member state access to 'Orkney fishing grounds', uniform fish prices for commercial species, national catch quotas within 'Total Allowable Catches' and monitoring and conservation of commercial fish stocks.

This paper considers the interaction between these two views of fisheries' policy and the effect that the CFP had on the Orkney fishing industry.

Biographical details: *Mike Macdonald is an Associate Member of the Centre for Business History in Scotland, University of Glasgow. He obtained his Masters Degree as a mature student in the Department of Economic & Social History at the University of Glasgow in 2007. The subject of his thesis was the changing relationships between Scottish shipbuilders and Australian shipowners between 1901 (founding of the Commonwealth of Australia) and 1971. A research visit to Australia in 2005 was part of this work. His current research interest is the Scottish burgh ports (small municipally-managed ports) and their contribution to their local economies.*

Professor Stig Tenold: MacHyundai; how Scottish skills built the world's largest shipyard

During the shipping crises of the 1970s and 1980s, South Korean shipyards – led by Hyundai Heavy Industries (HHI) – managed to gain large market shares. At the same time, the competitive power of British shipyards continued to dwindle. However, there was a link between the two. This presentation shows the crucial role that Scottish skills and technologies played for the establishment of HHI, which by the early 1980s had become the world's largest shipbuilder – a position that the corporation still holds today. Scott Lithgow based in Port Glasgow and Greenock, together with the Tyneside consultants A&P Appledore, provided ship design and trained key personnel for HHI. Utilising South Korean and Scottish archival material, the presentation addresses the little-known link between the decline of the Clyde and the rise of Korea.

Biographical details: *Stig Tenold is Professor of Economic History at the Norwegian School of Economics in Bergen. He has published extensively on modern shipping history and Asian economic Global Shipping in Small Nations: Nordic experiences after 1960 (with Martin Jes Iversen and Even Lange) and The World's Key Industry: History and economics of international development. His latest co-edited books are shipping (with Gelina Harlaftis and Jesús M. Valdaliso), both published by Palgrave MacMillan in 2012.*