



EUROPEAN HISTORY IN GLOBAL CONTEXT

Activity Report 2015-2016

by

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University of Cologne**



Lifelong Learning Programme

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2. The Project

European History in Global Context

– A joint research-project –

a) Aims and objectives

This joint research-project challenges two popular doctrines which have come up in cultural studies in the wake of two influential books: Edward Said's *Orientalism* (1978) and Dipesh Chakrabarty's *Provincializing Europe* (2000). Today, Said is seen as the founding-father of postcolonial studies, while Chakrabarty is considered to be one of its most eminent representatives. However, this project assumes that their approach to postcolonialism runs the risk of producing blurred results, especially with regard to the European impact on the design of the modern world. It argues that large sections of postcolonial studies so far have significantly over-estimated the importance of the non-European factors and have almost dramatically ignored the complex process of Europe's striving for the world which has since its first attempts in the 15th and 16th centuries been marked by intense interaction between Europe and the non-European spheres. More suitable for a more reliable analysis of this process seems to be the agency approach as introduced by Homi Bhabha, Stephen Greenblatt and others. Therefore this project understands Europe's grip for the world and its consequences in Modern history as "an activity of the contingent" with an inherent organizing principle, which has, in a complex and dynamic process, permanently transformed both Europe and large parts of the world. It is designed to carve out the basic patterns of this principle and will try to explain the process-mechanisms which have shaped today's world. Therefore it is suitable to adjust our understanding of European global influence in modern history. The project is divided in five parts: (1) appropriate research in work-shops, (2) knowledge-transfer of the results in academic teaching, (3) dissemination of the results to a larger audience by (a) using relevant media and (b) the organization of a large travelling exhibition in cooperation with two major German museums, to be shown Europe-wide, (4) writing of a monograph and (5) execution of a project-related basic research-project.

b) Methodology

The cultural studies variant of the agency-approach applied in this project seems particularly fruitful to generate new results on European history. It will use the European grip for overseas territories since the late 15th century as a mirror for the development of the European societies under the impact of contacts with non-Europeans. The agency-approach has deliberately been chosen as primary methodological approach as "agency" stresses the self-determined activities of individuals, groups and societies. Agency rejects deterministic images which tend to reduce human beings to servants of superior processes. Although Homi Bhabha, one of the post-modern founding fathers of the agency-approach, has stressed the danger of contingency related to human actions and reactions (activity of the contingent) and thus the implicit arbitrariness of findings more recent studies in natural and social sciences have shown that all systems which might at first sight appear to be open, tend to develop self-organizing powers. If we understand European expansion and contacts with non-European civilizations

as a basically open system, it is quite evident that the self-organization-powers of this open system have not only shaped Europe's relations with the "other" but also transformed Europeans and European civilizations.

As the agency approach has not yet been applied to investigate European history this project will apply it on aspects of modern European history. For this purpose a three-part interdisciplinary team-taught lecture series has been set up. The first lecture series was executed in the summer-term 2014, the second one will take place in summer-term 2015 and the third in summer-term 2016 (cf. part 3 b of this report). Furthermore a conference of agency-specialists not only from the historical disciplines (as the agency-approach is an interdisciplinary concept developed in a series of cultural studies) has been set up for November 2014 in Berlin (for the programme cf. part 3 c). The speakers and participants will apply the agency approach on a series of paradigmatic case studies with particular importance for European Modern history.

Their findings will not only be published in a book but also be integrated into a web-page, and thus be accessible for an interested global public. Thus, the web-page, which is currently under preparation, will frame a global discourse-community related to the application of the agency-approach on aspects of European history in global context. Furthermore, the PI of the project will write a monograph entitled "A maritime history of European civilization". The book will be published in summer 2016.

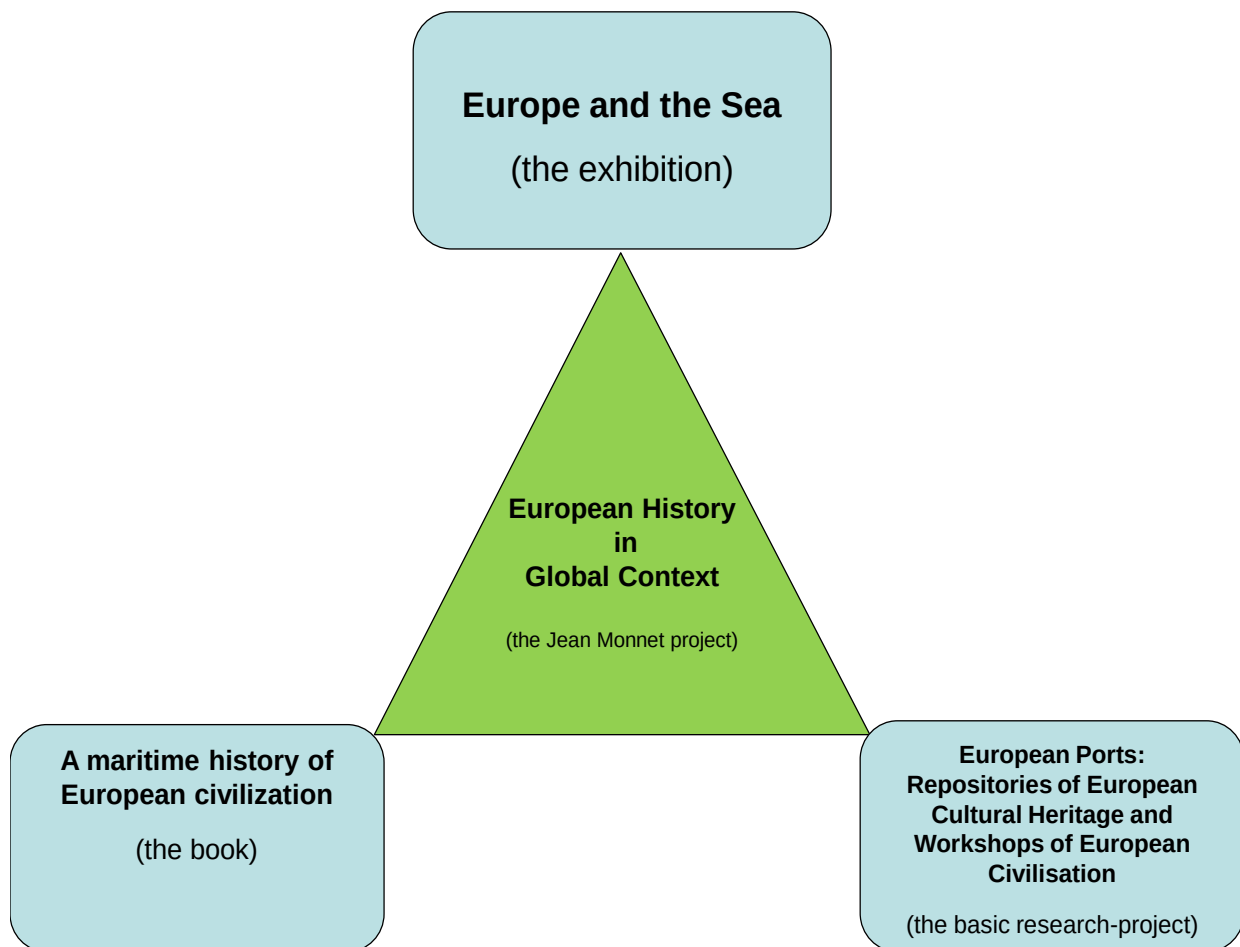
In a third step the findings have already been and will be tested in university-courses, some of them in co-operation with interested school-teachers (cf. part 3 a). In a joint venture between students, the PI and school teachers these courses will be designed to develop new teaching material for the usage in schools and other educational institutions.

A further action to disseminate the findings of this project is the organization of a travelling exhibition in cooperation with the Deutsches Historisches Museum (German Historical Museum) Berlin, in co-operation with a number of German and international scholars and museums (cf. part 4 a). Among them are the Stiftung Preußischer Kulturbesitz, Berlin, the Deutsches Schiffahrtsmuseum, Bremerhaven, the Deutsches Marinemuseum, Wilhelms-haven, the Militärhistorisches Museum, Dresden, the Museum aan de Stroom, Antwerp, and the Moesgaard Museum, Aarhus. Further potential institutional co-operation partners will be invited to contribute to the exhibition. In connection with the preparation of the exhibition three preparatory workshops have already been held in Berlin and Cologne. The next preparatory workshop will take place in November 2014 in Berlin. The launch of a smaller pilot-version of the exhibition is currently scheduled for summer 2017 at the Moesgaard-Museum, Aarhus, as a contribution to the city's role as European Capital of Culture in 2017, whereas the opening of the full-scale version of the exhibition is envisaged for 2018 at the Berlin Gropius-Building. The Gropius-building is among the few European exhibition-places which offer an exhibition-space of more than 2.500 square meters and thus is large enough to host the exhibition. It is also planned to show the exhibition later on Europe-wide and thus inform a large European audience about the findings of this project.

Finally a genuinely basic research project was developed since September 2013 which is closely related to the overall project. A basic assumption of the latter is that Europe's striving for the world has since its first attempts in the 15th and 16th centuries been marked by intense interaction between Europe and the non-European spheres. This interaction took place via the seas, creating a dense global network. In this network ports have always played and still play an eminent role as hubs. However, our knowledge of the functionality of ports in this context is still very feeble. Therefore, for the purpose of improving our knowledge on the role of ports in European history and for the shaping of a European civilization, the project

“European Ports: Repositories of European Cultural Heritage and Workshops of European Civilization” has been developed (cf. part 4 b).

The overall structure of the joint research-project therefore is as follows:



c) Innovative potentials of the project

The agency approach as described above has not yet been applied on Modern European history, therefore it is to be expected that this project will in fact generate significant new insights into the history of modern Europe and its position in global context. It thus has high and innovative research-potentials and will open new perspectives for historical research. With regard to the inherent global dimension this project opens a new field for Jean Monnet-funded research on European history, as it will link this particular research with a topic currently under discussion in cultural studies, the project thus will introduce Jean-Monnet-activities to the international community of cultural studies. It will also connect the PI, who is considered to be one of the leading experts on European integration history in Germany, with the Jean-Monnet-Scheme.

The PI's attachment to the Section of Didactics of the University of Cologne's (UoC) Department of History will also be a bridge between informed scholarly research and primary and secondary school-teacher's education, not only in Cologne, but Germany-wide, as the design of the PI's chair (being in charge for teacher's training) is unique not only Germany-, but Europe-wide. So far, there is, at least in Germany, no curriculum on European history for the usage at schools. Therefore the project is also well-suited to deliver new and innovative impulses for the development of such a curriculum.

The integration of students and school-teachers in a course related to the application of the agency-approach on historical research on European history and ways to communicate related findings to school teaching via new teaching material is an innovative approach in teacher's training schemes and will also safeguard both topicality and quality of the material to be disseminated.

There is furthermore no website specially designed for an open discussion on aspects of Modern European history. Therefore, the allocation of this website will create a digital space well-suited to discuss approaches and methods used in historiography with particular regard to European integration.

The concept of a large travelling-exhibition to be shown Europe-wide is a unique approach to disseminate information on European history; while following the agency-approach the exhibition will also be timely and topical.

d) Expected impact

The outputs of this project will be used widely. First of all it will enrich the scholarly debate on European history by applying a hitherto not used methodological approach. The agency-approach is therefore well-suited to include not only specialists for European History into the debate, but will also attract scholars from other historical sub-disciplines acting in the fields of postcolonial studies, spatial studies, cultural history, to name just a few. The project's inherent trans- and interdisciplinary potentials will directly interlink historical research with the broader spectrum of cultural-studies-disciplines.

The second target-group are UoC's students of history, both regular graduate- and post-graduate students who will be confronted with a new methodological approach to European integration history in a series of courses offered by the PI during the life of the project.

The third target-group will be students who are trained to become history-teachers on primary and secondary level. They will not only be confronted with new findings of scholarly research on European (integration) history but will also learn how to use this information in their future professional-life. A part of them will also be involved in the development of new teaching material, based on the new findings generated by the project.

The fourth target-group will be active school-teachers and, via their activities as history-teachers, also their pupils, who will, as a consequence of the involvement of these teachers in the project, receive a better and more informed school-education in history. At least their teachers will most certainly devote more time for aspects of European (integration) history and they also will be able to look at historical topics through a European lens.

A fifth target-group will be a wider European audience, which will visit the travelling exhibition either in Berlin or elsewhere in Europe. It is to be expected that the exhibition will be shown for a period of at least five years (six months at one place = 10 places in 5 years). The duration of this exhibition and the public perception of it, which is to be expected, will also safeguard sustainability of the information provided as well as a very wide audience.

The above mentioned will all be potential users of the website which will offer them the opportunity to deliver own contributions to the discourse about the history of Europe and European integration history.

The strategies to disseminate and exploit the project are manifold. First of all the new methodological approach will have to be defined and sharpened by specialists in their individual fields. Therefore the participants of the work-shop dealing with the impact of the

project on historical research in general will have to be hand-picked. This selection-method will safeguard high scholarly quality with regard to the agency-concept.

The results of the workshops will of course be published; the PI will also publish a monograph on European history seen from the point of view of the agency-approach.

The academic teaching at university will reach graduate and post-graduate students of history who will get in closer contact with aspects of European (integration) history and will also learn to adjust their individual pictures of Europe's global role then and now.

The website will not only introduce a new approach to European history, it will also create a global sphere of communication on aspects and methods of European (integration) history. The website will be online for an unlimited period of time and will therefore exploit the project's outcomes long after its duration will have ended.

The integration of prospective and active school-teachers into the development of a curriculum on European (integration) history and the development of new referring teaching-material based on the project's outcomes will contribute to improve the standards of school teaching on European (integration) history significantly. It is also to be expected that this approach will be discussed in referring journals for history teachers and therefore the impact of the project will be far exceeding the Cologne-area but will also have significant national impact. In the best of cases this part of the project will stimulate a debate about the design of a Europe-wide approach on how to teach European (integration) history.

The travelling-exhibition will present European history via a selection of historical landmarks and turning-points. The agency-approach will have to be applied on the conception of the exhibition to minimize the risk creating a kind of teleological picture. On the contrary, the agency-approach is well-suited to demonstrate that Europe's interactions with the world have always been man-made and are all depending on the special cases under survey. The exhibition will also make clear, that the various stages of European history as exhibited have all to be understood in the referring time-frames and that only the retrospective view on history suggests the image of a teleological process. The duration of the exhibition (at least five years) will also safeguard broad public perception of the project far exceeding its duration.

e) Results

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3. The Jean Monnet Chair for European History at the University of Cologne

a) Objectives

UoC's Jean Monnet Chair for European History is residing in the section "Didactics of History and History of European Integration" of UoC's Department of History. The combination of didactics of history and European history – including European integration history constitutes the unique profile of the section. It provides an academic realm where European and European integration history in its global context is subject of research and teaching, including the imparting of knowledge into schools and the public. Apart from its regular duties the section is also arranging public lectures on topics of European history for a broader public and is fostering close contacts to local, regional and national museums, as it has also developed a profile in museum didactics, too.

b) The chair



Prof. Dr. Jürgen Elvert

Jürgen Elvert is Jean Monnet Professor for European History and Professor of Modern History and History of European Integration at the University of Cologne (since 2001). He has been guest lecturer at the University of Innsbruck in 1996/97, Senior Fellow at the Center for European Integration Studies at the University of Bonn from 1999 to 2005 and is currently Senior Fellow at the Institute for Advanced Studies (AIAS) of the University of Aarhus. After his military service in the German Navy and employment in the plant and machine building industry he studied History, English Philology, Educational Science and Sociology in Kiel and at Queen's University, Belfast, and started his academic career as lecturer at the Christian-Albrechts-University, Kiel, where he stayed until 1999, in the end as assistant professor. His main areas of interest are: Modern European and European integration history, History of the British Isles, Intellectual and Cultural history and Maritime History. He is the responsible editor of two scholarly journals, the review journal "Das Historisch-Politische Buch" and the peer reviewed journal "Historische Mitteilungen". As editor he is also in charge of two scholarly book series, the "Studies of the History of European Integration" and "Supplements to the 'Historische Mitteilungen'". He is member of board of various scholarly institutions and has been president of the Ranke-Gesellschaft, Vereinigung für Geschichte im öffentlichen Leben e.V., since 2000. He is also speaker of the advisory board of the "Stiftung zur Förderung von Schiffahrts- und Marinegeschichte" and works as expert and referee for numerous European institutions and foundations, among them are: De Nederlandse Organisatie voor Wetenschappelijk Onderzoek (NWO), Deutsche Forschungsgemeinschaft, European Commission, Fonds de la Recherche Scientifique – FNRS (Belgium), Fonds zur Förderung der Wissenschaft (Austria) and The Irish Research Council for the Humanities and Social Sciences.

c) The Team



Martina Elvert B.A.

Martina Elvert studied Political Sciences and Roman Languages at the University of Bonn before she started up to run her own business. Since 2006 she has been working as project manager at the Jean Monnet Chair for European history, where she is also in charge as copy editor of the review journal „Das Historisch-Politische Buch“. She is a graduate in Cultural Studies (focus: History) of Hagen Open University and is currently working on her Master thesis on the impact of German migrants on 19th-century winegrowing in Australia and the development of an Australian-German cultural heritage.



Ingo Löppenberg M.A.

Ingo Löppenberg has studied history, political science and economics at the Ernst-Moritz-Arndt Universität Greifswald. His master thesis dealt with military politics of the German Center Party, including their powerful influence on the emergence of the German royal fleet. In his doctoral thesis he analysed the decision making and funding of expeditions undertaken by Prussian scientists, sometimes in cooperation with the Trade fleet or the Prussian Navy. He received a two year scholarship by the Gerda-Henkel-Stiftung 2011-2013. He currently works as a scientific colleague at Jean Monnet Professor for European History and Professor of Modern History and History of European Integration at the University of Cologne.



PD Dr. Jens Ruppenthal

Jens Ruppenthal has been research assistant at the Jean-Monnet-Chair for European History at the University of Cologne since 2003. He received his PhD in 2006 from the Christian-Albrechts-Universität in Kiel. Since his PhD thesis dealt with connections between colonialism and science in imperial Germany he has extensively published on German colonial and post-colonial history as well as on collective memory studies concerning colonial history and the history of the Cold War. His current research activities are focused on maritime political and cultural history in 20th century Europe. He has recently completed a study on European Marine Environmental History. He is now coordinator of the section “Schifffahrt und Umwelt” at the Deutsches Schifffahrtsmuseum Bremerhaven since March 2016. He also teaches at the Institut für Geschichtswissenschaft at the Universität Bremen.



PD Dr. Hermann-Josef Scheidgen

Hermann-Josef Scheidgen has been visiting lecturer at the Jean-Monnet-Chair for European History since 2008. His main research interests are related to Modern European Ecclesiastical History, Intellectual History and Intercultural History. He has published widely to aspects of German and European History of the Church and to aspects related to the borderline between History and Philosophy.

**Dr. Heinrich Walle**

Commander (Rtd) (German Navy) Heinrich Walle has been visiting lecturer at the Jean-Monnet-Chair for European History since 2001. His main research interests are related to Modern European Maritime History, History of Technology and History of Shipbuilding and Seafaring. He is deputy editor-in-chief of the journal „Militär und Geschichte“, copy editor of the journal „Marineforum“ and chairman of the research-group „Historischer Schiffbau“. He has extensively published on the fields of Military History, Naval History and History of Technology.

**Shahin Mavili**

Shahin Mavili is student assistant at the Jean-Monnet-Chair for European History at the University of Cologne and is on the editorial for the Studies on the History of European Integration (SHEI). He studied History, English and Education Sciences at the University of Cologne.

**Cedric Rüppel**

Cedric Rüppel is student assistant at the Jean-Monnet-Chair for European History at the University of Cologne, is on the editorial for the Studies on the History of European Integration (SHEI) and responsible for the homepage of the Didaktik der Geschichte und Geschichte der Europäischen Integration. He studied Geography, History and Education Sciences at the University of Cologne.

**Kawtar Salam**

Kawtar Salam is student assistant at the Jean-Monnet-Chair for European History at the University of Cologne, is on the editorial for the Studies on the History of European Integration (SHEI) and at the library of the Didaktik der Geschichte und Geschichte der Europäischen Integration. She studied History, German and Education Sciences at the University of Cologne.

d) Publications

Jürgen Elvert

(Hrsg.), Geschichte jenseits der Universität. Netzwerke und Organisationen in der frühen Bundesrepublik (Historische Mitteilungen – Beihefte, Bd. 94) Stuttgart 2016.

U.a. (Hrsg.), Das Maritime Europa: Werte-Wissen-Wirtschaft (Historischen Mitteilungen - Beihefte, Bd. 95) Stuttgart 2016.

Jens Ruppenthal

Maritime Merkmale des Deutschen Kolonialismus, in: Jürgen Elvert u.a. (Hrsg.): Das Maritime Europa, Stuttgart 2016, S. 139-146.

„Lessons from the Torrey Canyon“ – Maritime Katastrophen, Kalter Krieg und westeuropäische Erinnerungskultur, in: Jürgen Elvert u.a. (Hrsg.): Das Maritime Europa, Stuttgart 2016, S. 245-256.

Art. „Hamburgisches Kolonialinstitut“, in: Hermann Hiery (Hg.), Lexikon zur Überseegeschichte, Stuttgart 2015, S. 324.

Ingo Löppenber

"Praktizierter Zivilismus." Das Zentrum, seine Kolonialpolitik und die Deutschen Schutztruppen, in: Linsenmann, Andreas/Raasch, Markus (Hrsg.): "Die Zentrumsparterie im Kaiserreich. Bilanz und Perspektiven", Münster 2015, S. 131-155.

Schlamm. gut verpackt, in: Hermannstädter, Anita/Heumann, Ina/Pannhorst, Kerstin: Wissensdinge. Geschichten aus dem Naturkundemuseum, Berlin 2015, S. 86-87. Ebenfalls als Beitrag zum Projekt „Wissensdinge“ des Naturkundemuseums Berlin: „Bodenprobe aus Australien. Schlamm, gut verpackt.“ Online unter <http://www.mfn-wissensdinge.de/dreck-gut-verpackt/>

Rez. von Nübel: *Durchhalten und Überleben an der Westfront* (Historische Mitteilungen der Ranke-Gesellschaft 28) 2016, S. 309-312.

Tambora 1815. Ein Vulkanausbruch und seine planetaren Auswirkungen (Das Historisch-Politische Buch 64/1) 2016, S. 98-100.

Über Neugier, Anerkennung und Imperium. Neue Fortschritte in der Historischen Reiseforschung (Das Historisch-Politische Buch 64/1) 2016, S. 86-90.

John Maynard Keynes und das 21. Jahrhundert (Das Historisch-Politische Buch 63/1) 2015, S. 17-19.

Heinrich Walle

Europas Griff um den Globus – Die Entstehung der Seefahrtsverbindungen und das Weltbild Europas von der Antike bis 1800, in: Jürgen Elvert u.a. (Hrsg.): Das Maritime Europa, Stuttgart 2016, S. 17-31.

Die Entstehung der international kooperierenden Hydrographischen Forschungsinstitute, in: Jürgen Elvert u.a. (Hrsg.): Das Maritime Europa, Stuttgart 2016, S. 147-154.

e. Activities

i. Teaching

Winter-term 2015/2016

Europas Griff nach der Welt im 20. Jahrhundert

At the beginning of the 20th century the European colonial system was at its peak. Europe was the most important actor in the world-wide economy and the scientific evolution by European scientists goes on and on. After two World Wars, decolonization, the Cold War and the globalization this changed seriously. This lecture examines the question, if there is still a world dominance by Europe in the 20th century.

(Jens Ruppenthal / Jürgen Elvert)

Europäer die die Welt vermaßen, kartierten und normierten

In the course of the European expansion, methods of recordation, development and domination of space emerged as well. Europeans literally broadened their field of action—they measured and mapped it, and, at the same time, filled it with meanings/purposes. The seminar will deal with the question in which manner these processes affected science, culture and politics in Europe. The temporal focus here will be on the 18th and 20th century.

(Jens Ruppenthal / Jürgen Elvert)

Europäische Umweltgeschichte im 20. Jahrhundert

Environmental history has been an established sub-discipline of historical scholarship for many years, without being limited to a certain subject area. Many questions from the field of political, economic, social and culture history can be, rather, augmented by an environmental history perspective—this is especially true for transnational issues. Within the framework of this seminar, therefore, it will be discussed where the possibilities and frontiers for an European environmental history in the 20th century lie, who the agents/actors are and which actions and negotiation processes they constitute.

(Jens Ruppenthal / Jürgen Elvert)

Kolonialismus und Krieg im 19. Jahrhundert

The connections between colonialism and war have been discussed under different labels in recent years: there is and has been talk of colonial wars, imperial wars and asymmetrical wars. A number of questions are thereby in the foreground which will also be taken up in the course of the seminar: Where are the differences between wars in colonial situations and, for instance, wars in Europe? Which reciprocities exist between the martial violence in colonial conflicts and the political or cultural contexts in which they took place? Who were the defining agents/actors in colonial wars? The subject matter is, therefore, not only to be understood as history of colonialism and military, but also as history of culture and knowledge.

(Jens Ruppenthal / Jürgen Elvert)

Die Besiedelung Nordamerikas im 18. Jahrhundert

The history of the settlement of North America in the 18th century does certainly not mean an ongoing expansion of European colonial territories in an alleged Terra Nullius. Conflicts and Cooperation in the colonial space between Europeans and American tribes and as well as among European agents/actors rather shape a mesh of actions and negotiations. These conflicts and cooperation of individual and collective agents/actors will be examined in the seminar.

(Jens Ruppenthal / Jürgen Elvert)

Queens on Screens – Königinnen im Film

Queens and princesses will always be a topic for the cinema and the television audience. This is not only shown by the continuous success of the 'Sissi'-trilogy, but also the newest flick of these genre, 'Grace of Monaco'. It is too simple to get stolen (through the films) into a foreign brilliant world and to notice during this, that the rich and beautiful have similar problems like us average mortal. Since the beginnings of the films, the cinema was a place for culture of remembrance, because individuals, social groups, political collectives and culture are carriers of memories and form accordingly an individual, social, collective and/or cultural memory. The latter is composed of a tension between the remembered and the forgotten and fills itself up through attributions and interpretations, which take place in the media. In the feature film precursor (are) compressed into various centuries: "the great/big telling/story (medieval heroic epic, novel of modern times), the picture stories (wood engraving sequence of early modern age handbills/leaflets, panorama), as well as spoken word and music (theater, opera, song)". The term of the historical film might be bound on following features/characteristics: "A historical film stage-manage a (popular) historical Person and/or a historical event in a "real film" (Menninger: Kolumbus in Spielfilm und Populärkultur). The broadly attractiveness especially from historical films is composed of the combination: informative, entertaining, and strongly emotional. At the same time it convey lasting history and shows large parallels to the entertaining feature film. A striking difference is the suggested information intention. Median science instruments will be used and integrated in the grid of classic source criticism in the framework of this working group/practice. Following the traditional question canon of the text source deconstruction, systematic individual analyses could help to bring out the function of historical films as history intermediary. An excursion to the film museum in Düsseldorf will be carry out in the framework of this seminar.

(Tina Elvert)

Forschungsreisen im 19. Jahrhundert

Scientific travel or expeditions were, together with research stations and laboratories, the main way to gather new data and knowledge in the modern period. At the 19. Century no space stayed untouched and with the exploration of caves, mountains and the oceans humans integrated the third dimension of space in the research focus. Travel was important for all disciplines and that's why science and humanities will be treated equal in this course.

This course will focus on adventures and scientific travellers, dealing with each continent and their specific history of exploration. The white explorateur, who travels through Africa to send new geographic data to Europe, will be part of this history of course, but his actions will be contextualized to de-mystify his role in history. This course will also give a general overview of the different kinds of history and his sub-disciplines, dealing with a whole bunch of different sources. A special focus will be layed on the integration of the social network of the explorateurs with their fatherlands, their indigenous "helping hands" and their scientific network.

(Ingo Löppenber)

Deutsche Kolonien. Traum oder Wahn vom "Platz an der Sonne"

The three decades of a German colonial empire from 1884 till 1914 were just an episode within the history of Germany. With the peace treaty from Versailles the German Empire lost its colonies in Africa, Asia and in the South Pacific finally. On the one hand this loss was noted with some relief. Germany seems just to be indirectly responsible for this phase of European colonialism and the ensuing discussion about the problems around "exploitation" and "underdevelopment". On the other hand there was considerable efforts on the recovery of former German colonies during the Weimar Republic and the NS lord- and ladyship. By using case studies beginnings, development of protectorates, colonial politic of the German empire, economical meaning, social conditions, satisfaction measures, work and objective of the christian missionary societies will be outlined in this organizing/seminar. Furthermore light should be thrown on the role of a recovery of colonies during the years 1919 and 1933 and the NS-power.

(Heinrich Walle)

Summer-term 2016

Die Revolutionen in Mittel- und Osteuropa im 20. Jahrhundert im globalen Kontext

In the European history revolutions have left till today discernible traces. With special consideration on the revolutions in central- and eastern areas in the 20th century this seminar will focus on their effects on the course of European history. This seminar is a part of the Jean-Monnet project "European History in Global Context". In the framework of this project the question should be answered, to what extent the extension of the investigation perspective into the global level/plain could give the European historical research new impulses. (Jürgen Elvert)

Die spanische Eroberung Lateinamerikas im 16. Jahrhundert

This advanced course will discuss the history of the colonization of Latin America predominantly in the 16th century. This seminar is a part of the Jean-Monnet project "European History in Global Context" and under this project the following question will be examined/considered: To what extent the extension of the investigation perspective into the global level/plain could give the European historical research new impulses? Besides that the seminar will deal with the European dimension of colonization just as the repercussion of the colonization on the European actors. (Jürgen Elvert)

Im Zeichen einer neuen Weltordnung: Möglichkeiten und Grenzen europäischer Außen- und Sicherheitspolitik

Already in the 1970s US-Secretary of State Kissinger expressed the desire to have a phone number in Bruxelles, which he could call to discuss and also to solve issues that concerning world politics. Since the 1970s numerous efforts were made at European level to harmonize the foreign affairs and security policy. In the contract of Maastricht Treaty it was expelled the CFSP (Common Foreign and Security Policy), today we speak of the CSDP (Common Security and Defence Policy) of the EU. But does it really concern a coherent draft? And are the linked competences strong enough to protect the European interests in the global frame? The seminar is a part of the Jean-Monnet-Project „European History in Global Context“. Within the scope of this project the question should be followed, to what extent the enlargement of the investigation perspective to the global level can give new impulses for the European-History research.

(Jürgen Elvert)

Europa - Eine Weltprovinz unter vielen?

In 2000 Dipesh Chakrabarty published his book "Provincializing Europe", which is a significant work for post colonial studies. Chakrabarty's main theses and also his adoption in the post colonial studies will be put on the test bench in this lecture.

The lecture is a part of the Jean-Monnet-Project „European History in Global Context“. Within the scope of this project the question should be followed, to what extent the enlargement of the investigation perspective to the global level can give new impulses for the European-History research (Jürgen Elvert)

Leinwandritter – Die Artuslegende im Film Arbeitskurs

No other motive has delivered the basis so far many and different adoption for a comparable period, how the Artus /Arthur myth. The material, whose source situation is still controversial to this day, has inspired historians as well as the popular media to invent this subject over and over again on new, to extend and to spread in the media for centuries. As a result of this the history about Artus and the Knights of the Round Table (?) about the centuries was varied over and over again and extended. Also the film industry discovered Artus /Arthur, even if he was present mostly not as central, but rather his comrades-in-arms, like Merlin or the object of desire, which is linked with him, - the holy Sangraal. The cinematic representation Artus' is embedded mostly in the Middle Ages film. This is not surprising on account of his history, besides, no other medium has determined the general picture of the Middle Ages in the 20th and 21st century more than the film. Nevertheless, the imagination of the epoch "Middle Ages" is a prime example for how strong public access to history with a functional change of that deals with what we understand by history. Nevertheless the Middle Ages film is basically no own genre, but presents rather medieval materials in the different quite existing genres: the Biopics, adventure film, histories and costume film, the western, the satire / parody and the fantasy. Within the framework of the working course we will deal with different filming of the Artus / Arthur myth, which were visualized in the different genres. For that we will use an interdisciplinary analysis form, which extends the media-scientific and music-scientific analysis instruments by the historical source analysis.

(Tina Elvert)

Verschönert-Trainiert-Zerstört Körpergeschichte der Moderne

The Modern period with their different events and processes shaped the human body on different ways. War and education based on physical punishment created scars, which were cured by doctors and therapists. The industrial working process and the emerging knowledge society created specific transformations of the human body, which were struggled by movements of natural reformers, the social state and private institutions. Fascist and communist ideologies dreamed of a "new human" who will dominate the future of the world. This course will deal with the different histories of beauty, training and destruction of the human body in the Modern Era. This course will also give a general overview of the different kinds of history and its sub-disciplines (e.g. sport history/disability history), dealing with a whole bunch of different sources. A special focus will be laid on the relationship of technological progress and the forming of bodies (Cyborgs).

(Ingo Löppenberg)

Fernhandelsgesellschaften im Merkantilismus: Eine Wirtschaftsform im Europa des 17. und 18. Jahrhunderts

At the example of the British East-India-Company of 1600, the Dutch East-India-Company of 1602 and the Brandenburg-African-Company of 1682 should be shown, how in the mercantilism, an economic

model characterized by state interventions in time of the absolutism in Europe, the support of the economy in own country through the export and by the concurrent containment of imports leads to an economic autarky. Further it should be worked out in which way the mercantile system and its monopolistic trading companies were detached since the end of 18, century by the free trade.

(Heinrich Walle)

ii. Summary of Teaching Activities

Winter-term 2015/2016

Titel of activity		Numbers of Students	Hours per Week
Europas Griff nach der Welt im 20. Jahrhundert	Lecture	150	2
Europäer die die Welt vermaßen, kartierten und normierten	Advanced Course	25	2
Europäische Umweltgeschichte im 20. Jahrhundert	Advanced Course	25	2
Kolonialismus und Krieg im 19. Jahrhundert	Advanced Course	25	2
Die Besiedelung Nordamerikas im 18. Jahrhundert	Advanced Seminar	25	2
Kulturgeschichte des Kolonialismus	Advanced Seminar	25	2
Queens on Screens – Königinnen im Film	Seminar	20	2
Forschungsreisen im 19. Jahrhundert	Proseminar	28	4
Deutsche Kolonien. Traum oder Wahn vom "Platz an der Sonne"	Seminar	30	2

Summer-term 2016

Titel of activity		Numbers of Students	Hours per Week
Europa – Eine Weltprovinz unter vielen?	Lecture	75	2
Die spanische Eroberung Lateinamerikas im 16. Jahrhundert	Advanced Course	19	2
Im Zeichen einer neuen Weltordnung:	Advanced Course	27	2

Möglichkeiten und Grenzen europäischer Außen- und Sicherheitspolitik			
Die Revolutionen in Mittel- und Osteuropa im 20. Jahrhundert im globalen Kontext	Advanced Seminar	7	2
Leinwandritter – Die Artuslegende im Film	Seminar	20	2
Verschönert-Trainiert-Zerstört Körpergeschichte der Moderne	Proseminar	19	4
Fernhandelsgesellschaften im Merkantilismus: Eine Wirtschaftsform im Europa des 17. und 18. Jahrhunderts	Seminar	11	2

iii. Interdisciplinary team-taught lecture series

Oftmals kommt es anders als man plant - Akteure, Pläne und deren Nebenwirkungen in der Geschichte (summer-term 2016)

With selected examples the interdisciplinary team-taught lecture series shows, how acting by persons could change history. Sometimes this happens with an aim and a certain plan, sometimes it happens by accident and contrary to any planing. This team-taught lecture series is part of the Jean Monnet-Project „European History in Global Context“. This project research and tries out how a global point of view could help to get new impulses for European history. Selected papers of this lecture series will be published in the journal Historische Mitteilungen der Ranke-Gesellschaft Volume 29 (2017).

The program of the lecture-series:

- | | | |
|---------|---|--|
| 13.4.16 | Prof. Dr. Jürgen Elvert, Köln | Zur Einführung |
| 20.4.16 | PD Dr. Ulrike Kirchberger, Kassel | "Animal Agency" als Nebenwirkung der europäischen Kolonialgeschichte? Ökologische Netzwerke und Transfers zwischen Australien, Indien und Afrika, 1870-1914 |
| 27.4.16 | Dr. Andrea Meyer Ludovisi, London | Catalogues and Categories: Contextualising the Collections at Senate House Library/University of London |
| 25.5.16 | Prof. Dr. Horst Dippel, Kassel | Georg Forster und die Kulturen der Südsee |
| 15.6.16 | Javier Francisco Vallejo, Berlin | Das jesuitische ‚troniche Pferd‘ im transandinen Vizekönigreich Peru |
| 22.6.16 | Ingo Löppenberg M.A., Köln | Schicksal und Zwang, Ökonomie und Zufall - Handlungsoptionen im globalen Leben des Bernhard Eunom Philippi 1811-1852 |
| 29.6.16 | Prof. Dr. Bea Lundt, Flensburg-Berlin | Kwame Nkrumah und die Dekolonisation in Ghana |
| 6.7.16 | Prof. Dr. Christine Gundermann, Köln | Memory as Agency: Zivilgesellschaftliche Erinnerungskulturen in transnationalen Kontakten |
| 13.7.16 | Dr. Andreas Flurschütz da Cruz, Bamberg | Jussuphs Geschichte. Agency, Kontingenz und Identität in der Epoche der Türkenkriege |
| 20.7.16 | Prof. Dr. Jürgen Elvert, Köln | Abschlussdiskussion |

oftmals kommt es anders, als man plant...

Akteure, Pläne und deren Nebenwirkungen in der europäischen Geschichte

- | | |
|-----------|---|
| 13.4.2016 | Zur Einführung
Prof. Dr. Jürgen Elvert, Köln |
| 20.4.2016 | „Animal Agency“ als Nebenwirkung der europäischen Kolonialgeschichte? Ökologische Netzwerke und Transfers zwischen Australien, Indien und Afrika, 1870-1914
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Prof. Dr. Bea Lundt, Flensburg-Berlin |
| 06.7.2016 | Memory as Agency: Zivilgesellschaftliche Erinnerungskulturen in transnationalen Kontakten
Prof. Dr. Christine Gundermann, Köln |
| 13.7.2016 | Jussuphs Geschichte. Agency, Kontingenz und Identität in der Epoche der Türkenkriege
Prof. Dr. Mark Häberlein, Bamberg |
| 20.7.2016 | Abschlussdiskussion
Prof. Dr. Jürgen Elvert, Köln |

>>> Scheinerwerb möglich.

mittwochs | 17.45 bis 19.15 Uhr

Historisches Institut | Abteilung für Didaktik der Geschichte und Geschichte der Europäischen Integration

In Verbindung mit dem Jean Monnet-Lehrstuhl für Europäische Geschichte und dem Zentrum für Vergleichende Europäische Studien (ZEUS)

Hauptgebäude der Humanwissenschaftlichen Fakultät H123 (ehem. H3) | Gronewaldstr. 2 | 50931 Köln

Gefördert im Rahmen des Programms für lebenslanges Lernen der Europäischen Union:



iv. The Homepage

The project's homepage is currently under construction and will be activated in November 2017. The website's url will be <http://www.das-maritime-europa.eu> zu erreichen. Its design will make the website compatible with devices currently on the market (workstations, tablet PCs, smartphones) . The website will be available in German and English.



Apart of this website the Cologne Jean Monnet project is currently visible on the following websites:

Homepage of the University of Cologne: <http://histsem2.phil-fak.uni-koeln.de/370.html>

Academia: <http://uni-koeln.academia.edu/JeanMonnetChairforEuropeanHistory>

Homepage of the German Historical Museum: <https://www.dhm.de/ausstellungen/vorschau/-europa-und-das-meer.html>

<https://www.dhm.de/sammlung-forschung/symposien-workshops/europa-und-das-meer.html>

V. The Book

The monograph to be written by Jürgen Elvert is under contract with Deutsche Verlagsanstalt, a Random House Company, Munich. Its working title is "A maritime History of the European Civilization". The manuscript is due to be delivered by end of April 2017 and will be presented during the Frankfurt Book Fair in October 2017.

4. Related projects

a. The Exhibition Project

i. The brochure



EINFÜHRUNG INTRODUCTION

Europa wurde vom Meer aus erschlossen. Seeleute, Händler und Wissenschaftler durchkreuzten nicht einfach die europäischen Küstengewässer. Vielmehr trugen ihre Erfahrungen und das von ihnen erworbene Wissen seit der Antike dazu bei, das Meer zu entmythisieren und besser zu verstehen. Durch sie traten Völker in Kontakt miteinander, und es entstand ein umfassender Kulturaustausch. Im 15. Jahrhundert erweiterte sich die Perspektive auf die ganze Welt.

Europäer bereisten, vermaßen und kartierten den Globus und überzogen ihn mit einem europäischen Normensystem, das noch heute in vielfältiger Weise wirksam ist. Die Welt diente ihnen aber auch als Spiegel, vor dem sie sich neu definierten und weiterentwickelten, mit Auswirkungen auch auf die überseeischen Zivilisationen. Heute werden etwa 90 Prozent der Welthandels Güter über das Meer transportiert. Der Wohlstand Europas ist fest an die Freiheit der Meere geknüpft. Und nachdem der Mensch lange allzu sorglos mit dem Meer als Ökosystem umgegangen ist, beginnt allmählich die Erkenntnis zu reifen, dass unser aller Zukunft vom Meer abhängt.

„Europa und das Meer“ ist ein Ausstellungsprojekt des Deutschen Historischen Museums Berlin und des Jean Monnet Lehrstuhls für Europäische Geschichte der Universität zu Köln in Verbindung mit zahlreichen Wissenschaftlern verschiedener Fachrichtungen. Die Ausstellung wird im Jahre 2018 im Deutschen Historischen Museum in Berlin gezeigt; Kooperationen mit anderen europäischen Museen sind in Vorbereitung.

Europe was opened up from the sea. Seafarers, traders and scientists did not merely voyage back and forth across the coastal waters of Europe. Their experiences and the knowledge gained thereby have rather helped, since ancient times, to demythologise the sea and to understand it better. It was thanks to them that different peoples came into contact with each other and cultural exchange became widespread. During the 15th century, the perspective on the entire world broadened.

Europeans travelled, surveyed and mapped the globe, covering it with a European system of standards that is still in effect in a variety of ways. The world also served them as a mirror, however: one in which they continually redefined and developed themselves, which also had implications for civilisations overseas. Nowadays, around 90% of globally traded merchandise is transported by sea. The prosperity of Europe is closely linked to the freedom of the seas. Now, after mankind has treated the sea as an ecosystem with too little care for too long, the realisation is gradually dawning that the future of us all depends on the sea.

„Europe and the Sea“ is an exhibition project by the Deutsches Historisches Museum (German Historical Museum) in Berlin and the Jean Monnet Chair of European History at the University of Cologne with the participation of many experts from a broad range of academic disciplines. The exhibition will open at the Deutsches Historisches Museum in Berlin in 2018; collaborative agreements are currently being arranged with other museums in Europe.

1



Norwegische Seeleute im Hafen von Bergen, um 1900
Norwegian Seamen in Bergen harbour, c. 1900

AUSSTELLUNGSKONZEPT CONCEPT

Die Ausstellung „Europa und das Meer“ soll erstmals umfassend und in epochenübergreifendem Rahmen zeigen, welche Bedeutung das Meer für die Entwicklung der europäischen Zivilisation und das Zusammenwachsen Europas besitzt. Beleuchtet werden dabei verschiedenste Themenkomplexe, die vom Mythos über Schiffbau und Seefahrt, Krieg, Entdeckungen, Kulturtransfer, Sklaverei, Migration, Handel, Ressourcen und Umwelt, Forschung und Wissen bis zu transkulturellen Begegnungen und Tourismus reichen. Diese Themen werden am Beispiel ausgewählter Häfen vorgestellt, weil Häfen im Wechselspiel zwischen Europa und der Welt stets Knotenpunkte gewesen sind, wo Europa und die Welt im Kleinen aufeinandertrafen und sich gegenseitig beeinflussten. Die Ausstellung fragt zugleich nach den sich wandelnden ästhetischen Wahrnehmungen des Meeres als Natur- und Kulturraum und präsentiert hochrangige Kunstwerke aus namhaften Sammlungen.

Ein vielfältiges Veranstaltungsprogramm für Erwachsene, namentlich Podiumsdiskussionen oder Vorträge ebenso wie pädagogische Angebote für Kinder und Jugendliche in Form von Workshops, Werkstätten und partizipativen Programmen sind in Vorbereitung. Dazu zählen auch inklusive Angebote, etwa Ausstellungstexte in Braille-Schrift, Gebärdenvideos oder Informationen in Leichter Sprache. Geplant ist eine umfangreiche, reich bebilderte Begleitpublikation in deutscher und englischer Sprache, die neben dem Katalogteil Essays renommierter Historiker und Publizisten enthält.

The exhibition on 'Europe and the Sea' aims to offer the first comprehensive overview of the sea's significance to the development of European civilisation and to the integration of Europe through the ages. A wide variety of topics will be examined: myth, shipbuilding and seafaring, maritime warfare, exploration, cultural transfer, slavery, migration, import, trade/export, resources and the environment, knowledge and research, transcultural encounters, and tourism. These topics are presented in connection with selected ports by way of example, because in the interplay between Europe and the rest of the world, ports have always been nodes where Europe and the world in miniature encountered and influenced each other. The exhibition also considers changes in the aesthetic perception of the sea as a natural and cultural realm and presents first-rate works of art from reputable collections.

A richly varied accompanying programme of events for adults, including panel discussions and lectures, is being prepared, as are educational activities for children and teenagers, in the form of workshops and participatory programmes. Use will be made of inclusive media, with exhibition texts in Braille script, sign-language videos and information in simplified language. It is planned to produce a comprehensive, richly illustrated, accompanying publication in German and English, which in addition to the catalogue will include essays by respected historians and writers.

4



INFORMATIONEN
INFORMATION

LAUFZEIT DER AUSSTELLUNG
DURATION OF THE EXHIBITION
13./14.06.2018 - 06.01.2019

ORT LOCATION
Ausstellungshalle des Deutschen Historischen Museums von I.M. Pei (Untergeschoss)
Exhibition Hall of Deutsches Historisches Museum by I.M. Pei (basement)

AUSSTELLUNGSFLÄCHE EXSPACE
1.100 m²

EXPONATE EXHIBITS
Die Ausstellung erwartet zahlreiche Leihgaben aus Europa und Übersee.
The exhibition will present loans from Europe and overseas.

THEMENFELDER TOPICS
Mythos, Schiffbau, Seefahrt, Krieg, Entdeckungen, Kulturtransfer, Sklaverei, Migration, Handel, Ressourcen und Umwelt, Kunst, Forschung, Wissen, transkulturelle Begegnungen, Tourismus, etc.
Myth, shipbuilding, seafaring, maritime warfare, exploration, cultural transfer, slavery, migration, import, trade/export, resources and the environment, art, knowledge and research, transcultural encounters, tourism, etc.

ZEITRAHMEN TIME FRAME
Antike bis unmittelbare Gegenwart
Antiquity to the present day

BEGLEITPROGRAMM
ACCOMPANYING PROGRAMME
Filme, Vorträge, Podiumsdiskussionen, pädagogische Angebote für Kinder und Jugendliche, partizipative Programme etc.
Films, lectures, panel discussions, educational activities for children and teenagers, participatory programmes etc.

BEGLEITPUBLIKATION
ACCOMPANYING PUBLICATION
Reich bebilderte Essayband mit Katalogteil in deutscher und englischer Sprache
Richly illustrated collection of essays with catalogue, in German and English

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gelbert@dhm.de
Deutsches Historisches Museum
Unter den Linden 2
D-10117 Berlin



MYTHOS MYTH

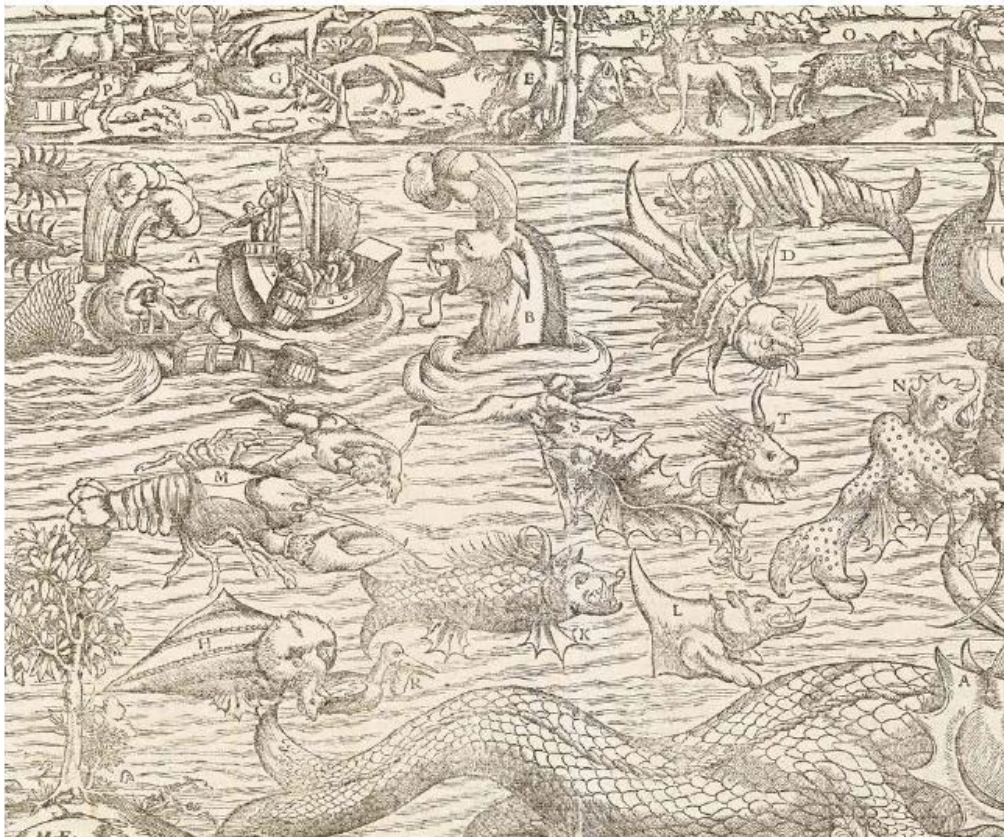


Die Menschen in Griechenland und Westkleinasien standen dem Meer bis zum 8. Jahrhundert vor Christus distanziert gegenüber. Das Meer wurde als Lebensraum der Götter und Dämonen empfunden, in den einzudringen für den Menschen höchst gefährlich ist. Homer beschreibt dies wortmächtig in seiner Odyssee, die aber auch einen Wendepunkt markiert: Das gefährliche Meer mit seinen dunklen Kräften kann bezwungen werden. Im 5. Jahrhundert waren das Mittel- und das Schwarze Meer gesäumt von griechischen Mutterstädten und deren Kolonien, unter denen es einen regen und selbstverständlichen Seehandel gab. Das Meer war in 300 Jahren weitgehend entmythologisiert worden. In diesem Zusammenhang ist auch die polis, die autonome Bürgergemeinde entstanden, die in aller Regel an der Küste lag und über einen Hafen sowie Handelsplätze verfügte. Überdies versuchten die antiken Gesellschaften das Meer mittels Seereichen zu beherrschen, man versuchte das Meer also auch administrativ unter Kontrolle zu bekommen.

Up to the 8th century BC., the peoples of Greece and western Asia Minor had a distanced attitude towards the sea. The sea was considered to be the haunt of gods and demons, into which human beings intruded at their peril. Homer describes this eloquently in the *Odyssey*, but this work also marks a turning point: the dark sea, with its threatening forces, can be overcome. By the 5th century BC., the shores of the Mediterranean Sea and the Black Sea were dotted with Greek cities and their colonies, linked as a matter of course by flourishing maritime trade. In the intervening three centuries, the sea had been largely demythologised. Against this background, the polis developed: an autonomous community of citizens, which was usually situated on the coast and possessed a harbour with trading facilities. Moreover, these ancient societies sought to carve out maritime domains at sea, which meant trying to exercise control over the sea by administrative means.

↑ Oikumene - Karte der bekannten Welt, aus Claudius Ptolemaeus' *Cosmographia*, 1477
Oecumene - map of the known world, from Claudius Ptolemaeus' *Cosmographia*, 1477

→ Seltsame Meeres- und Landungeheuer, aus Sebastian Münster's *Cosmographia*, 1550/1588
Strange sea and land monsters, from Sebastian Münster's *Cosmographia*, 1550-1588





SCHIFFBAU UND SEEFAHRT SHIPBUILDING AND SEAFARING

Die technologischen Entwicklungen und deren Auswirkungen auf die Häfen und das Leben der Seeleute werden anhand einer Zeitreise verdeutlicht, die am Ende des Mittelalters beginnt und bis in unsere Zeit reicht. Detailspekte wie Schiffbau, Antrieb, Navigation, Seeleute und Ladung werden dargestellt.

Technological developments and their effect on ports and the lives of seafarers are illustrated in the form of a journey through time, which begins at the end of the Middle Ages and continues to the present day. This addresses specific aspects in greater detail, such as shipbuilding, propulsion, navigation, seafarers and cargo.

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↑ Werftmodell einer Fluyt, 1726
Model of a fluyt, 1726
→ Amsterdam, um 1687
Amsterdam, c. 1687





KRIEG ÜBER SEE MARITIME WARFARE

Als „Stadt im Meer“ verfügt Venedig über eine einzigartige See- (Kriegs-) Tradition und maritimes Knowhow im zivilen wie militärischen Sektor. Ausgehend von Venedig und den strategischen Überlegungen der Venezianer in der von ihnen beeinflussten Zeitspanne der Vormoderne soll die strategische Bedeutung des Meeres für Europa vor dem Hintergrund des aktuell wieder wachsenden Interesses anderer Großmächte (USA, VR China, Indien, Brasilien) an Seemacht verdeutlicht werden. Es sollte dabei auch vermittelt werden, dass die europäische Wirtschaft dezidiert vom freien Zugang zu den Weltmeeren abhängt.

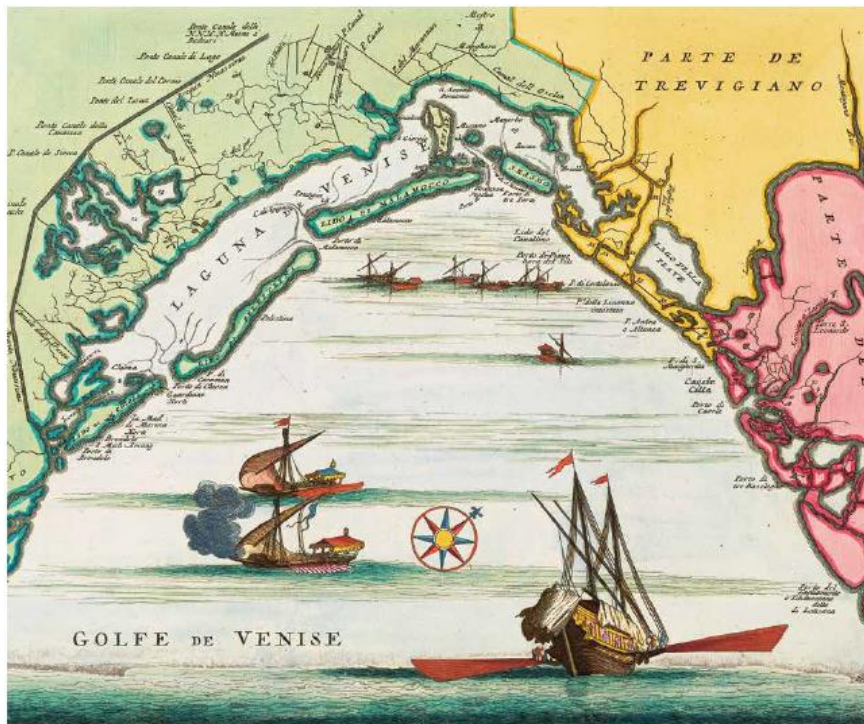
As a 'city at sea', Venice had a unique naval (warfare) tradition and possessed maritime expertise in both the civil and military sectors. Taking Venice and the Venetians' strategic considerations during their period of influence in pre-modern times as a starting point, the strategic significance of the sea to Europe is examined in the context of the increasing interest being shown today by other major powers (United States, PR China, India, Brazil) in naval power. Visitors are also informed how strongly Europe's economic prosperity depends on having free access to the world's oceans.



↑ Seeschlacht bei Lepanto am 7. Oktober 1571: Schlachtsordnung der christlichen und osmanischen Flotten, nach 1571
The Battle of Lepanto on 7th October 1571: battle formations of the Christian and Ottoman fleets, after 1571

→ Venedig, um 1600
Venice, c. 1600

10





ENTDECKUNGEN EXPLORATION

Sevilla war Spaniens Tor zur Neuen Welt – und darüber hinaus einer der wichtigsten Häfen am Beginn der europäischen Expansion. In Städten wie Sevilla konzentrierte sich finanzstarkes Kapital, das die kostspieligen Expeditionen erst ermöglichte, mit denen Europäer zuerst in die fernen Regionen des Atlantiks und dann nach und nach in alle Weltmeere gelangten. Später entwickelte sich Sevilla mit der dort ansässigen Casa de Contratación zum Hauptumschlagplatz des Handels zwischen Europa und der Neuen Welt. Die erste Etappe der spanischen Expansion war die Entdeckung und Eroberung der Kanarischen Inseln. Das Aufeinandertreffen von Spaniern und Guanchen – der indigenen Bevölkerung der Kanaren – erlaubt beispielhafte Antworten auf die zentralen Fragen dieser Ausstellungssequenz: Was wurde eigentlich entdeckt? Und wie veränderten Entdeckungen über See das Menschenbild der Europäer und deren Sicht auf die Welt?

Seville was Spain's gateway to the New World – moreover, it was one of the most important ports in the early years of European expansion. In cities such as Seville, wealth became sufficiently concentrated to be able to finance the cost-intensive expeditions that took Europeans first to the far reaches of the Atlantic and then, bit by bit, to every quarter of the world's oceans. Later, as the location of the Casa de Contratación, Seville developed into the main hub of trade between Europe and the New World. The first stage of Spanish expansion was the discovery and conquest of the Canary Islands. The clash between the Spaniards and the Indigenous Guanches reveals exemplary answers to the main questions of this exhibition sequence: What was actually discovered? How did discoveries made abroad transform the Europeans' concept of human nature and their view of the world?

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↑ Venusfigur der Guanchen (Idolo de Tara), o.J.
Venus figurine, Guanche (Idolo de Tara), n.d.

→ Chronik Le Concorien von Gadifer de la Salle, um 1405
Chronicle Le Canarien by Gadifer de la Salle, c. 1405





KULTURAUSTAUSCH CULTURAL EXCHANGE

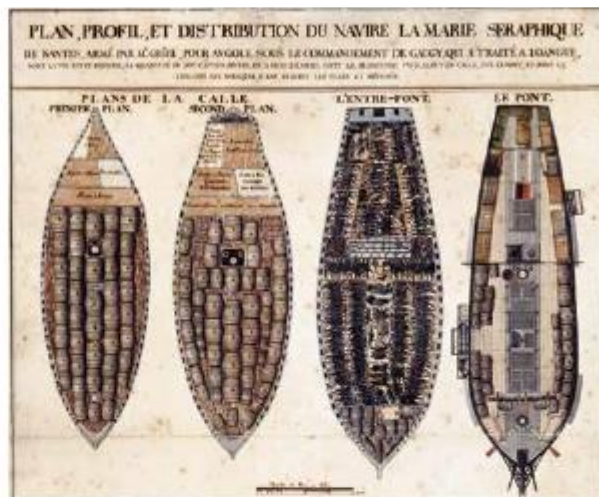
Zu Europas Expansion über See gehörte auch Kulturaustausch in beiden Richtungen. Im 17. Jahrhundert wurde dieser mit Ostasien besonders intensiv von Missionaren des Jesuitenordens vermittelt. Da Portugal zunächst den Seeweg nach Süd- und Ostasien kontrollierte, mussten auch alle Missionare über Lissabon dorthin reisen. Zum Zwecke der Bekehrung der Oberschichten ließen sich diese Vertreter Europas stärker als sonst üblich auf Sprache, Verhalten und Denken der Asiaten, besonders der Chinesen ein, die sich daraufhin auch ihrerseits mit dem europäischen Weltbild auseinandersetzten. Missionserfolge wurden allerdings in Japan und China mit Christenverfolgung beantwortet, während gleichzeitig die Jesuiten als Vertreter westlichen Wissens und westlicher Technologie am chinesischen Kaiserhof gerne gesehen blieben. Da ihre Zugeständnisse an die chinesische Kultur in Europa Anstoß erregten, überschwemmten die Jesuiten es zur Verteidigung mit Informationen über China aus ihrer Sicht, was zur europäischen China-mode des 18. Jahrhunderts führte. Auf asiatische Religionen ließen sich die Europäer aber erst im 19. / 20. Jahrhundert ein, ebenso wie die Chinesen gründlicher auf die westliche Kultur – bis zum Transfer des Kommunismus. Hier werden Wechselwirkungsmechanismen deutlich, die auch in anderen Fällen überseischer Kulturkontakte eine Rolle spielten.

A further aspect of Europe's overseas expansion was cultural exchange – in both directions. During the 17th century, this was conducted with particular intensity in East Asia by Catholic missionaries from the Society of Jesus. Since Portugal initially controlled the sea routes to South and Eastern Asia, any missionary wanting to travel there had to pass through Lisbon. In order to convert members of the upper classes, these representatives of Europe took greater pains than usual to become acquainted with the language, conduct and thought of the Asians, especially of the Chinese, who engaged in turn with the European view of the world. Their successes in spreading the faith, however, led to the persecution of Christians in Japan and China, although the Jesuits, as representatives of Western knowledge and Western technology, remained welcome at the Chinese Imperial court. Their concessions to Chinese culture were causing offence among Europeans, so in self-defence the Jesuits released a flood of information about China, as seen from their point of view. This sparked off a craze for all things Chinese throughout 18th-century Europe. It was not until the 19th and 20th centuries, however, that Europeans developed an interest in Asian religions, just as the Chinese, for their part, delved more deeply into Western culture – as far as the transfer of communism. This example illustrates mechanisms of interaction which also played a role in other cases of overseas cultural contact.

14

→ Europäerfigur aus dem China der Qing-Dynastie, 17./18. Jh.
Figure of a European, China, Qing Dynasty, 17–18th cent.





SKLAVEREI SLAVERY

Nantes ist Ausgangs- und Endpunkt des auf Sklaverei basierenden Dreieckshandels, dem diese Sektion gewidmet ist. Die französische Hafenstadt erlebte einen rasanten Aufstieg als Ausrüster- und Abreisestadt des Menschenhandels. An ihrem Beispiel lassen sich die politischen, wirtschaftlich-finanziellen, kulturellen und nicht zuletzt menschlichen Implikationen des atlantischen Sklavenhandels für die beteiligten Akteure analysieren.

Nantes is both the starting and the finishing point of the triangular transatlantic slave trade, which is examined in this section. This French port experienced rapid growth through equipping and supplying the human traffickers who made it their initial point of departure. Its example provides an opportunity to analyse the political, economic, financial, cultural and – last but not least – the human implications of the transatlantic slave trade for those involved.

- ↑ Sklavenschiff *la Marie Séraphique* aus Nantes, 18. Jh.
Slave ship *la Marie Séraphique* from Nantes, 18th cent.
- Daniel Chodowicki: *Der Sklaven-Handel*, um 1776
Daniel Chodowicki: *The Slave Trade*, c. 1776

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MIGRATION MIGRATION

Bremerhaven fungierte für europäische Verhältnisse schon relativ früh (seit den späten 1840er Jahren) als Ausgangshafen für die Transatlantik-Migration und blieb dies auch sehr lange (bis in die frühen 1960er Jahre). Es bildete bereits seit den frühen 1850er Jahren einen der größten Häfen im Kontext der europäischen Auswanderung (über 7 Millionen Auswanderer) und war für die deutsche als auch für die ost- und ostmittel-europäische interkontinentale Migration von Bedeutung. Es gibt eine große Vielfalt an Migrationsformen, darunter Arbeits- und Siedlungs-, Heirats- und Zwangswanderung und Entsendung. Heute denken wir bei dem Thema an Bilder von Flüchtlingsbooten und ertrunkenen Flüchtlingen im Mittelmeer.

Bremerhaven began serving as a point of departure for transatlantic migration relatively early (in the late 1840s) in comparison to other European ports, and it continued to do so for a very long time (into the early 1960s). From the early 1850s onwards, it was one of the main ports for European emigration (over seven million emigrants) and was of importance to intercontinental migration not only from Germany, but also from Eastern and East Central Europe. Many different kinds of migration are examined, including work and settlement, marriage, forced migration and foreign postings. Nowadays the subject calls to mind images of refugee boats and drowned refugees in the Mediterranean Sea.

↑ Giacomo Sferiazzi: Skulptur aus Wrackteilen zur Erinnerung an Flüchtlingsopfer, die im Meer ertranken (Sotto Cecilio del marzi in mare), Lampedusa um 2010
Giacomo Sferiazzi: Sculpture assembled from pieces of wrecked boats, in memory of drowned refugees (Sotto Cecilio del marzi in mare), Lampedusa c. 2010

→ Auswanderer an Bord der Bremen II, 1909
Emigrants on board the Bremen II, 1909

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IMPORTE: FREMDES WIRD EIGENES IMPORTS: FOREIGN THINGS BECOME OUR OWN

In diesem Kapitel soll veranschaulicht werden, wie sich Europa unter dem Eindruck der über das Meer vermittelten Importe aus Übersee nach und nach tiefgreifend verändert hat. Dieser Wandel machte sich in nahezu allen Bereichen bemerkbar: Alltagskultur und Gesellschaft, Kunst und Wissenschaft, Landwirtschaft und Industrie. Neue Konsumgewohnheiten und Lebensformen entstanden. Wissenshorizonte erweiterten sich und außereuropäische Exotismen beeinflussten Phantasie und Weltansichten der Europäer. Exemplarisch hierfür steht Hamburg mit dem größten Hafen Deutschlands. Die Elbe hinauf kamen Waren aus aller Welt und wurden im stetig wachsenden Hafen gelöscht. In der 1888 fertig gestellten Speicherstadt lagerten die Importe und wurden von dort im ganzen Land verteilt. Bedeutende Handelshäuser wie das Familienunternehmen Godeffroy hatten in Hamburg ihren Hauptsitz.

This chapter demonstrates how Europe underwent a gradual, but far-reaching transformation as a result of the importation by sea of foreign goods. This change became apparent in almost every area of daily life, be it culture, society, the arts and sciences, agriculture, or industry. New consumption patterns and lifestyles emerged. The horizons of knowledge were broadened, while non-European exoticism influenced the imaginations and world views of Europeans. This topic is exemplified by Hamburg, the largest port of Germany. Goods from all over the world came up the estuary of the River Elbe and were unloaded in the ever-growing harbour. The imports were stored in a purpose-built warehouse district („Speicherstadt“), completed in 1888, from where they were despatched throughout the country. Leading trading companies, such as that of the Godeffroy family, had their head offices in Hamburg.

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↑ Blechdose für Sarotti / Kakao, 1900/1930
Tin for Sarotti cocoa, 1900-1930

→ Ansicht eines Kolonialwarenladens, Berlin 1929
View of a grocer's, Berlin 1929

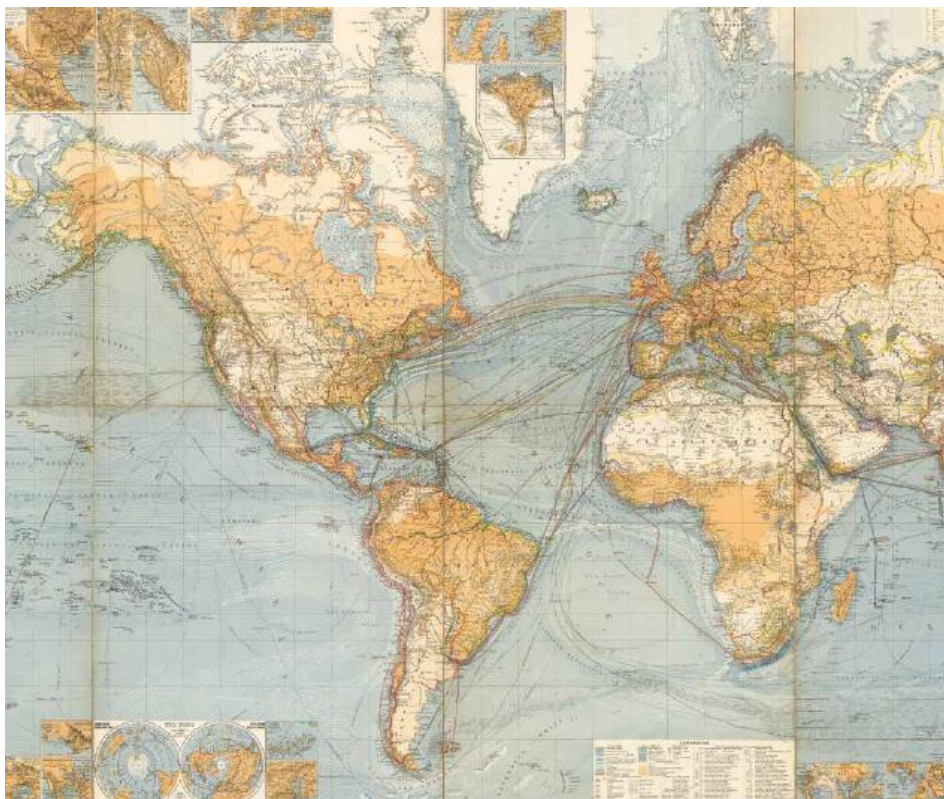




HANDEL: EXPORT AUS EUROPA TRADE: GLOBAL MARITIME ECONOMY

„Weltwirtschaft“ ist immer auch Seefahrt und Seetransport. Internationale Arbeitsteilung in industriell geprägten Gesellschaften ist ohne Seehandel und Seeverkehr ebenso unmöglich wie – bis in die zweite Hälfte des 20. Jahrhunderts hinein – der Transfer von ökonomischem und technologischem Wissen zwischen den Kontinenten. Exportiert wurden hierbei nicht nur europäische Gewerbeprodukte, sondern auch ökonomisches, technisches und kommerzielles Knowhow, das maßgeblich sowohl zur Europäisierung der Welt, als auch dazu beitrug, dass der mit Abstand größte Teil der außereuropäischen Welt heute europäische und neu-europäische (amerikanische) Standards verwendet. Der Londoner Hafen steht hierbei einerseits für das alte, sich gleichzeitig aber bis in die Gegenwart immer wieder erneuernde Europa und andererseits für das weltumspannende, „seabourne Empire“ der Briten. Zentrales Symbol für die ökonomische Durchdringung der Welt im 19. Jahrhundert ist die Londoner Weltausstellung von 1851, die mit dem Glaspalast ein Symbol für den Aufbruch ins Zeitalter der Industrialisierung und Weltwirtschaft darstellte.

Seafaring and seaborne transport are an indispensable component of the global economy. Without maritime trade and transport, the international division of labour in industrial societies would be as impossible today as the transfer of economic and technological knowledge between the continents would have been in the period up to the second half of the 20th century. Besides its commercial products, Europe also exported economic, technical and commercial expertise that contributed significantly to the Europeanization of the world, and to the fact that the overwhelming majority of non-European countries now use European and neo-European (American) standards. In this context, the port of London stands on the one hand for the old – but continually renewed – Europe and, on the other hand, for the global “seabourne empire” of the British. The economic penetration of the world in the 19th century is chiefly illustrated here by the Great Exhibition of 1851 in London, which with its Crystal Palace symbolised the dawning age of industrialisation and the global economy.





RESSOURCEN: VOM FISCH ZUM ÖL RESOURCES: FROM FISH TO OIL

Fisch ist seit jeher die wichtigste und am stärksten präsente Ressource des Meeres. Wenige europäische Hafenstädte haben wie Bergen eine Geschichte, die das so deutlich zeigt. Das gilt insbesondere für das Späte Mittelalter und die Frühe Neuzeit, als Bergen mit seinem Hansekontor eine bedeutende Vermittlerrolle für den Handel von Nordnorwegen bis Norddeutschland und in die Ostsee hinein besaß. In Bergen verbanden sich mit der Ressource Fisch in besonderer Weise die Entfaltung und der Verlust von Macht und deren Repräsentation in der Stadt. Im 20. Jahrhundert wurde Esbjerg schließlich einer von Europas wichtigsten Häfen für die Ölförderung auf See. Indem die Geschichte beider Städte untrennbar mit den Ressourcen Fisch und Öl verbunden ist, zwingt der Blick auf Bergen und Esbjerg zu den zeitlosen Fragen nach der Unerschöpflichkeit und der Verwundbarkeit des Meeres.

Fish have always constituted the most important and the most prominent resource in the sea. Few European ports have a history that demonstrates this as clearly as that of Bergen does. This applies particularly to the late Middle Ages and the early modern period, when Bergen with its Hanseatic trading office (Kontor) played a significant intermediary role in trade from northern Norway to northern Germany and into the Baltic area. In Bergen, fish as a resource was linked in a special way to the spread and loss of power, as well as its representation in the city. In the 20th century, Esbjerg finally became one of Europe's most important ports for offshore oil extraction. Because the history of both cities is inextricably connected with fish and oil as resources, a look at Bergen and Esbjerg inevitably highlights the timeless questions of the inexhaustibility and vulnerability of the sea.



- ↑ Fischer mit Netz, aus Sebastian Münsters Cosmographia, 1544/1598
Fisherman with net, from Sebastian Münster's Cosmographia, 1544-1598
- Ölbohrinsel Gorm in der dänischen Nordsee, um 2010
Oil drilling platform Gorm in the Danish waters of the North Sea, c. 2010





MEERESFORSCHUNG MARINE RESEARCH

Kiel verfügt über eine kontinuierliche Tradition innovativer ozeanographischer Forschung seit Beginn der modernen Meeresforschung im 19. Jahrhundert. Die Hafenstadt an der Förde ist international vernetzt und repräsentiert alle Subdisziplinen der Meeresforschung. Kiel eignet sich somit ideal, um die Geschichte der europäischen Meeresforschung im internationalen Vergleich nachzuzeichnen. Im Gesamtkonzept der Ausstellung dekonstruiert die Sequenz Meeresforschung die eingangs dargestellten Mythen des Meeres wissenschaftlich und schlägt den historischen Bogen von der Antike in die Gegenwart und Zukunft. Zugleich soll die Sequenz den Besucher für die offenen Fragen und ungelösten Probleme der Weltmeere sensibilisieren und mit diesem Denkanstoß aus der Ausstellung entlassen.

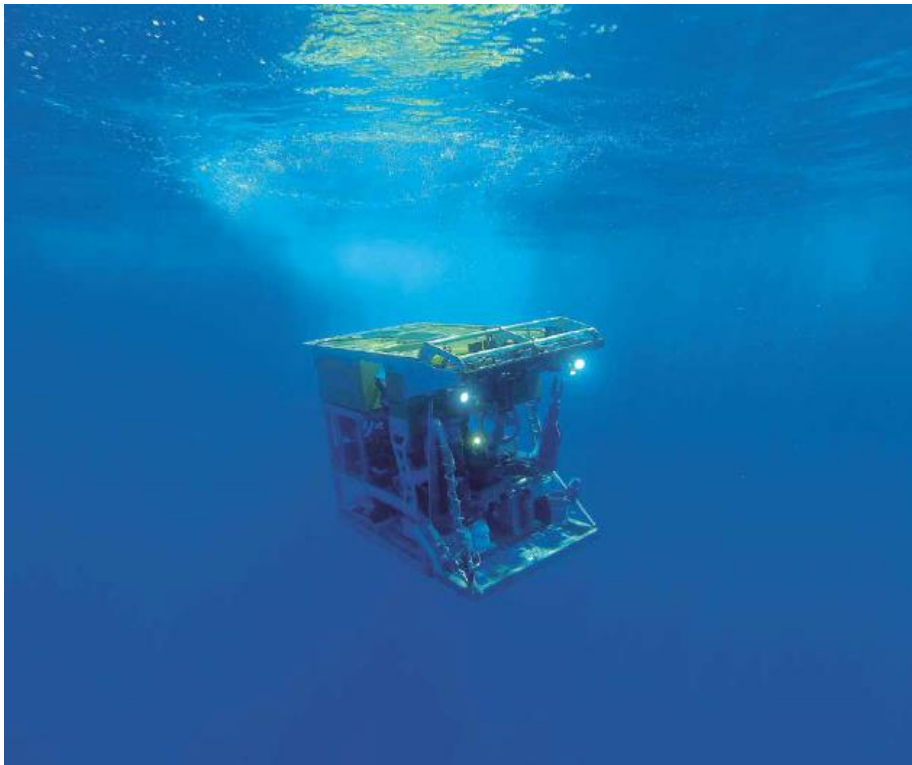
Kiel has an unbroken tradition of innovative oceanographic research that dates back to the beginnings of modern marine science in the 19th century. Situated on a long sea inlet, the port city is well connected internationally and is home to a broad spectrum of marine research. Kiel is therefore ideally suited to tracing the history of European marine research in an international context. In terms of the exhibition's overall concept, the Marine Research sequence scientifically deconstructs the myths of the sea that were presented at the beginning and establishes a historical connection between antiquity, the present day and the future. At the same time, this sequence is meant to sensitize visitors to the unanswered questions and unresolved problems of the world's oceans and to provide them with food for thought after leaving the exhibition.



← Titelcover von Carl Falkenhorst's *In Meeresziefen. Geschichte der Erforschung und Eroberung der Meere*, 1891
Cover of Carl Falkenhorst's book about marine exploration and research, *In Meeresziefen*, 1891

→ Ferngesteuerter Tiefseeroboter ROV KIEL 6000 bei einer Expedition des Forschungsschiffes FS Sonne im Indischen Ozean, 2013
Remotely operated underwater vehicle (ROV) KIEL 6000 during an expedition of the research ship FS Sonne in the Indian Ocean, 2013

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TOURISMUS TOURISM

Mit der Verbesserung der Deich- und Schiffbautechniken wurde das Meer ab dem 18. Jahrhundert von einer Gefahr zu einem Freund umgedeutet. Die alte Vorstellung vom Meer als Hort der Ungeheuer wich der romantischen Verklärung – das Meer als Hort der Erhabenheit und Quell der Gesundheit. Dies lässt sich an den ersten Seebädern, die ab 1730 entstanden, und besonders mit dem ab 1900 einsetzenden Strandleben und Kreuzfahrten festmachen. Zudem wurden das Meer und die Küsten immer mehr als Raum für Sport erschlossen und immer weitere Sportarten auf dem Meer ausgetragen. Die touristische Nutzung des Meeres ist dabei eng mit einer romantischen Vorstellung desselben verknüpft und gipfelt heute in einem der weltweit lukrativsten Wirtschaftszweige.



Technical advances in dyke construction and ship-building from the 18th century onward led to a change in the general perception of the sea, from 'foe' to 'friend'. The old notion of the sea as a haunt of monsters gave way to romantic imagination – the sea as a realm of the sublime and a source of good health. The transformation is evident from the establishment of the first seaside resorts, beginning in 1730, and especially from the growing popularity of beach life and cruises after 1900. In addition, the sea and the coasts were developed more and more as places for physical exercise, while an increasing number of sports took place at sea. A romantic vision of the sea is also closely linked with marine tourism, which has now grown into one of the world's most lucrative industries.

↑ Reiseverkehrswerbung für die Reederei HAPAG, 1933
Advertising for shipping company HAPAG, 1933

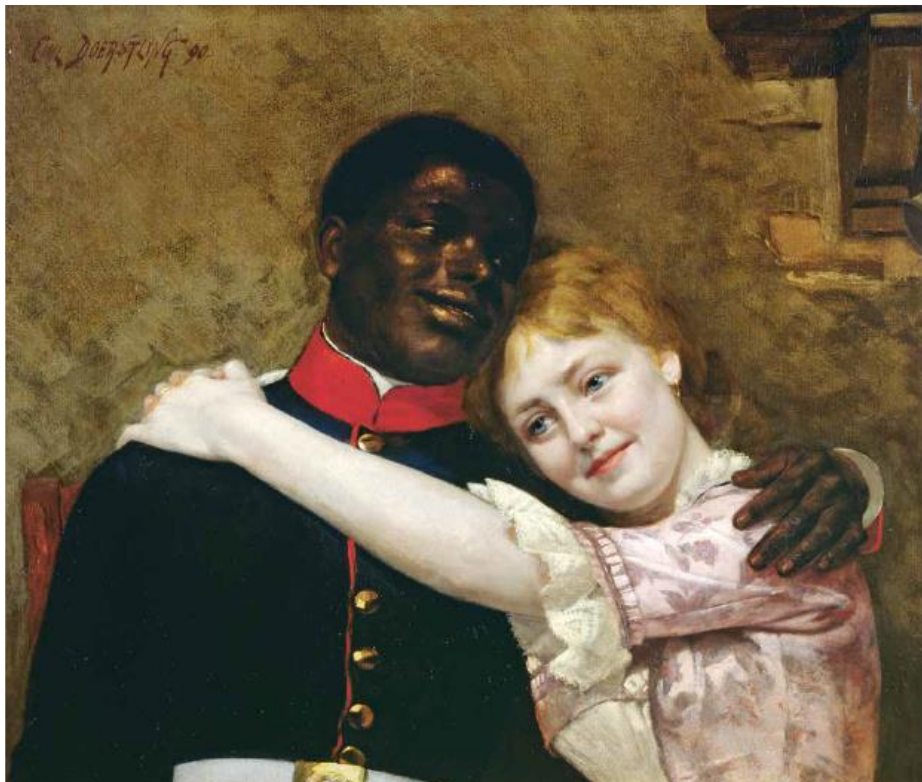
→ Badekarren in Ostende, um 1912
Bathing coach in Ostend, c. 1912



INTERKULTURELLE PAARE TRANSCULTURAL PAIRS

Wenn wir von Europa, dem Meer und der Welt sprechen, dann sprechen wir auch von intimen Beziehungen zwischen Menschen, deren Herkunft und kultureller Hintergrund denkbar unterschiedlich waren – und von deren Kindern. Wer wurde als Integrationswürdig angesehen? Wie wurde Vermischung beurteilt? Welche Klassifizierungen entstanden, welche Folgen für das Bild, das eine Gesellschaft von sich selbst hat? Diese Fragen führen auf die Spuren einer Geschichte von Ablehnung und Akzeptanz, von Faszination und Irritation. Sie handeln von Anpassung und Widerstand und der Geburt eines neuen Europa.

When we talk about Europe, the sea and the world, we are also speaking of intimate relationships between people whose origin and cultural background were as different as could possibly be imagined – and of their children. Who was regarded as worthy of integration? How were interracial and intercultural marriages received? What classifications emerged? What were the consequences for the image that a society had of itself? These questions reveal the traces of a history of rejection and acceptance, of fascination and irritation. They address adaptation and resistance, and relate to the birth of a new Europe.



ii. The Workshop 01.06.2016

Protokoll Sitzung der Sektionssprecher zur Ausstellung „Europa und das Meer“

Ort: Deutsches Historisches Museum

Datum: 01.06.2016

Uhrzeit: 13.00-19.45 Uhr

Protokollführerin: Martina Elvert

Anwesende:

Blume, Dorlis (DHM)
Brennecke, Christiana (DHM)
Brey Mayer, Ursula (DHM)
Denzel, Markus (Universität Leipzig)
Eisentraut, Thomas (DHM)
Elvert, Martina (Universität zu Köln)
Elvert, Jürgen (Universität zu Köln)
Fellmeth, Ulrich (Universität Stuttgart Hohenheim)
Freund, Albert (Universität zu Köln)
Goßmann, Till (DHM)
Hasberg, Wolfgang (Universität zu Köln)
Hoffmann-Wieck, Gerd (Geomar Kiel)
Jeismann, Michael (Goethe Institut, Senegal)
Jürgensen, Ann-Kristin (DHM)
Löppenber, Ingo (Universität zu Köln)
Oltmer, Jochen (IMIS u. Universität Osnabrück)
Reinhard, Wolfgang (Universität Freiburg)
Ruppenthal, Jens (Universität Bremen/Deutsches Schiffahrtsmuseum Bremerhaven)
Schmale, Wolfgang (Universität Wien)
Spode, Hasso (TU Berlin/ Universität Hannover)
Stielow, Christian (DHM)
Walle, Heinrich (Universität zu Köln)
Wendt, Reinhard (FernUniversität Hagen)

Tagesordnungspunkte:

Begrüßung (Jürgen Elvert, Dorlis Blume)

TOP 1: Vorstellung des Berliner Teams durch Dorlis Blume

TOP 2: Informationen zur Ausstellung

TOP 3: Visualisierungsvorschläge des Teams Berlin zu den einzelnen Sektionen

Begrüßung

Jürgen Elvert begrüßt alle Teilnehmer und dankt Dorlis Blume und dem Berliner Team für die Organisation der Sitzung und der anschließenden Konferenz. Hintergrund für die Sitzung der Sektionssprecher sind folgende Punkte:

1. nach der bislang eher abstrakten Vorgehensweise soll nun die konkrete Umsetzung für die Ausstellung ins Auge gefasst und diskutiert werden
2. Das Berliner Team um Dorlis Blume wird die einzelnen Sequenzen der Ausstellung mit den Teilnehmern durchgehen und erste Vorschläge zur Visualisierung der Sequenzen vorschlagen
3. Diese sollen dann im Kreis der Teilnehmer diskutiert werden

TOP 1: Vorstellung des Berliner Teams durch Dorlis Blume

1. Dorlis Blume ist seit Beginn des Ausstellungskonzeptes als Projektleiterin dabei und leitet seit September 2015 den Fachbereich Sonderausstellungen und Projekt am DHM
2. Ursula Breymayer ist im September 2015 zum Ausstellungsteam gekommen. Sie hat eine 0,5 Stelle und verfügt über sehr gute Expertise im Bereich von epochenübergreifenden Ausstellungen
3. Christiana Brennecke: ist eine Expertin in Bezug auf die südeuropäischen Länder und verfügt über eine hervorragende Sprachkompetenz in diesem Bereich
4. Thomas Eisentraut: ist seit Dezember 2015 mit einer vollen Stelle im Team und hat bereits Ausstellungserfahrung aus den S.-H. Landesmuseen S.-H., Schloss Gottorf, Schleswig, mitgebracht. Er arbeitet vor allem über maritime Themen
5. Christian Stielow: ist wissenschaftliche Hilfskraft und arbeitet gerade an seiner Masterarbeit aus dem Bereich Public History, die kurz vor ihrer Fertigstellung steht. Er ist der „dienstälteste“ Mitarbeiter im Team (zeitlich begrenzte Tätigkeit)
6. Till Goßmann: ist Praktikant am DHM (zeitlich begrenzte Tätigkeit)
7. Christine Jürgensen: ist studentische Hilfskraft am DHM für den Fachbereich Sonderausstellungen (zeitlich begrenzte Tätigkeit)

TOP 2: Informationen zur Ausstellung

- Der wissenschaftliche Beirat des DHM hat die Ausstellung an das Kuratorium des DHM empfohlen
- die Ausstellung ist in das Programm integriert worden und wird im Juni 2018 eröffnet
- größtenteils wurden die bisherigen Vorschläge der Arbeitsgruppen zur Ausstellung vom wissenschaftlichen Beirat und vom Kuratorium für gut befunden, dennoch gibt es einige Kritikpunkte:

a) Osteuropa fehle

b) Kolonialismus müsse betont werden

c) Umweltschutz/Umweltverschmutzung müsse stärker thematisiert werden

- daher sollten diese Punkte nebst anderen Problemen, mit denen das Berliner Team bei der Struktur und der Objektrecherche konfrontiert wurden, diskutiert werden
- durch das Grobkonzept, welches durch das Berliner Team im Folgenden vorgestellt wird, soll nun eine Vertiefungsebene erfolgen
- nach der Sitzung der Sektionssprecher und der darauffolgenden Konferenz sollen nun die folgenden nächsten Schritte eingeleitet werden:
 1. Überprüfung der bisherigen Arbeitsergebnisse und Aufdeckung grundsätzlicher Fragestellungen, die noch bearbeitet werden müssen
 2. Erstellung einer Feinkonzeption durch die Projektmitarbeiter DHM
 3. Objektrecherche

TOP 3: Visualisierungsvorschläge des Teams Berlin zu den einzelnen Sektionen

1. Vom Mythos zum Logos/Hafenstadt Altsmyrna

1.1 Präsentation Team Berlin

- Gliederung:
 - a) Altsmyrna als Hafenstadt:
 - ❖ Altsmyrna ist eine typische altgriechische Hafenstadt
 - ❖ sie bietet durch ihre Konstruktion Schutz vor Gefahren
 - ❖ sie ist die vermeintliche Geburtsstadt Homers
 - b) Homers Odyssee / Antike Mythen
 - ❖ soll zu Beginn der Ausstellung durch einen Klangtunnel mit Textpassagen aus der Odyssee und Geräuschen des Meeres den Besucher in die Ausstellung einführen

und die Thematik derselben untermalen. Hierbei sollen im ansonsten dunklen Raum Spotlights auf entsprechende Objekte fokussiert werden

- ❖ als Objekte werden vorgeschlagen: Skylla-Darstellung auf Vase und Sirenenvogel
- ❖ Odysseus soll als Wendepunkt des Verhältnisses zum Meer aufgezeigt werden → er hat das Meer bezwungen und ist ein Vorbild für junge Seefahrer
- ❖ damit kann der nächste Schritt der Kolonien Bildung und der Handelsinteressen aufgezeigt werden
- ❖ wirtschaftliche Interessen werden z.B. durch Amphore als Transportgefäß verdeutlicht

c) Erschließung des Mittelmeeres / Entmythologisierung

- ❖ in diesem Stadium siegt die Neugier über die vorherige Angst in Bezug auf das Meer
- ❖ es wurden Reiseberichte verfasst, Segelanweisungen erstellt und Hafenstädte wurden zu wichtigen Knotenpunkten
- ❖ eine Karte Oikumene aus dem 2. Jhd. n. Chr. kann als Ausstellungsobjekt genutzt werden und die Grundlage für die administrative Beherrschung des Meeres visualisieren
- ❖ es erfolgt eine Entmythologisierung des Meeres, gleichzeitig bleibt das Meer als Raum von Seeungeheuern aber ein mythischer Ort → dies könnte durch Karten des Mittelalters und der frühen Neuzeit, die Seeungeheuer darstellen visualisiert werden (Meer = Handlungsfeld des Satans)
- ❖ ebenso kann der christliche Mythos des Meeres anhand des Objektes „Jonas im Walfisch“ des Altonaer Museums dargestellt werden

d) „moderne“ Mythen

- ❖ in der Aufklärung werden dann Schönheit und Erhabenheit des Meeres in den Vordergrund gestellt
- ❖ es folgt die Landgewinnung durch den Deichbau → dem Meer wird Land abgetrotzt
- ❖ die Dialektik zwischen Angst, Neugierde und Profitstreben begann in der Antike und zog sich bis in die Neuzeit

▪ Eventuell mögliche Exponate (siehe Präsentation)

- Rekonstruktion der Stadt Altsmyrna, ca. 8. Jhd. v. Chr. nach W. G. Forrest, 1966
- Homers Odyssee, in der Übersetzung von Johann Heinrich Voss, Bd. 3, 1793, DHM)
- Skylla-Darstellung auf einer Bauchlekythos, 4. Jhd. v. Chr., Universitätsmuseum Tübingen
- Sirenenvogel mit Schleier über dem Kopf, 4. Jhd. v. Chr., Staatl. Antikensammlungen München
- Amphore, um 350 v. Chr., Sammlung Juha Nurminen, Helsinki
- Abschrift d. Reiseberichts von Hanno d. Seefahrer, 9. Jhd., USB Heidelberg
- Faksimile d. Oikumen-Karte d. bekannten Welt, 1983 (Original 2. Jhd. n. Chr.) DHM
- Seltsame Meeres- u. Landungeheuer, 1559/1588, DHM
- Jonas im Walfisch, frühes 17. Jhd. Altonaer Museum

▪ Fragestellungen zur Diskussion:

1. Gibt es unter den Sektionssprechern weitere Objektideen?
2. Sollte vielleicht eine zweite Hafenstadt, z.B. Ostia mit hinzugenommen werden, um den gesamten Themenkomplex besser darstellen zu können?

1.2 Diskussion:

a) Kommentare zu Hafenwahl

- Vorteile von Altsmyrna als Hafenstadt:
 - Altsmyrna ist sehr gut geeignet, wenn die Phäakenepisoden der Odyssee erzählt wird (Fellmeth)
 - Altsmyrna ist gute Wahl als Hafen für die Darstellung „Vom Mythos zum Logos“, nicht aber für das Thema „Seeherrschaft“ (Fellmeth)
- Nachteile von Altsmyrna als Hafenstadt:
 - es gibt kaum noch Überreste und somit auch keine Exponate der Stadt und auch keine historischen Illustrationen (Fellmeth)
 - Altsmyrna liegt nicht in Europa. Dieser Punkt könnte aber als irrelevant betrachtet werden, da es für die damalige Zeit als zu Europa gehörig angesehen wurde (Fellmeth)
 - für den Themenbereich „Seeherrschaft“ wäre Ostia besser geeignet:

a) Ostia ist räumlich gut nachweisbar

b) Ostia würde den Übergang zur Seeherrschaft aufzeigen → dafür ist Ostia als Hafen aber weniger geeignet, den Übergang vom Mythos zum Logos aufzuzeigen! (Fellmeth)

→ Wahl von zwei Hafenstädten (Altsmyrna und Ostia) für diese Sequenz

b) Kommentare zum Mythos

- Entmythologisierung des Meeres muss mehr in der Tiefe und im Rahmen der geographischen Veränderungen im Zeitraum 6. Jhd. v. Chr. bis 2. Jhd. n. Chr. aufgezeigt werden (Fellmeth)
- Entmythologisierung und die Verbindung zur Poleis als selbstverfasste Regierungsform und griechisches Staatenwesen muss im Zusammenhang dargestellt werden (Fellmeth)
- es fehlt in dieser Sequenz die Piraterie → der Wandel von Odysseus als Räuber (Lügendgeschichten) bis zur Befreiung des Mittelmeeres von Seeräubern (Pompeius) sollte aufgezeigt werden
- Die Entwicklung vom Mythos zum Logos lässt sich nicht linear erzählen, da bereits in der Kaiserzeit Handelsbeziehungen bis nach Asien bestanden → d.h. es gab eine Ambivalenz zwischen Mythos und Logos
- grundsätzlich sollte das Narrativ „Vom Mythos zum Logos“ bestehen bleiben, aber gleichzeitig muss dargestellt werden, dass dieses differenziert betrachtet werden muss (Spode)
- Mythos und Logos lassen sich nicht scharf trennen und die Mythenforschung der letzten 20 Jahre darf nicht unberücksichtigt bleiben → daher sollte auf Zusatz „Logos“ verzichtet werden (Schmale)
- die Erzählung des Europamythos bis nach Marokko (Herkules) sollte als Erzählraum Mittelmeer über bildliche Darstellung erfolgen
- Entmythologisierung fand durch Wissenschaft statt und kann hervorragend durch Herodot-Zitate, Karten usw. dargestellt werden (Fellmeth)

c) Sonstige Kommentare

- Meer sollte mit Kulturaustausch verbunden werden → „Zyklopenstelle“, denn ohne Kulturaustausch keine Kultur (denn weil Zyklopen nicht über das Meer fahren, sind sie kulturlos) → Kultur entsteht nur durch den Austausch mit anderen Kulturen!
- Hörbeispiele in der Ausstellung sollten lauter sein (Reinhard) oder durch „Hörduschen“ für 4-5 Personen erfolgen (Hoffmann-Wieck)

Fazit:

1. um beide Themenbereiche (Vom Mythos zu Logos und zur Seeherrschaft) aufzeigen zu können, sollten zwei Hafenstädte für diese Sequenz gewählt werden (Altsmyrna und Ostia)
2. Titel der Sequenz sollte auf Mythos – Logos – Seeherrschaft erweitert werden (Fellmeth)

Exponatideen:

- Herodot-Zitate
- Karten
- Münzen
- Schiffwracks rund ums Mittelmeer
- für Handel können wichtigste Häfen der vorgestellt werden (Karten und/oder Info zu Alexandria, Ostia usw.)
- Händlerkontakte könnten auch durch Isis-Statue in Ostia und den Isis Kult, der durch Händler nach Italien kam, demonstriert werden (Fellmeth)

2. Schiffbau und Seefahrt (Amsterdam/St. Petersburg)

2.1 Präsentation Team Berlin:

- Gliederung:
 - a) Amsterdam/St. Petersburg als Hafenstädte
 - ❖ Amsterdam ist typische Hafenstadt der Frühen Neuzeit
 - ❖ über Zar Peter Verbindung zu Amsterdam (Schiffbau) und St. Petersburg
 - ❖ Exponate:
 - Ansicht von Amsterdam, um 1720, DHM
 - Ansicht von St. Petersburg u. Newa, 1753, Eremitage, St. Petersburg
 - b) Der europäische Schiffbau: Neue Formen und Innovationen – die Fleute als Revolution
 - ❖ Fleute ist verbindendes Element zwischen Amsterdam und Osteuropa
 - ❖ Exponate:
 - Modell einer Lübecker Fleute, 1726 (DHM)
 - Joseph Mulder, Ostindisches Magazin u. Zimmermannswerft, 1719/26, Amsterdamer Stadtarchiv
 - Lehrzeugnis Zar Peter I. von Russland, 1698
 - Abraham Storck, Fregatte Peter und Paul, 1698, Amsterdam Museum
 - c) Die Niederlande als Nation der Seefahrer: Die Erschließung d. europäischen Meere
 - ❖ NL ist Seefahrernation auf sämtlichen Meeren
 - ❖ NL ist führend im Schiffbau u. der Seefahrt in der Frühen Neuzeit
 - ❖ Goldenes Zeitalter (17. Jhd.)
 - ❖ VOC
 - ❖ Exponate:
 - Pieter Bast, Vogelflugkarte von Amsterdam, 15978, Het Scheepvaartmuseum, Amsterdam
 - d) Navigation auf See: Entwicklung d. nautischen Instrumente
 - ❖ Exponate:
 - Kompass v. Zar Peter I. von Russland, vor 1700, Staatl. Kunstsammlungen Dresden
 - Unterschiedliche Navigationsinstrumente, 17.-18. Jhd., Deutsches Schiffahrtsmuseum, Bremerhaven
 - e) Alltag an Bord: Leben der Seemänner
 - ❖ Exponatideen:
 - Mikado-Spiel vom Wrack d. norwegischen Fregatte Lossen, vor 1717, Norsk Maritimt Museum, Oslo
 - Niederländische Tonpfeifen, 17./18. Jhd., Amsterdam Pipe Museum

- Tagebuch d. norwegischen Matrosen Nils Trossner, 1710-1714, Norwegisches Reichsarchiv Oslo → persönliche Schriftquelle mit Bildern am Seitenrand

f) Schiffsunglücke u. Sicherheit auf See

- ❖ Thema zieht sich durch ganze Seefahrtgeschichte
- ❖ Schiffsunglücke im europäischen Gedächtnis
- ❖ Sicherheitsbestimmungen an Bord (SOLAS Übereinkommen 1913 bis heute)
- ❖ Exponate:
 - Die Titanic im Hafen von Southampton, 1912 (Foto)
 - Die Costa Concordia vor der Insel Giglio, 2012 (Foto)

▪ Fragestellungen zur Diskussion:

1. Schiffsunglücke in Ausstellung einbinden?

2. Einbindung Osteuropas durch St. Petersburg in Ausstellung?

- St. Petersburg = Kopie von Amsterdam
- Transfer von West- nach Osteuropa → St. Petersburg = Fenster Russlands nach Westen

2.2 Diskussion:

a) Kommentare zur Hafenwahl u. ggf. zusätzlicher Hafenstadt St. Petersburg

- Auswahl Hafen Amsterdam ist gut (Walle)
- St. Petersburg als Hafen nicht geeignet, weil:

a) Amsterdam u. St. Petersburg als Häfen nicht ebenbürtig sind (St. Petersburg in diesem Zeitraum als Hafen unbedeutend, da nicht über Gesamtjahr eisfrei). St. Petersburg erst im 18./19. Jhd. von Bedeutung

b) Anekdote zu Zar Peter I. überzeugt nicht, da zum Zeitpunkt als dieser in NL Schiffsbau erlernte, Niederländer bereits nach England gingen (Denzel)

- Anekdote zu Zar Peter sehr schön (Reinhard)
- St. Petersburg als Hafen geeignet (Hasberg)

b) Kommentare zum Thema Fleute

- Fleute ist als Schiffstyp geeignet, um grundsätzliche Hintergründe für Schiffsbau aufzuzeigen (wurde aber nicht 1595 erfunden). Von friesischer Schiffbautradition bis zum niederländischen Schiffbau lassen sich die drei Ursachen für verschiedene Schiffstypen aufzeigen:

1. regionale

2. materielle

3. steuerrechtliche

→ diese Hintergründe lassen sich auch auf die heutige Zeit übertragen!

- Zweifel, ob Fleute als Schiffstyp geeignet ist, da die Niederländer die Meere nicht mit diesem Schiffstyp beherrschten. Fleute sollte auf keinen Fall so zentral platziert werden (kein „Fleutozentrismus“) (Reinhard)
- Exponate:
 - Reinhard kennt einen Hobbybastler, der ein Fleute nachgebaut hat, evt. Möglichkeit der Ausleihe für Ausstellung (Kontakt über Reinhard)

c) Kommentare zum Thema Niederlande/Goldenes Zeitalter

- in diesem Bereich kann „Goldenes Zeitalter“ und „VOC“ integrierend mit Grotius und den rechtlichen Aspekten behandelt werden → „Freiheit der Meere“ = heutzutage „Wirtschaftszonen“

d) Navigation

- Besucher sollten in der Ausstellung die Möglichkeit haben selber zu navigieren (Reinhard)

- theoretische Erkenntnisse z.B. in Form von Karten wurden hergestellt, dennoch Frage, ob diese in der Praxis genutzt wurden (Walle)
- Kolderstock des 17./18. Jhd. sollte als Exponat genutzt werden (Walle)
- e) Alltag an Bord
 - Alltag an Bord sollte über Geruchselemente (z.B. Holzkohlenteer) vermittelt werden (Walle)
 - um maritimen Charakter der Ausstellung zu unterstreichen, sollte der Boden schwanken (Jeismann)
 - zusätzlich könnten Geräusche des Schiffes und seiner Umgebung hinzukommen (Rasseln der Ankerkette, Rufe der Seeleute, Möwen usw.)
- f) Kommentare zum Thema Schiffsunglücke
 - Thema ist wichtig und gut, da es die Möglichkeit gibt, auch Tod und Verderben in der Ausstellung zu behandeln, vor allem da in d. Vergangenheit bemängelt wurde, dass nur die „Erfolgsgeschichte“ erzählt wird und Katastrophen oder negative Aspekte zu kurz kommen (Ruppenthal)
 - Schiffsunglücke bedeuten für Eigentümer den Verlust von Schiffen und Ladung →hier könnte Verweis auf Versicherungswesen eingebracht werden, da dies eine zentrale Rolle spielte →Perspektive des Reeders, der sich gegen Risiken absichert könnte aufgezeigt werden (30% Aufschlag auf Schiffsdarlehen) (Fellmeth)
 - Schiffsunglücke in der bildenden Kunst könnten als Exponate dienen
- g) Sonstige Kommentare
 - Gliederung der Sequenz ist gut, da sich hieran ein Zeitsprung vom 17.-20. Jhd. von Amsterdam bis zur Titanic aufzeigen lässt

3. Krieg zur See (Venedig)

3.1 Präsentation Team Berlin

- Gliederung:
 - a) Venedig als Hafenstadt
 - ❖ Mythos Venedig: 60 Inseln, keine Stadtmauern →daher Schiffe zum Schutz
 - ❖ Exponat: Giovanni Antonio Canal(etto), Ansicht von Venedig, 1730, Privatsammlung Aldo Crespi, Turin
 - b) Venedigs Marinearsenal – Grundstein d. venezianischen Seeherrschaft
 - ❖ Marinearsenal = Grundlage für Schiffbau in Venedig (Arsenal hat Mauern!) →Proto-Fließbandarbeit
 - ❖ Exponat: Ansicht d. Arsenaus, 18. Jhd., Museo Storico Navale, Venedig
- In Dantes Göttlicher Komödie wird Arsenal beschrieben (Pech, Schwefel, Teergeruch)
→Kriegsmaschinerie
- c) Die Galeere: Das dominierende Kriegsschiff im Mittelmeer
 - ❖ Exponatideen:
 - Modell Rudergaleere „Galea Sottile“, Museo Storico Navale, Venedig
 - Hafenkette von Konstantinopel, 15. Jhd., Militärmuseum Istanbul
 - d) Theorie u. Praxis: Entwicklung d. Seekriegsführung
 - ❖ weg von Venedig und hin zur Linienformation→ Entwicklung über Jahrhunderte
 - ❖ Lepanto 1571 →Stilisierung einer Seeschlacht zum europäischen Sieg des Abendlandes über das osmanische Reich
 - ❖ Stützpunkte sind extrem wichtig
 - ❖ Hospitalschiffe in Bezug auf Kennzeichen u. Funktionen ansprechen (ggf. Anekdoten)
 - ❖ Exponatideen:

- Seeschlacht bei Lepanto am 7. Oktober 1571, DHM
- Übersicht der Besitzungen von Venedig und Osmanischem Reich im 15./16. Jhd. (Graphik)

e) nachfolgende europ. Seemächte (England, Niederlande, Dänemark-Norwegen)

❖ Exponatideen:

- Die Victory, Nelsons Flaggschiff in Portsmouth, um 1900
- Ferdinand Bol, Michiel de Ruyter, 1667, Rijksmuseum Amsterdam
- Prunkmedaille im Gewicht von 360 Dukaten, 1677, Münzkabinett Wien

f) Entwicklung d. internationalen Seerechts

- ❖ Etablierung des Seerechts im 11./12. Jhd.
- ❖ Exponatideen: „Tabula de Amalphi“, 11./12. Jhd., Arsenale Museo dell Bussola e del Ducato Marinaro di Amalfi
- ❖ der einzige jemals ausgestellt österreichische Kaperbrief für Kapitän Giovanni Voinovich, 1760, Österreichisches Staatsarchiv, Wien

▪ Fragestellungen zur Diskussion:

1. sollen die beiden Weltkriege und ihre Waffentechniken und die Veränderungen der Seekriegsführung thematisiert werden (U-Boot, Flugzeugträger, Schlachtschiffe)
2. sollen Piraten/Kaperfahrer als Bedrohung d. europäischen Seefahrt präsentiert werden? Hier gäbe es Anknüpfungspunkte von der Antike bis zur heutigen Zeit (Atalanta)
3. welche späteren Seekriegsnationen könnten präsentiert werden
4. empfiehlt sich eine kritische Darstellung von „Seehelden“ anhand von biographischen Stationen?

3.2 Diskussion

a. Kommentare zur Hafenwahl

- Hafen Venedig ist gut gewählt, da entscheidende Faktoren der modernen Seemachtsdefinition sich dort widerspiegeln (ausgewogene Flotte u. seestrategische Positionen) (Walle)
- mit Auswahl Venedig lässt sich ein Schwerpunkt für das Mittelalter setzen. Verlust der Seemacht Venedigs in der Frühen Neuzeit, da es nicht mehr mit den technischen Entwicklungen mithalten kann (Hasberg)

b. Seemacht = Kommentar zu Seemacht

- Seehistoriker wie Mahan und Wegener erwähnen (Walle)
- Seemacht Definition von Politologe Ulrich Menzel (Die Ordnung der Welt) (Reinhard)
- Seemacht = Multiplikation von Schiffe + geographische Grundlagen + politische u. ökonomische Interessen (Walle)

c. Kommentare zu „Krieg über See“ vs. „Krieg zur See“ als Titel d. Sequenz

- ursprüngliche Titel der Sektion war „Krieg über See“, was beinhaltet, dass die militärische Auseinandersetzung nicht zwingend auf dem Meer stattfinden muss
- ist in Bezug auf Venedig relevant, da dessen Macht auf Stützpunkten basierte (Hasberg)
- Krieg über See bedeutet, dass Krieg durch Seeherrschaft ausgeführt wurde (Hasberg)
- System Venedig funktionierte nur über Stützpunkte (Walle)
- D-Day zeigte nochmals, dass militärische Kräfte über das Meer transportiert wurden, die eigentlichen Kämpfe aber an Land stattfanden (Spode)

- die Weltmeere waren der europäische Kriegsschauplatz (Wendt)
- beim Titel „Krieg über See“ besteht die Bezugnahme zum Kontinent, z.B. Holz, Ausrüstungsgegenstände, Menschen (Oltmer)
- d. Kommentar zur Galeere
 - Galeere = Riemengetriebenes Waffensystem seit der Antike bis 1797, danach andere Schiffstypen als Transportmittel für Krieger (Walle)
 - die Galeere war aber nicht das dominierende Kriegsschiff dieser Zeit (Walle)
 - diese Sequenz sollte sich nicht wieder derart stark auf einen Schiffstyp konzentrieren, da bereits in Sequenz 2 Schiffstypen thematisiert werden (Hasberg)
 - 18. Jhd. = Jahrhundert der Seekriege (Walle)
- e. Kommentar zu Seerecht
 - Piraterie – Kaperbriefe – heutige Situation
 - Operation Atalanta als humanitären Einsatz f. Schaffung von Friedensordnung zeigen
- f. Kommentar zu 1. WK/2. WK
 - Erster/Zweiter Weltkrieg sollten berücksichtigt werden (Wendt, Spode)
 - beide Weltkriege sollten aber nur rein technischer Ebene thematisiert werden, z.B. in Form von drei Schiffstypen: Kreuzer, U-Boot, Flugzeugträger (Walle)
 - in diesem Zusammenhang könnten dann auch Schiffskatastrophen thematisiert werden
 - mögliche Beispiele: Versenkung der „RMS Lusitania“ und der „Wilhelm Gustloff“ (Wendt)
 - Rahmentext mit Erläuterungen ist bei dieser Thematik wichtig (Oltmer)
- g. Sonstige Kommentare
 - Thema Seehelden sollte nicht aufgenommen werden, da Hafenstädte die Ansatzpunkte sind und nicht Einzelpersonen (Ruppenthal)
 - Piraterie muss entweder in dieser Sektion oder in Sektion 1 aufgegriffen werden, ansonsten Redundanz (Fellmeth)
 - in der Ausstellung sollten die Schnittmengen und Berührungspunkte zwischen den Panels dargestellt werden (z.B. Händler deren Firmen nach dem Ersten Weltkrieg untergehen) (Wendt)
 - auch Musik sollte hier einbezogen werden, z.B. The Dubliners (Irland) und Piet Hein (Niederlande) (Reinhard)

4. Entdeckungen (Sevilla 15./16. Jhd.)

4.1 Präsentation Team Berlin

- Gliederung:
 - a) Hafenstadt Sevilla
 - ❖ Binnenstadt (?)
 - ❖ Rolle als Finanz- und Wirtschaftszentrum
 - ❖ ab Entdeckung Amerikas werden hier die entdeckten Gebiete verwaltet → Sevilla wird zur Drehscheibe zwischen Alter und Neuer Welt
 - ❖ Exponatidee:
 - Alonso Sánchez Coello, Hafenansicht von Sevilla, 1576-1600, Museo de América Madrid
 - b) Aufbruch in Neue Welten (Voraussetzungen, Motive, Akteure)
 - ❖ Erläuterung zu „Entdeckungen“ als europäisches Phänomen
 - ❖ Exponatideen:

- Portolankarte von Angelino Dulcert, 1339, Bibliothèque Nationale de France, Paris
 - Ernesto Condeixa, Adamastor, 1901-1904, Museu Militar Lissabon
 - Emanuel Gottlieb Leutze, Kolumbus vor den Katholischen Königen, 1843, Brooklyn Museum, NY
- c) Fremde Völker, fremde Kulturen: Kanaren als Beispielfall
- ❖ Exponatideen:
 - Chronik Le Canarien von Gadifer de la Salle, um 1405, British Library London
 - Kachel mit Abb. d. Jungfrau von Candelaria, 1801-1850, Museo Nacional de Cerámica y Artes Suntuarias González Martí, Valencia
 - Gesellschaftsspiel "West of Africa", 2016.
 - ❖ Kanaren stellen den Probelauf d. Kolonisation Amerikas dar
 - ❖ die Exponatideen visualisieren das erste Aufeinandertreffen mit der indigenen Bevölkerung:
 - Skulptur „Unschuldige Wilde“ – Idol von Tara, Tonfigur, ohne Datierung. El Museo Canario, Las Palmas de Gran Canaria (würde als Leihgabe kommen!)
 - „Der dressierte Wilde“ - Haarmensch, Petrus Gonsalvus, um 1580. Kunsthistorisches Museum, Wien (wurde als 10-jähriger an frz. König übergeben, hatte Gendefekt)
 - ❖ schriftliche Quellen der Guanchen liegen nicht vor, da orale Kultur!
 - ❖ Kunst der Mumifizierung
 - ❖ Kunst- und Wunderkammern (15.-18. Jhd.)
- diese haben das Bild von der Welt bestimmt
 → Fremdartigkeit = Faszination
- d) Veränderung des europäischen Welt- und Menschenbildes
- ❖ Exponatideen:
 - Bartolomé de las Casas, 16. Jhd. (Gemälde). Archivo General de Indias, Sevilla
 - Michael Mercator/Rumold Mercator: Orbis Terrae Compendiosa Descriptio, 1587. Bayerische Staatsbibliothek, München
 - ❖ Las Casas stellte die Rechtmäßigkeit der Eroberung in Frage
 - ❖ daraus resultieren Fragestellungen zum Völkerrecht
 - Fragestellungen zur Diskussion:
 - sollte der Titel erweitert werden auf „Entdeckung, Eroberung, Missionierung“ oder reicht „Entdeckungen“ als Oberbegriff auch für anschließende Entwicklungen aus?
 - sollte das Kapitel dann eher „Expansion“ genannt werden?
 - Wo werden die Entdeckungs- und Forschungsreisen des 18./19. Jhd. untergebracht? Reicht es, in einem abschließenden Kartenraum die Phasen der Erweiterung/Konkretisierung des Weltbildes zu illustrieren?

4.2 Diskussion:

(1) Hafenstadt Sevilla:

- Sevilla als Hafenstadt ist sinnvoll, auch wenn nicht am Meer gelegen, da Verwaltungs- und Finanzmonopol (Schmale)
- es gibt nicht „den“ Entdeckungshafen (Schmale)

(2) Kanarische Inseln:

- Beispiel Kanaren ist sinnvoll, da es die Integration der europäischen Peripherie ermöglicht. Auch Phönizier haben schon die Kanaren angesteuert (Denzel)
- Eroberung ist hier eine ökonomische Inwertsetzung (Denzel)

- Kanaren waren bereits in der Antike bekannt und Guanchen sind ursprünglich Berber aus Westafrika. Damit wäre Querverweis auf Antike möglich und Missing Link zu Mittelalter/Früher Neuzeit (Schmale/Spode)

(3) Begriff Entdeckungen:

- der Entdeckungsbegriff sollte hinterfragt werden: vom „naiven“ Entdeckungsbegriff, der erst ab dem 16. Jhd. zu einem wissenschaftlichen Begriff wird hin zur wissenschaftlichen Entdeckung im 18./19. Jhd. (Schmale)
- Begriff „Entdeckung“ kommt vor allem im Spanischen vor, in anderen europäischen Sprachen weniger geläufig (Schmale)

(4) Veränderungen d. europäischen Welt- u. Menschenbildes:

- Las Casas sollte nicht aufgenommen werden, kein „neues Fass aufmachen“, sondern es sollte Konzentration auf die Kanaren im Fokus stehen
- Päpstliche Bullen zu den Guanchen existieren und Las Casas ist Kulminationspunkt und muss in die Ausstellung rein (Schmale)
- Fragen nach dem Menschsein der Nichteuropäer sind wichtig (Schmale)
- neben Mercator-Karte sollten auch Portolankarten gezeigt werden → hier zeigt sich ein rationales Vorgehen an das neue Wissen → Entmythologisierung wie in Antike (Walle)
- astronomische Navigation sollte mit eingebracht werden (Walle)
- nationale Mythen wie der „freundliche Kolumbus“ zeigen wie Ereignisse politisch und ideologisch genutzt werden (Wendt)
- Motive für Entdeckungen sollten herausgearbeitet werden, Historiengemälde sind zur Darstellung aber eher ungeeignet, da sie statt zu erklären die Sicht der Entstehungszeit darstellen (Wendt)

(5) Sonstige Kommentare:

- Forschungsreisen des 18./19. Jhd. sollten nicht in dieser Sektion erfolgen, sondern eher in „Meeresforschung“ oder in Tourismus (Hoffmann-Wieck)
- Übergang von Wunderkammern zu Museen sollte aufgezeigt werden (Reinhard)
- Karten mit Terra Australis, die als riesig dargestellt wird, sind wichtig (Reinhard)
- Überlappungen sollten betont und aufgezeigt werden (Walle)

5. Kulturaustausch (Lissabon 17./18. Jhd.)

5.1 Präsentation Team Berlin

- Gliederung
 - a) Hafenstadt Lissabon
 - ❖ Lissabon liegt auf der Hand, gerade bei Entdeckungsfahrten d. 16./17. Jhd.
 - ❖ alle Missionsfahrten liefen über Portugal
 - ❖ Exponate:
 - Karte Portugal, um 1606. DHM
 - Karte Lissabon, um 1755/77. DHM (Lissabon als Residenzstadt)
 - Karte von China, um 1606. DHM (China aus europäischer Sicht)
 - ② Athanasius Kircher: Reisebeschreibung von China, 1667. DHM
 - b) Schwerpunkt Missionierung in Ostasien durch Jesuiten
 - ❖ Missionierung als politisches Instrument und moralische Begründung
 - c) Europäische Einflüsse auf China
 - ❖ Exponatideen:

- Die Jesuiten in Cina, in: Jean Baptiste du Halde: Ausführliche Beschreibung des Chinesischen Reichs, 1749. Staatsbibliothek zu Berlin
- Europäerfigur aus dem China der Qing Dynastie, 17./18. Jhd. MAK, Wien

d) Chinesische Einflüsse auf Europa

❖ Exponatideen:

- Chinesisches Porzellan mit Architektur- u. Landschaftsmotiven in Blaumalerei, 1662/1722. DHM
- Pralinschachtel „Stollwerck Pagode“, 1900/1930. DHM

❖ Chinesen als Erfinder des „Toilettenpapiers“ → China ist eine Hochkultur im Gegensatz zu den Kanaren!

▪ Fragestellungen zur Diskussion

- Schwerpunkt Missionierung in Ostasien durch Jesuiten an das Thema „Entdeckungen“ angliedern oder als Exkurs/Vertiefung belassen?
- Multikulturelle Kontakte zum Thema „Seefahrt“
- Kulturaustausch durchdringt die gesamte Ausstellung und ist zudem in Sektionen „Sklaverei“, „Migration“ und „Handel“ sehr präsent!

5.2 Diskussion

(1) Inhaltlicher Ansatz

- Reinhard ist mit dem verfolgten Ansatz noch nicht vollständig zufrieden. Er plädiert für die Vertiefung der folgenden Punkte

1. Was ist Kulturaustausch? Es muss deutlich gemacht werden, was Kulturaustausch alles umfasst (Krankheit, Haustiere, Religion, Sprache usw.)

2. Warum Verengung auf Religion und Missionstätigkeit? Hier kommt zum Tragen, dass Sprache nicht ausstellbar ist, Religion hingegen schon. Hier kommt die Verbreitung der Religion zum Tragen. In diesem Zusammenhang könnte als Gag am Anfang der Sektion eine Karte mit der Darstellung der Verbreitung des Christentums über die Jahrhunderte hinweg gezeigt werden, auf dieser wäre dann ersichtlich, dass ein Großteil der Christen heutzutage in außereuropäischen Ländern zu finden ist

3. Nach dieser Kontextualisierung erfolgt dann der Einzelfall der Jesuiten. Hierbei lässt sich das Scheitern und dessen Gründe thematisieren (Reinhard)

- Widerspruch zu Scheitern der Mission

die japanische Mission war erfolgreich u. Kryptochristentum hatte bis ins 19. Jhd. Bestand (Wendt)

- Widerspruch zur nicht möglichen Visualisierung von Sprache

Schwierigkeit, den kulturellen Wert „Sprache“ zu zeigen, ließe sich beispielsweise über technische Herangehensweise umgehen → Drucktypen für chinesische und japanische Drucke → Setzkasten als Exponat möglich (Schmale)

- Kultur und religiöse Mission sind in dieser Sektion zu sehr aneinander gebunden (Jeismann)
- Möglicherweise sollte das Thema Kulturaustausch auf alle Sektionen verteilt werden (Elvert)

(2) Art und Weise des Kulturaustauschs

- Kulturaustausch sollte eigentlich auf Freiwilligkeit, Gleichheit, Austausch und Friedfertigkeit basieren, dies stimmt aber nicht (Jeismann)

- Begriff „Kulturaustausch“ ist ein Euphemismus (Hasberg)
- Perspektive der von der Mission betroffenen Seite kommt zu kurz. Hier sollte aufgezeigt werden, wie die Bevölkerung die Jesuiten auf- und wahrgenommen hat (Fellmeth)

- entsprechend chinesische Zeugnisse von brandschatzenden Europäern einbinden und darstellen, wie die Entdeckung/Missionierung in Ostasien wahrgenommen wurde, z.B. Ranga Qun (?) (Oltmer)
- Gegenüberstellung des Prozesses der Wahrnehmung und des Wechselverhältnisses von eigen und fremd sollte dargestellt werden
- es muss herausgearbeitet werden, wie die Entdeckung durch die „Entdeckten“ verarbeitet/verstanden wurde. Thema „Kulturaustausch“ sollte kontrastiv behandelt werden. Möglicherweise ist ein Quellenvergleich denkbar, in dem die verschiedenen Perspektiven aufgezeigt werden. Während in Sektion 4 dies wegen der mangelnden schriftlichen Quellen nicht denkbar ist, ist es hier aufgrund der schriftlichen Tradierung möglich. Damit wäre hier ein Querverweis zu Sektion 4 möglich (Schmale)
- während Europäer eine expansive Politik verfolgten, haben sich Chinesen auf ihr Umfeld beschränkt. Beispiel: erstes europäisches Schiff erreichte 1530 China, erstes chinesisches Schiff jedoch erst 1840 Europa (Spode)
- der Kulturaustausch war nicht nur einseitig, so übernahmen Chinesen von den Europäern Kanonen, astronomische Geräte, Uhren usw. (Reinhard)
- Verweis auf den chinesischen Admiral Zheng He (1371-1433/35), der insgesamt 7 Expeditionen unternahm, die ihn bis an die Ostküste Afrikas führten. Aber wieso wurden keine chinesischen Kolonien errichtet? – Zentraler Unterschied zwischen chinesischer und europäischer Seefahrt (Fellmeth)
- Sequenz sollte bewusst die Perspektive der anderen einnehmen und sich direkt an das Kapitel Entdeckungen anschließen, welches den Fokus der europäischen Sicht haben sollte (Hasberg)
- Thema sollte stärker personalisiert und an bestimmte Personen angebunden werden (Reinhard)

(3) Fazit

- Es wurde deutlich, dass Kulturaustausch tragendes Thema ist und in der Ausstellung in Form von Verflechtungsgeschichte dargestellt werden sollte. Dabei geht es weit über den eigentlichen Missionscharakter hinaus und sollte auch andere Themenbereiche darstellen (z.B. Tabu, Sprache usw.)
- Frage: Soll Kulturaustausch weiterhin als eigene Sequenz oder durchgängig in der Ausstellung dargestellt werden? Hierbei wäre es wichtig, sowohl an Beispielen Mechanismen aufzuzeigen, als auch die Gesamtbreite der Thematik darzustellen!

6. Sklaverei/Sklavenhandel (Nantes, 18. Jhd.)

6.1 Präsentation Team Berlin

- Gliederung
 - a) Kurze Einführung: Ursprung d. Sklaverei, Definition, Begrifflichkeit
 - ❖ Sklaverei als Zwangsmigration, urspr. Begriff kommt aus dem Arabischen
 - b) Nantes als Ausgangs- und Endpunkt des auf Sklaverei basierenden Dreieckshandels
 - ❖ wirtschaftlicher Aufstieg und Stadtplanung und –gestaltung durch Sklavenhandel
 - ❖ frz. Sklavenhandelstand weltweit an dritter Stelle (1. GB, 2. Portugal) und 80% des frz. Sklavenhandels erfolgte über Nantes
 - ❖ Nantes ist ein sehr guter Kooperationspartner!
 - ❖ Aquarelle von Bootstypen und Ketten (da hohe Selbstmordrate bei Sklaven) als Exponate
 - ❖ Exponatideen:

- Pierre Aveline, Nantes in der Bretagne, 1675-17205. Musée d'histoire de Nantes
- Daniel Chodowiecki: Der Sklaven Handel, um 1776 → Kauf der Sklaven in Westafrika
- Fußfessel, 18. Jhd. Musée d'histoire de Nantes
- Plan, Profil u. Raumaufteilung der Marie-Seraphique, um 1770
- Ansicht von Cap Français mit der Marie-Seraphique, um 1772/73 → Überfahrt nach Amerika

(beide Exponate Musée d'histoire de Nantes)

- c) Dreieckshandel aus Sicht eines Schiffeigners und eines Sklaven
- d) Produkte, die nur durch Sklavenarbeit exportiert werden konnten
 - ❖ Produkte und Exponatideen

a) Zucker

Exponat: Bild Sklaven bei der Zuckerproduktion, 1682, Staatsbibliothek zu Berlin

→ Ausrottung der indigenen Bevölkerung, weiße Lohnarbeiter nicht geeignet, daher Notwendigkeit für Sklaven

→ Hauptwirtschaftszweig Nantes' war Zucker

→ Idealisierung und Verkitschung der Sklavenarbeit → Umgang d. Europäer m. Sklavenarbeit

Exponate: Venezianischer Mohr in Pagenkleidung, 1601/1700, DHM

Zuckerdose mit Afrikanerin, um 1740, DHM

- ❖ Paradoxien
 - Abschaffung Sklavenhandel, aber nicht der Sklaverei
 - in Frankreich Sklaverei verboten (Ludwig XIV.), nicht aber in frz. Kolonien
- ❖ Exponatideen:
 - Bild Sklavenaufstand auf Santo Domingo (Haiti) 1791, DHM
 - Josiah Wedgwood, „Am I Not a Man and a Brother?“ 1787
 - Plakette British Museum

e) Ausblick: Abschaffung der Sklaverei

- Global Slavery Index Australien
 - Fragestellungen zur Diskussion:
- Titel eher „Sklavenhandel“, weil Dreieckshandel über Meer im Mittelpunkt steht?
- nicht nur Erlebnisse eines Schiffseigners sondern auch Sklavensicht einbinden
- Abolitionismus einbinden?
- Moderne Sklaverei einbinden?

6.2 Diskussion

a) Kommentare zum inhaltlichen Rahmen

- es ist eine rassistische Legende, dass Europäer nicht für die Arbeit in den Tropen geeignet waren (Reinhard)
- es muss eine Datenbank in die Ausstellung eingebunden werden, über die Besucher interaktiv arbeiten können (Reinhard)
- Titel sollte weiterhin Sklaverei sein, da Sklavenarbeit und nicht nur Handel betrachtet werden (Denzel)
- Abolitionismus sollte behandelt werden (Schmale)
- während der Abolitionsbewegung gab es Boykottaufrufe zu Zucker (hier wäre Querverweis zu Sektion „Handel“ möglich) (Ruppenthal)
- Anti-Slavery-International (gegr. 1787) als die älteste, noch heute aktive Gesellschaft, die gegen Sklaverei kämpft, könnte erwähnt werden (Ruppenthal)

- anstelle einer Sklavenreise könnte als Beispiel auf die deutsch-dänische Familie Schimmelmann verwiesen werden, die durch den Sklavenhandel zu Reichtum kam (Reinhard)

b) Nantes als Hafenstadt

- Nantes als Hafenstadt ist gut, da die entsprechenden Produkte zurückkommen (Zucker) (Denzel)

c) Vorschläge zur Gestaltung

- es sollte eine Datenbank (Slave Trade Database) in die Ausstellung eingebunden werden, über die Besucher interaktiv arbeiten können (Reinhard)
- es ist notwendig, die Ausmaße des Dreieckshandels zu visualisieren (Denzel kann Signaturen zu Literatur/Quellen bzgl. ökonomischer Dimension geben) (Elvert)
- es könnte dargestellt werden, welchen Profit eine erfolgreich durchgeführte Dreieckshandelsfahrt erwirtschaftete (Denzel)
- Aspekt Meer → Hinweis auf „The Black Atlantic“ und musikalische Einflüsse Afrika – Amerika - Europa z.B. Jazzmusik und weitere musikalische Strömungen in die Ausstellung einbinden (Elvert)

7. Migration (Bremerhaven, 19./20. Jhd.)

7.1 Präsentation Team Berlin

a) Migration als Kontinuum u. prägendes Element d. Menschheitsgeschichte

❖ Exponatideen:

- Antonie Volkmar, Abschied der Auswanderer, 1860. DHM

→ Moment der Auswanderung m. Skepsis/Angst, mehrere Generationen → gefährvolles Unterfangen

- Robert Geißler, Bremerhaven (Neuer Hafen mit Auswanderern, Leipziger Illustrierte Zeitung, 29.09.1866. DHM)

b) Auswanderung wird immer mehr zum Thema in der Presse

- Das Deutsche Auswandererhaus in Bremerhaven hat bedeutende Graphiksammlung von ca. 400 Blättern (Recherche durch U. Breymayer vor Ort erfolgt demnächst)

c) Europäische Drehscheibe d. Überseemigration im 19./20. Jhd: Bremerhaven

❖ Transatlantische Auswanderungswellen: Bedingungen u. Akteure

▪ Exponatideen:

- Werbung des NDL, um 1907. Plakat, Albertina Wien
- Werbung des NDL für Luxusdampfer Columbus, um 1925. DHM
- Ausbau der Hafenanlagen in Bremerhaven veranschaulichen
- inszenierte Abschiede die von Fotografen festgehalten wurden
- Eisenbahnnetz als Voraussetzung für Migration muss dargestellt werden
- die verschiedenen Auswanderungswellen müssen dargestellt werden:

1. Welle ab 1840 (50 Mio. Deutsche, Iren, Engländer, Schotten)

2. Welle ab 1880 (Südost- u. Osteuropäer über Eisenbahn u. Verteilerbahnhof Ruhrleben)

❖ Einrichtungen u. Entwicklungen

▪ Exponatideen:

- Gbr. Hamann, Auswanderer im Speisesaal der HAPAG-Hamburg, um 1909. DHM
- Empfehlungskarte der Auswanderer-Mission Bremen, 1891. DHM
- Einwanderungsgesetzgebung visualisieren

❖ Kommunikationsformen u. Netzwerke

▪ Exponatideen:

- 100 Mio. Auswandererbriefe wurden aus USA nach Deutschland geschickt (Exponate)
- Bücher (Ratgeber) zur Auswanderung: J.P. Dewis, „Guter Rath an Auswanderer“, 1834. DHM
- Brief eines Auswanderers an seine Familie, 9. Sept. 1854. DHM → Hinweis auf Kettenwanderung

❖ Akkulturationsprozesse

- Exponatideen:
 - Richard Fleischhut, Hochseedampfer Bremen bei der Ankunft in New York, 1927. DHM
 - Ausschnitt einer Karte der USA mit europäischen Städtenamen (Dt. Auswandererhaus Bremerhaven)

d) Vom Auswanderungs- zum Einwanderungskontinent: Europa als Ziel von Flüchtlingen u. Asylsuchenden

- aktuelle Problematik der letzten 15-20 Jahre
- Film auf Berlinale 2016
- verstörende Wirkung, wenn Tourismus und Flucht sich berühren

▪ Exponatideen:

Terry Diamond: Flüchtlinge im Mittelmeer, gefilmt vom Kreuzfahrtschiff ADVENTURE OF THE SEA, September 2012 (Youtube)

- Fragestellungen zur Diskussion:
 - bisheriger Schwerpunkt liegt bei USA-Migration, sollen auch andere Zielländer wie Australien, Südamerika behandelt werden?
 - Zeitraum auf das lange 19. Jhd. begrenzen? (Zeitraum: Frühe Neuzeit bis 1800?)
 - NS-Emigration behandeln (nicht Bremerhaven Ausgangshafen, sondern, Marseille und Lissabon)?
 - 1946-1952: displaced persons, „warbrides“?
 - Ideen zur Darstellung der aktuellen Migrationsproblematik
 - gesamte Sequenz in der Gegenwart beginnen lassen?

7.2 Diskussion

(1) Kommentare zum inhaltlichen Rahmen

- Oltmer:
 - die Perspektive der Hafenstadt sollte in dieser Sequenz stark gemacht werden
 - Thema Akkulturation sollte auf unmittelbare Ankunft in Zielhafen reduziert sein und ansonsten über Briefe u. Literaturbeispiele abgedeckt werden
 - hingegen sollte Rückwanderung vorkommen
 - neu ist das Thema „Passagier“, es werden nun nicht mehr nur noch Waren in der Schifffahrt transportiert. Deshalb Entwicklung und Bedeutung der Passagierschifffahrt erwähnen (Oltmer)
 - Wandel Europas vom Auswanderungs- zum Einwanderungskontinent aufzeigen
 - Akteure zeigen wie z.B. chinesische Heizer auf europäischen Schiffen, Soldaten die während Besatzungszeit nach Deutschland kommen
 - Aktualisierung des Themas ist ok, aber nicht aktuelle Problematik in 2015, sondern besser „Boat People“ aus Vietnam, Südostasien u. Afrika (Oltmer)

in diesem Zusammenhang ließen sich NGO-Organisationen wie Cap Anamur (Rupert Neudeck) darstellen (Jeismann)

- Fokus sollte auf Infrastruktur und Umbau der Häfen und Veränderungen der Gesetzgebung liegen (Oltmer)

- Ankunft im Zielhafen sollte nur am Rande behandelt werden, nicht auf Akkulturationsprozesse eingegangen werden (Reinhard)
- Situation in den Ankunftshäfen ist von Bedeutung. Hier könnte Vergleich gezogen werden, wie Auswanderer/Flüchtlinge in Vergangenheit und Gegenwart aufgenommen werden (Hasberg)
- NS-Emigration sollte thematisiert werden
- Migration über das Mittelmeer ist seit mehr als 20 Jahren Thema, so dass dies in 2018 auch noch aktuelles Thema sein wird (Schmale)
- es sollte differenziert werden, dass Auswanderer unterschiedlichen Komfort genossen (Edelfracht vs. einfacher Passagier) (Walle)
- es sollte auch die osteuropäische Auswanderung über Bremerhaven thematisiert werden → würde Einbindung des (osteuropäischen) Hinterlandes in die Ausstellung ermöglichen. Beispiel: Galizien. Welche Routen wurden hauptsächlich genutzt? (Schmale)

(2) Vorschläge zur Gestaltung

- es sollte ein biographischer Zugang gewählt werden (Oltmer)
- z.B. Migrationsgeschichte einer Person vom Beginn bis zum Ziel zu betrachten (Reinhard)
- Thema sollte nicht anhand einer Zeitachse betrachtet werden, sondern die Motive für die Auswanderung in den Fokus rücken: z.B. 1848/NS-Regime/Katastrophen/wirtschaftliche Hintergründe usw. (Walle)

8. Importe: Fremdes wird Eigenes (Hamburg, 18./19. Jhd.)

8.1 Präsentation Team Berlin

a) Hamburg als Hafenstadt

- bei Hamburg als Hafenstadt ist über die Elbanbindung Verbindung zum Hinterland gegeben → Handelsstadt als Knotenpunkt zwischen Meer und Hinterland
- Zollfreiheit in Hamburg wichtiger Aspekt → Speicherstadt
- Exponatideen:
 - Hamburg (spätes 19. Jhd.), Bild aus „Die Gartenlaube“, 1883

b) Kolonialwaren I: Kaffee, Tee und Schokolade

- Gewürze (frühe Phase)
- Exponatideen:
 - Blechdose für Sarotti Kakao, 1900/1930. DHM
 - Titelblatt aus Philippe Sylvestre Dufour: Traitez nouveaux et curieux du café, du thé et du chocolat, 1658. DHM
 - Chinesisches Vorratsgefäß für den Transport von Tee nach Europa, 1662-1722. Museum Fünf Kontinente, München

c) Kolonialwaren II: Zucker, Gewürze, Tabak oder Kartoffeln, Tomaten, Tabak?

- Kartoffeln, Tomate, Tabak nicht gezielt eingeführt → rauchender Seemann hat Pfeife
- Exponatideen:
 - Bilder von verschiedenen Formen von Zucker
 - Bilder von Gewürzen: Schwarzer Pfeffer, Zimt und Muskat, Gewürznelken, 1887. Gera
 - Bilder von Kartoffeln und Tomaten
 - Holztruhe mit Tabak von Bord des schwedischen Schiffes KRONAN, vor 1676. Kalmar Läns Museum, Schweden

d) Europas Hunger nach neuen Rohstoffen: Kopro, Metalle, Kautschuk

- Industrialisierung benötigt neue Schmierstoffe und Rohstoffe
- Gummiherstellung für medizinische Zwecke
- die anderen Erdteile sollen wirtschaftlich erschlossen werden
- Exponatideen:
 - Maschinen zur Gewinnung von Kokosöl aus frischem Kokosfleisch sowie aus Kopra, vor 1911, DHM
 - Foto Latex Gewinnung vom Kautschukbaum
 - Darstellung vom Kopra zum Kokosnussöl
- e) das neue europäische Konsumverhalten u. seine Folgen: Bedeutung d. Porzellans
 - das europäische Konsumverhalten verändert sich:
- a) MA = kalte Getränke (Bier, Wein) und heiße Speisen
- b) Frühe Neuzeit = heiße Getränke (Kaffee, Kakao, Tee) und kalte Speisen → Einführung des 5 Uhr Tees in Großbritannien
 - Exponatideen:
 - Medici-Porzellan, um 1575/80. Herzog Anton Ulrich Museum, Braunschweig
 - Teile eines Kaffee- und Teeservice mit einem venezianischen Patrizierwappen, um 1730. Staatliche Kunstsammlungen Dresden.
- f) Akteure d. Imports: Händler u. Kaufleute – das Beispiel der Hamburger Familie Godeffroy
 - Familie Godeffroy waren Hugenotten
 - hatten gutes Netzwerk und Niederlassungen mit Agenten u. Provisionen
 - Kapitäne und Forscher sammelten für sie
 - Museumsgründung
 - Exponatideen:
 - Gemälde Johan Cesar Godeffroy VI. (1813-1885)
 - Gemälde VollschiFF SUSANNE GODEFFROY
 - Bilder der Forscher im Auftrag der Godeffroys: Andrew Garrett, Eduard Dämel, Franz Hübner, Theodor Kleinschmidt, Amalie Dietrich
 - sämtliche Abbildungen aus dem Journal des Museum Godeffroy, Heft IV, 1873.
 - Bilder: Das Museum Godeffroy, 2005
 - Fragestellungen zur Diskussion
 - welche Importwaren-Gruppen eignen sich besser, um im Ausstellungsbereich „Importe“ präsentiert zu werden? Zucker, Gewürze, Tabak oder Kartoffeln, Tomaten, Tabak
 - Kartoffeln sollte eher in Sequenz „Entdeckungen“ gezeigt werden, da sie nicht gezielt als Ware importiert wurden, sondern eher zufällig mit Schiffen nach Europa gebracht wurden?

8.2 Diskussion

(1) Kommentar zum inhaltlichen Rahmen

- Wendt:
 - ❖ innerhalb der Sektion sollen die folgenden drei Punkte im Fokus stehen:
 1. Akteure:
 - Fam. Godeffroy u. speziell Johan Cesar Godeffroy VI. der „Südseekönig“
 - Lebensweise der bürgerlichen Neureichen in Hamburg
 - wirtschaftliche Aspekte: Werft, Schiffbau, Verhüttung, Exportgut Auswanderer
 - hatte Agenten und Personal vor Ort
 - ❖ Exponatvorschläge:
 - Fotografien
 - Schriftstücke

2. Idealtypische Importe

- von den Importen sollte beispielhaft jeweils ein Gut ausgewählt werden:

- a) Kopra: Nahrungsmittel (Palmin, Sanella)
- b) Kupfer: Rohstoff
- c) Ethnographica: immateriell → erweitern Wissensbestände → Amalie Dietrich als forschende Frau → Museen

3. Narrativ „Fremdes wird Eigenes“ → Stadienmodell der Transformation

- ❖ von den Importen sollte beispielhaft jeweils ein Gut ausgewählt werden. Vorschlag: Kopra, Kupfer, Ethnographica

- Widerspruch: Güter wie Kopra sind uninteressant, interessant wären psychotrope Substanzen (Spode)
- Widerspruch: ggf. sind Stimulanzen interessanter als natürliche Ressourcen, jedoch sollte Auswahl eher von der gesellschaftlichen Relevanz abhängig gemacht werden (Wendt)
- Widerspruch: gesellschaftliche Bedeutung von Kaffee und Tabak (Entstehung von Öffentlichkeit, Französische Revolution) sollte nicht unterschätzt werden. (Schmale)
- der Import dieser Güter wurde in der Frühen Neuzeit von Frauen an den Höfen vorbereitet. Dieser Punkt würde Bedeutung von Frauen innerhalb der Ausstellung stärken (Schmale)
- Import von Tabak erfolgte beispielsweise im Tausch gegen Schnaps (Querverweis zu Kulturaustausch möglich) (Reinhard)
- Auswahl ist nicht notwendig, alle Produktübernahmen könnten chronologisch angesprochen werden (Reinhard)

9. Export: Exporte. Maritime Weltwirtschaft (London, 19./20. Jhd.)

9.1 Präsentation Team Berlin

a) Hafenstadt London

- ❖ London war im 19. Jhd. der führende Hafen (heute nicht mehr)
- ❖ Hafen besteht seit 2000 Jahren (seit Römer in Britannien waren)

b) die Vernetzung der Welt: Zunahme d. Seeverkehrs u. Ausbau d. Kommunikationswege

- ❖ Seefahrt → Distanzen schrumpfen
- ❖ Seekabel
- ❖ Verflechtung, Verdichtung, Vernetzung der Welt wächst durch technische Entwicklung

❖ Exponate:

- Foto Neues Londoner Hafenterminal für Container, 2011.
- Hermann Berghaus, Weltkarte mit Verkehrsverbindungen, 1871. Museumsstiftung Post u. Telekommunikation
- Seekabelproben, 19. Jhd. Museum für Kommunikation, Frankfurt/Main

c) Dominierende Rolle des Handels: Von der wirtschaftlichen Abschottung zum Freihandel

- ❖ Handel Großbritanniens von der Isolierung bis zur Globalisierung
 - Navigation Acts (1651)
 - Staple Acts (1663)
 - vom Merkantilismus zum Freihandel
- ❖ London als Finanzzentrum Europas
 - Entwicklung von Börsen

London Stock Exchange, seit 1698

❖ Exponatideen:

- Navigation Acts, 1651

- d) die Industrialisierung und deren Auswirkungen für die maritime Komponente Europas
 - ❖ Industrialisierung ausgehend von England verändert die gesamte Welt
 - ❖ Entwicklung der Dampfschiffe revolutioniert die Schifffahrt (feste Abfahrtszeiten, Bunkerstationen)
 - ❖ die enge Verzahnung zwischen Industrialisierung und Globalisierung (steigende Nachfrage u. starke Preisschwankungen)
 - ❖ Exponatidee:

Zeichnung des ersten Dampfschiffes CHARLOTTE DUNDAS, gebaut 1801, Zeichnung von 1883

- e) Europäische Exportgüter: Waren und Ideen?
 - ❖ Fertigwaren
 - verarbeitete Produkte (Tabak)
 - mineralische Brennstoffe u. Schmiermittel
 - Nahrungsmittel u. lebende Tiere
 - Maschinen u. Transportausrüstungen
 - ❖ Technisches Knowhow
 - modernste Erkenntnisse
 - Englisch als „Welthandelssprache“
 - ❖ Kapitaltransfer
 - Investment in überseeische Firmen u. Unternehmen durch Europäer
 - Aktien, Anleihen, Kredite
 - ❖ Exponatidee:
 - Anteilsschein an dem Stahl-Schrauben-Dampfschiff ANNA TIEDE, 1904. DHM, Stiftung Martius
- f) die Normierung des Handels: Nautische Maße und der Schiffscontainer
 - ❖ Nautische Maße und Einheiten
 - Seemeilen
 - Knoten
 - ❖ Schiffscontainer
 - 20-Fuß-Container = 1 TEU
 - 40-Fuß-Container = 1 FEU
 - ❖ Anpassung der Hafeninfrastruktur
 - Containerhafen
 - Anbindung des Hinterlandes durch die Eisenbahn
 - ❖ Exponatidee:

- Bild Rotterdam: Container revolutionieren den Hafenbetrieb

- Fragestellungen zur Diskussion

- sind die vorgestellten Themen aussagekräftig genug, um die maritime Weltwirtschaft und die Bedeutung Europas darzustellen?

9.2 Diskussion

- Denzel:
 - Aspekte zur Normierung sind sehr gut
 - beim Aspekt Vernetzung sollten das Seeversicherungswesen hinzugenommen werden
 - bei Exportgütern sollte Baumwolle bzw. Textilprodukte erwähnt werden
 - wenn Freihandel dargestellt werden soll, dann muss das Gesamtsystem aufgezeigt werden
 - Industrialisierung ist ein sehr wichtiger Aspekt, denn die materiellen Exporte kippen völlig um:

a) zu Beginn sind es einfache Waren, die in die Welt exportiert werden

b) seit der Industrialisierung produzierte Europa gefragte Waren und vernachlässigte darüber sogar die eigene Wirtschaft (siehe indische Baumwolle)

- nicht nur Börse, sondern auch das Versicherungswesen sowie Banken sollten dargestellt werden → Europa wird vom „Schuldner der Welt“ zum „Gläubiger der Welt“ (19. Jhd.)
- London ist Sitz des Weltfinanzsystems
- „Europäische Güter und maritime Weltwirtschaft“ als Titel der Sequenz wählen (Reinhard)
- bei Normierung auch Zeitzone und Chronometer erwähnen (Reinhard)
- Segelschiffe sind nicht langsamer, sondern schlechter zeitlich kalkulierbar (Walle)
- Vorschläge zur Gestaltung: Darstellung einer Weltkarte mit Kohleregionen (Reinhard)

10. Ressourcen: Vom Fisch zum Erdöl (Bergen, 15. Jhd. bis Gegenwart)

10.1 Präsentation Team Berlin

a) Bergen als Hafenstadt

- ❖ Bergen hatte mit der Deutschen Brücke ein Areal der Hanseaten in der Stadt → Hanse muss in diese Sequenz aufgenommen
- ❖ Exponatideen:

Hieronymus Scholteus, Ansicht der Stadt Bergen, 1580er Jahre. DHM

b) die natürlichste Ressource des Meeres: Der Fisch

- ❖ Stockfisch: wurde in der Fastenzeit in Zentraleuropa verspeist
- ❖ Kabeljau-Kriege (1958-75)
- ❖ Exponatideen:
 - Fischer mit Netz, aus Sebastian Münsters Cosmographia, 1544/1598. DHM
 - Pieter Brueghel d. Ä., Großer Fischmarkt, 1603. Bayrische Staatsgemäldesammlungen, Alte Pinakothek, München

c) der Mensch braucht Salz – die unterschiedlichen Arten der Salzgewinnung aus dem Meer

- ❖ Salinen und Salzgärten
- ❖ Salz wurde in den nordeuropäischen Raum exportiert
- ❖ Exponatideen:
 - Landschaft mit mehreren Salinen auf der Insel Sal (Kap Verde), 1927. DHM
 - Karte mit Übersicht des Salzhandels in Europa 00. DHM

d) die Jagd auf die Giganten der Meere: Der europäische Walfang

- ❖ Walöl = Tran und Medizin
- ❖ Walknochen (Korsetts)
- ❖ 1986 Verbot des Walfangs mit gewissen Ausnahmen
- ❖ Exponatideen:
 - Abraham Storck, Walgründe im arktischen Meer, 1708. Rijksmuseum, Amsterdam
 - Tranlampe, 18./19. Jhd. Dithmarscher Landesmuseum, Meldorf
 - Korsett aus Fischbein, 1785/1800. DHM

e) das Meer als Energielieferant

- ❖ Windparks
- ❖ Gezeitenkraftwerke
- ❖ Erdöl- und Erdgasfelder
- ❖ Strömungskraftwerke
- ❖ Exponatideen:

- Foto Offshore-Windpark, „Horns Rev“ Dänemark, 2010. Fiskeri- og Søfartsmuseet, Esbjerg
 - Sea Troll A Plattform, 2015
 - Gezeitenkraftwerk bei Saint Malo, 1966. Ocean World Review
 - Strömungskraftwerk vor der Nordirischen Küste, 2003. Ocean World Review
 - f) weitere maritime Rohstoffe und Ausblick auf die ökologische Zukunft des Meeres
 - ❖ Panropa-Projekt von Hermann Sörgel
 - Hermann Sörgel: Mittelmeer-Senkung, Sahara-Bewässerung (Atlantropa Projekt), Leipzig 1929
 - ❖ Maritime Rohstoffe
 - Manganknollen vom Meeresboden (Geomar, Kiel)
- Interaktive Station aus der Ausstellung im Zoologischen Museum der Christian-Albrechts-Universität zu Kiel
- Fragestellungen zur Diskussion:
 - soll das Schwarze Meer berücksichtigt werden in Bezug auf die Erdölförderung (Beginn der Förderung etwa Mitte 19. Jhd.)?
 - sollen die Folgen der maritimen Ressourcennutzung thematisiert werden? z.B. Endlichkeit der Fischbestände u. Verschmutzung der Meere (Plastikabfall, Ölhavarien usw.)

10.2 Diskussion

- Ruppenthal:
 - Überlappungen mit der nächsten Sequenz (Meeresforschung) sind sehr groß
 - es sollte sich bei dieser Sequenz auf zwei Dimensionen in Bezug auf Fisch beschränkt werden:
- a) Nutzung
b) Übernutzung
- aus der Übernutzung (Massenfischerei) entsteht eine Ressourcenknappheit
- Kombination der Ressourcen Fisch und Salz ist sinnvoll und auch die Kabeljau-Kriege als Ressourcenkriege passen gut
 - es sollte in diesem Zusammenhang betont werden, dass Besitz von Ressourcen gleichbedeutend mit Macht für deren Besitzer steht
 - Verweis auf die Meeresbodenbehörde, die die Verpachtung regelt, Hinweis auf Elisabeth Mann Borgese, die sich aktiv für die Gründung einer „Unabhängigen Weltkommission für die Meere“ einsetzte
 - emotionale Aufladung für Wale, eher untypisch für Fisch
 - der Schutz der Wale war zu Beginn eher wirtschaftlich bedingt (Interesse an wirtschaftlicher Nachhaltigkeit) und entwickelte sich erst später zum Naturschutzthema bzw. bekam eine zusätzliche emotionale Komponente (Lieblingstier Wal)
 - über Ressourcenverknappung aus dem Themenbereich Fisch kann gute Überleitung zu Walen erfolgen
 - Tankerunfälle bringen Meeresverschmutzung zum Ausdruck. Dieser Aspekt sollte aber vielleicht eher in Sequenz Meeresforschung angebracht werden
 - das 19./20. Jhd. kommt in der Ausstellung insgesamt und auch in dieser Sektion zu kurz. Durch Fokus auf die Frühe Neuzeit gelingt es in dieser Sektion nicht, die heutige Ressourcensituation zu erklären (Oltmer)
 - Hinweis auf die Ineffektivität von Aquakulturen, die mehr Aufwand als die natürliche Aufzucht benötigen (Hoffmann-Wieck)

- aufzeigen, wie problematisch der Manganknollenabbau ist (Hoffmann-Wieck)
- Kommentare zum Atlantropa-Projekt
 - Atlantropa-Projekt ist sehr speziell, es wäre sinnvoller, im Punkt „Vision“ über aktuelle Versuche der Energiegewinnung zu berichten (Ruppenthal)
 - das Atlantropa-Projekt sollte nicht aufgenommen werden, da Hermann Sörgel durch seine Verquickung mit dem NS-Regime nicht unproblematisch ist (Schmale)

11. Meeresforschung (Kiel, 19./20. Jhd.)

11.1 Präsentation Team Berlin

- Hafenstadt Kiel
 - ❖ Kiel ist Standort des Geomar
 - ❖ Exponatidee:
 - Foto Standort GEOMAR am Westufer der Kiellinie. Archiv Geomar, 2014
- Anfänge der Meeresforschung
 - ❖ Exponatideen:
 - Grafik Trachinotus palometa (Blauer Klippfisch), 1787, Marcus Élisier Bloch, Museum für Naturkunde, Berlin
 - Seeanemonen, Bildtafel Nr. 49 aus Haeckels Kunstformen der Natur, 1899. Staatsbibliothek zu Berlin
- die Entdeckung der Tiefsee
 - ❖ Entdeckung der Tiefsee ab 1840
 - ❖ Tiefsee war auch literarisch sehr populär (siehe Jules Verne)
 - ❖ Exponatideen:
 - Carl Falkenhorst: In Meerestiefen. Bibliothek denkwürdiger Forschungsreisen, 1891. DHM
 - Vipernfische, 1925. Zoologisches Museum der Christian-Albrechts-Universität zu Kiel
- die METEOR-Expedition (1925-1927)
 - ❖ Exponatideen:
 - Medaille für Teilnehmer der Deutschen Atlantischen Expedition, 1927. Deutsches Schifffahrtsmuseum Bremerhaven
 - Fotografie von wissenschaftlichen Arbeiten an Bord des Schiffes METEOR, August 1925. Geomar, Kiel
- Zeitgenössische Meeresforschung
 - ❖ Folgen des Klimawandels
 - ❖ Versauerung der Meere
 - ❖ das Meer als Apotheke
 - ❖ Exponatideen:
 - Das Kieler Weltrelief. Geomar Kiel
 - Autonomes Unterwasserfahrzeug AUV ABYSS, Geomar, Kiel

- sollen die Folgen des Klimawandels in der Sequenz aufgegriffen werden?
- sollen die frühen Entdeckungsreisen des 18./19. Jhd. hier thematisiert werden?

11.2 Diskussion

(1) Kommentare zur Hafenstadt

- Kiel ist nicht nur als Sitz des GEOMAR relevant, sondern auch als Sitz des 1927 dort gegründeten Instituts für Meereskunde (Hoffmann-Wieck)

(2) Kommentare zum inhaltlichen Rahmen

- Thema Tiefsee erweitern um Carl Chun, da dieser Schließnetzte einsetzte, die eine Tiefenbestimmung der eingeholten Fänge ermöglichte
- Erfindung des Echolots und des Kreiselkompasses muss erwähnt werden (Hoffmann-Wieck)
- Nutzen und Schaden der Tiefseeressourcen sollten diskutiert werden
- „Deutschland steht mit dem Rücken zum Meer“ – kein Grundwissen über die Meere in der Bevölkerung vorhanden
- im Fokus sollte zudem Meereserwärmung und Versauerung der Meere stehen (Hoffmann-Wieck)
- es sollte betont werden, dass die Meeresforschung von Beginn an international ausgerichtet war (Chun stand z.B. in engem Kontakt zum Leiter der Challenger-Expedition)
- auch Hinweis auf Forschungsstation Neapel kann von Bedeutung sein (Hoffmann-Wieck)
- sinnvoll wäre zudem Hinweis auf das Meeresmuseum, welches 1905 in Berlin eröffnet wurde sowie verschiedene weitere Expeditionen wie z.B. Plankton-Expedition, Gazellen-Expedition usw. (Löppenberg)
- Hinweis zur Theorie der Kontinentalverschiebung von Alfred Wegener wäre in dieser Sequenz auch sinnvoll (Löppenberg)
- die Verbreitung von Großaquarien könnte hier erwähnt werden → Sensibilisierung für Besucher (Stralsund positiv und Sealife Kette negativ) (Reinhard)
- die Zeichnungen Georg Forsters auf der Cook-Reise könnten bei Forschungsreisen des 17.-20. Jhd. mit eingefügt werden

12. Tourismus (Brighton, 19./21. Jhd.)

12.1 Präsentation Team Berlin

a) Wurzeln des Strandtourismus:

- Meerwasserkuren
- tropische Paradiese (Mythos Südsee, entstanden durch Entdeckungsreisen d. späten 18. Jhd.)
- „dolce vita“ (Vorläufer, adlig-bürgerliche Bildungsreisen, bei denen die mediterrane Kultur, Natur und Lebensweise entdeckt wird, insbesondere Italiens)
- ❖ Exponatideen:
 - Carl Morgenstern, Capri bei Sonnenaufgang, 1836. Privatbesitz
 - William Hodges, Ansicht der Inseln Taaha und Bora Bora, 1793. National Maritime Museum, Greenwich
 - Werbung einer Kreuzfahrtgesellschaft für Paul Gauguin Cruises, 2015
 - Zitat Max Pechstein, während seiner Palau-Reise, 1914
 - Postkarten und Plakate als Medien der Zeit

b) Muster eines Seebades: Brighton

- ❖ eignet sich gut als Seebad, da typische Elemente wie Kurpromenade, Badekarren, Meeresarchitektur
- ❖ Meer wirkt heilend auf Körper
- ❖ Badeärzte
- ❖ Exponatideen:
 - Gemälde John Bruce, Westliche Esplanade von Brighton, 1835. Royal Pavillon and Museums, Brighton & Hove

- Zitat Ernst von Hesse-Wartegg, Die Atlantischen Seebäder, Wien/Pest/Leipzig 1879
 - William Turner, Brighthelmston, 1824. Royal Pavillon and Museums, Brighton & Hove
 - Hans von Held, Ueber das Meerbad bei Colberg, 1804. DHM
 - dreidimensionales Objektmodell des Badekarrens
- c) am Strand: neue Formen der Geselligkeit und Befreiung des Körpers
- ❖ Exponatideen:
 - verschiedene Postkarten aus Urlaubsorten am Meer, um 1900. DHM
- d) Strand und Meer als Themen der Kunst
- ❖ Meer als solches wird nun dargestellt und dient nicht mehr länger nur als Staffage (vor allem bei Impressionisten)
 - ❖ Entstehung von Künstlerkolonien
 - ❖ Exponatideen:
 - Hans von Held, Ueber das Meerbad bei Colberg, 1804
 - Max Liebermann, Badende Knaben, 1902. Museum Kunst der Westküste, Föhr
- e) Urlaub auf See: Kreuzfahrten
- ❖ Schlaglichter auf die Geschichte der Kreuzschifffahrt
 - 1891 Albert Ballin: gilt als Begründer der Kreuzschifffahrt
 - „Nordlandreisen“, populär geworden durch Wilhelm II.
 - KdF Schiffe = „Reisen für alle“ als Propaganda des NS-Regimes
 - Heutzutage wird Nachfrage nach Kreuzfahrten immer größer; deutschland an zweiter Stelle im Bau von Kreuzfahrtschiffen in Europa
 - Kreuzfahrtschiffe werden immer größer = Feriendörfer auf See
 - Individualisierungstendenzen: Kreuzfahrten für unterschiedliche Bedürfnisse und Gruppen
 - ❖ Exponatideen:
 - Plakatwerbung der HAPAG, um 1930. DHM
 - Bau des Kreuzfahrtschiffes CELEBRITY REFLECTION in der Meyer Werft Papenburg, vor 2012
 - Salonflügel eines Kreuzfahrtschiffes als Ausstellungsobjekt
 - Porzellan eines Kreuzfahrtschiffes
- f) Strandurlaub im Zeitalter des Massentourismus: Entprivilegierung, Entortung, Globalisierung
- ❖ Entprivilegierung als sozialer Aspekt: Reisen sind zuerst nur für Reiche und später für das Bürgertum erschwinglich. Mit Massentourismus durch Flugzeug ändert sich dies grundlegend
 - ❖ Entortung: Angleichung der touristischen Orte: Strand, Meer, Palmen Hotel mit Pool. Alle Orte sind in ihrem Erscheinungsbild identisch
 - ❖ Globalisierung: es entstehen weltweit internationale Stile und Rituale wie Strandtennis, Sonnenschirme, Essgewohnheiten usw.
 - ❖ Exponatideen:
 - Neckermann Kataloge, 2013/14
 - Werbung der l'tur, 2012/13, DHM
 - Martin Parr/Magnum Photos, Benidorm, 2014
 - ❖ Wellensurfen als Sportart: Habitus und Lebensstil, der an Seemann erinnert
 - ❖ Verbundenheit mit dem Meer
 - ❖ archaische Motive: Kampf mit der Welle und Urgewalt des Meeres = starke Männlichkeit und Inszenierung des Körpers

- ❖ Exponate:
 - Patrick Mcfeeley, Surfer reiten eine Welle, 2010
- Fragestellungen zur Diskussion
 - Weitere Wassersportarten wie z.B. Segeln: Vom Kaisersport zum Volkssport?
 - Formen des Alternativtourismus (Exklusionstrend)
 - Soll „Wohlstandsmigration“ thematisiert werden?

12.2 Diskussion

(1) Kommentare zur Hafenwahl

- Brighton wäre als Hafenstadt okay (Spode)
- Ostende bietet allerdings folgende Vorteile:

a) Ostende ist belgische Hafenstadt

b) der belgische König Leopold finanzierte den Bau durch Sklaverei in Belgisch-Kongo (hier wäre ein thematischer Querverweis zur Sektion Sklaverei möglich)

c) während Brighton um 1900 wegen seines Steinstrandes nicht mehr zeitgemäß war, lag Ostende mit seinem Sandstrand noch voll im Trend (Spode)

(2) Kommentare zum Sport

- Sport anhand des Beispiels Surfen zu thematisieren, überzeugt nicht (Spode)
- klassischer Meeressport ist das Schwimmen (Spode)
- außerdem sollte der Bereich zu Sport innerhalb der Sequenz klein ausfallen (Spode)
- der Bereich Sport sollte komplett gestrichen werden (Ruppenthal)
- Vorschlag: die Streichung des Bereichs Sport könnte durch Postkarten mit entsprechenden Sportmotiven im Museumsshop aufgefangen werden (Elvert)

(3) Sonstige Kommentare

- die Gliederung der Sequenz wirkt noch nicht stringent genug (Spode)
- das nationalsozialistische Seebad Prora auf Rügen wäre geeignet, um die Industrialisierung des Seebädertourismus bzw. die Entwicklung hin zum Massentourismus zu thematisieren (Spode)
- die Punkte „Alternativreisen“ und „Wohlstandsmigration“ sollten nicht thematisiert werden (Spode)
- Vorschlag: Möglicherweise sollte das Thema FKK in der DDR thematisiert werden (Reinhard)
- zum Thema „Demokratisierung/Massentourismus“ sollte auch die Gegenperspektive aufgezeigt werden in Form von Zersiedelung ganzer Landstriche, Abhängigkeit vom Tourismus usw. (Fellmeth)
- vielleicht sollten tropische Paradiese à la Bougainville einbezogen werden (Reinhard)

(4) Vorschlag zur Gestaltung der Sequenz:

- die Sequenz könnte als Reisebüro oder Andenkenladen gestaltet werden (Spode)
- falls Prora behandelt wird, könnte man das dortige Museum nach Exponaten anfragen (z.B. Holzmodell des Gebäudes, Porzellan usw.) (Spode)
- Gemälde des Künstlers Harald Duwe wie z.B. „Badende am Ehrenmal Laboe“ könnten die hässlichen Seiten des Strandtourismus verdeutlichen (Walle)

13. Interkulturelle Paare

13.1 Präsentation Team Berlin

- ❖ bei dieser Sequenz fehlt der eindeutige Meeres-Schwerpunkt
- ❖ es bestehen sehr unterschiedliche Ausprägungen der Thematik:

- ❖ es findet sich keine Hafenstadt, die dem Thema gerecht wird
- ❖ entgegen den anderen Themen fehlt hier die räumliche und zeitliche Fokussierung
- ❖ die Sequenz ist kaum mit Exponaten darstellbar
- ❖ daher sind multimediale Stationen mit Paargeschichten in der Ausstellung geeigneter
- ❖ Vorschlag für exemplarische Paare pro Ausstellungssequenz:
 - a) Mythos: Odysseus und Nausikaa/Zeus und Europa
 - b) Schiffbau: Schiffbaumeisterfamilie Sheldon
 - c) Krieg: Amerikanische GI's und „Deutsche Fräulein“
 - d) Entdeckungen: Pocahontas und John Rolfe
Hernán Cortez und Malinche
Thaddäus Haenke und Sebastiana Orozco
 - e) Sklaverei: Marquis de la Pailleterie u. Marie-Césette Dumas
Thomas Thistlewood und Phibbah
 - f) Migration: Otilie Assing u. Frederick Douglass
 - g) Import: Emily (Salme) Ruete u. Heinrich Ruete
Emma Forsayth-Coe u. James Forsayth
 - h) Export: Ruth Williams u. Seretse Khama
 - i) Ressourcen: Verbot d. Vermischung d. Hanse-Kaufleute im Kontor Bergen
 - j) Tourismus: Sextourismus
- ❖ **Problem:** Wenn man pro Ausstellungsthema ein Paar auswählt, wird die Auswahl beliebig und dem Thema nicht gerecht. Das Ausstellungsteam hat dies als eine mögliche Variante ausprobiert und kam zu dem Schluss, dass eine solche Herangehensweise nicht funktioniert. Besser wäre es sich dem Thema anhand aussagekräftiger Beispiel-Paare anzunähern oder eine klare räumliche und zeitliche Zuordnung inklusiver passender Hafenstadt zu finden, die entsprechend der anderen Ausstellungsthemen pars pro toto stehen kann (Blume)

13.2 Diskussion

- da Michael Jeismann als Sektionsleiter zu diesem Zeitpunkt nicht mehr anwesend ist, sollen die Vorträge der Konferenz zu dieser Sequenz abgewartet werden
- es könnte eine zusammenfassende Einführung zu Transkulturalität an interkulturellen Paaren dargestellt werden (Reinhard)
- die Personen, die für die Familie Godeffroy gearbeitet haben, sind interkulturelle Beziehungen eingegangen (Wendt)
- Frage, ob Menschen mit Meeresbezug eher bereit sind, interkulturelle Beziehungen einzugehen
- Problematik der Staatsangehörigkeit

b. The conference 02.06.–04.06.2016

The program-flyer



02.-04.06.2016

KONFERENZ · CONFERENCE

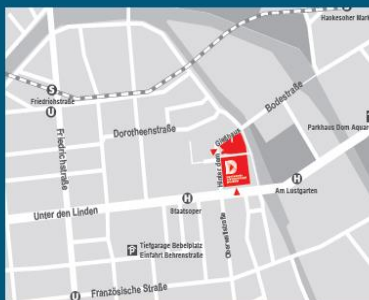
EUROPA UND DAS MEER EUROPE AND THE SEA

„Europa und das Meer“ – eine Beziehung so facettenreich und vielschichtig wie das Meer selbst. Die Ausstellung „Europa und das Meer“ soll erstmals umfassend und in epochenübergreifendem Rahmen zeigen, welche Bedeutung das Meer für die Entwicklung der europäischen Zivilisation und das Zusammenwachsen Europas besitzt. Beleuchtet werden dabei verschiedenste Themenkomplexe, die vom Mythos über Schiffbau und Seefahrt, Krieg, Entdeckungen, Kulturtransfer, Sklaverei, Migration, Handel, Ressourcen und Umwelt, Forschung und Wissen bis zu transkulturellen Begegnungen und Tourismus reichen. Diese Themen werden am Beispiel ausgewählter Häfen vorgestellt, da Häfen die Berührungspunkte zwischen dem Festland und dem Meer sind. Die Ausstellung fragt zugleich nach den sich wandelnden ästhetischen Wahrnehmungen des Meeres als Natur- und Kulturraum und präsentiert hochrangige Kunstwerke aus namhaften Sammlungen.

Diese gemeinsame Konferenz des Deutschen Historischen Museums, des Jean-Monnet-Lehrstuhls für Europäische Geschichte der Universität zu Köln und der Ranke-Gesellschaft bilanziert neueste Forschungsentwicklungen zu den genannten Themen und dient zugleich der Vorbereitung und Begleitung der gleichnamigen Ausstellung, die im Juni 2016 im Deutschen Historischen Museum eröffnet wird.

Europe and the sea – a relationship that is as varied and complex as the sea itself. The exhibition „Europe and the Sea“ aims to offer the first comprehensive overview of the sea's significance to the development of European civilization and to the integration of Europe through the ages. A wide variety of topics will be examined: myth, shipbuilding and seafaring, maritime warfare, exploration, cultural transfer, slavery, migration, import, trade, resources and the environment, knowledge and research, transcultural encounters, and tourism. These topics will be presented in connection with selected ports by way of example, because ports are the main gateways between the mainland and the sea. The exhibition also considers changes in the aesthetic perception of the sea as a natural and cultural realm and presents first-rate works of art from reputable collections.

This joint conference, held by the Deutsches Historisches Museum, the Jean-Monnet-Chair of European History at the University of Cologne, and the Ranke-Gesellschaft considers the findings of recent research in the areas listed above; it also serves as preparation and accompaniment to the eponymous exhibition that will open in June 2016 in the Deutsches Historisches Museum.



02.-04.06.2016

KONFERENZ · CONFERENCE

EUROPA UND DAS MEER EUROPE AND THE SEA

KONFERENZSPRACHEN · CONFERENCE LANGUAGES
Deutsch, Englisch (Simultandolmetscher vorhanden)
English, German (Simultaneous interpretation provided)

VERANSTALTER · PRESENTED BY
Stiftung Deutsches Historisches Museum, Berlin
Jean-Monnet-Lehrstuhl für Europäische Geschichte der Universität zu Köln
Ranke-Gesellschaft

WISSENSCHAFTLICHE LEITUNG · ACADEMIC HEAD
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VERANSTALTUNGSORT · VENUE
Deutsches Historisches Museum
Unter den Linden 2 · 10117 Berlin

ANMELDUNGEN · REGISTRATION
Wegen der begrenzten Anzahl der Sitzplätze ist eine Anmeldung erforderlich.
The number of seats is limited, so registration is required.

Anmeldung zur Konferenz bis 15. Mai 2016 · Register by May 15, 2016.

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DEUTSCHES
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KONFERENZ | CONFERENCE
02 – 04.06.2016

EUROPA UND DAS MEER | EUROPE AND THE SEA

KONFERENZPROGRAMM CONFERENCE PROGRAM

DIENSTAG · THURSDAY

02.06.2016

9.00–9.15 ERÖFFNUNG UND BEGRIßUNG · OPENING AND WELCOME
Alexander Koch (Deutsches Historisches Museum, Berlin)
Jürgen Elvert (Universität zu Köln)

9.15–10.30 PANEL I
MYTHOS · MYTH
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Thomas Schmidts (Römisches Germanisches Zentralmuseum, Mainz)
Ernst Baltusch (Freie Universität Berlin)
KOMMENTAR · COMMENT
Ulrich Fellmeth (Universität Hohenheim, Stuttgart)

10.30–11.00 KAFFEEPAUSE · COFFEE BREAK

11.00–12.15 PANEL II
SCHIFFBAU UND SEEFART · SHIPBUILDING AND SEAFARING
IMPULSREFERATE · KICK-OFF PRESENTATION
Lauri R. Fischer (Memorial University of Newfoundland, St. John's, Canada)
KOMMENTAR · COMMENT
Heinrich Walle (Universität zu Köln)

12.15–13.45 MITTAGSPAUSE · LUNCH BREAK

13.45–15.00 PANEL III
KRIEG ÜBER SEE · MARITIME WARFARE
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Eric Grove (Liverpool Hope University)
Ame Karsten (Bergische Universität Wuppertal)
KOMMENTAR · COMMENT
Christoph Schäfer (Universität Trier)

15.00–15.30 KAFFEEPAUSE · COFFEE BREAK

15.30–16.45 PANEL IV
ENTDECKUNGEN · EXPLORATION
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Michael Krus (Georg-August-Universität Göttingen)
Nikolaus Böttcher (Freie Universität Berlin)
KOMMENTAR · COMMENT
Wolfgang Schmale (Universität Wien)

16.45–17.00 PAUSE · BREAK

17.00–18.15 PANEL V
KULTURAUSTAU SCH · CULTURAL EXCHANGE
IMPULSREFERATE · KICK-OFF PRESENTATION
Michael North (Ernst-Moritz-Arndt-Universität Greifswald)
KOMMENTAR · COMMENT
Wolfgang Reinhard (Albert-Ludwigs-Universität Freiburg)

FRITAG · FRIDAY 03.06.2016

9.00–10.15 PANEL VI
SKLAVEREI · SLAVERY
IMPULSREFERATE · KICK-OFF PRESENTATION
Claus Füllberg-Stolberg (Gottfried Wilhelm Leibniz Universität Hannover)
KOMMENTAR · COMMENT
Michael Zeiske (Universität zu Köln)

10.15–10.45 KAFFEEPAUSE · COFFEE BREAK

10.45–12.00 PANEL VII
MIGRATION · MIGRATION
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Simone Eick (Deutsches Auswandererhaus, Bremerhaven)
Coré Pagenteuer (Freie Universität Berlin)
KOMMENTAR · COMMENT
Jochen Olmer (Universität Osnabrück)

12.00–13.30 MITTAGSPAUSE · LUNCH BREAK

13.30–14.45 PANEL VIII
IMPORTE, FREMDES WIRD EIGENES
IMPORTS: FOREIGN THINGS BECOME OUR OWN
IMPULSREFERATE · KICK-OFF PRESENTATION
Jutta Wimmer (Europa Universität Viadrina Frankfurt/Oder)
KOMMENTAR · COMMENT
Reinhard Wendt (FernUniversität Hagen)

14.45–15.15 KAFFEEPAUSE · COFFEE BREAK

15.15–16.30 PANEL IX
HANDEL, EXPORT AUS EUROPA
TRADE: GLOBAL MARITIME ECONOMY
IMPULSREFERATE · KICK-OFF PRESENTATION
Klaus Weber (Europa Universität Viadrina Frankfurt/Oder)
KOMMENTAR · COMMENT
Markus A. Denzel (Universität Leipzig)

16.30–16.45 PAUSE · BREAK

16.45–18.00 PANEL X
RESSOURCEN VOM FISCH ZUM ÖL
RESOURCES: FROM FISH TO OIL
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Jens E. Olesen (Ernst-Moritz-Arndt-Universität Greifswald)
Laura Ohendorf (Deutsche Bundeswehr)
KOMMENTAR · COMMENT
Jens Rupenthal (Deutsches Schifffahrtsmuseum, Bremerhaven)

SAMSTAG · SATURDAY 04.06.2016

9.00–10.15 PANEL XI
MEERESFORSCHUNG · MARINE RESEARCH
IMPULSREFERATE · KICK-OFF PRESENTATION
Helen Rozwadowski (University of Connecticut, Storrs, USA)
KOMMENTAR · COMMENT
Gerd Hoffmann-Wieck (Geomar-Helmholtz-Zentrum für Ozeanforschung, Kiel)

10.15–10.45 KAFFEEPAUSE · COFFEE BREAK

10.45–12.00 PANEL XII
TOURISMUS · TOURISM
IMPULSREFERATE · KICK-OFF PRESENTATION
Rüdiger Hachtmann (Zentrum für historische Forschung, Potsdam)
KOMMENTAR · COMMENT
Hasso Spode (Technische Universität Berlin)

12.00–12.30 MITTAGSPAUSE · LUNCH BREAK

12.30–13.45 PANEL XIII
INTERKULTURELLE PAARE · TRANSCULTURAL COUPLES
IMPULSREFERATE · KICK-OFF PRESENTATIONS
Hilke Thode-Arora (Bersees-Museum, Bremen)
Heldrun Friese (Technische Universität Chemnitz)
KOMMENTAR · COMMENT
Michael Jeismann (Goethe-Institut Dakar, Senegal)

13.45–14.00 PAUSE · BREAK

14.00–14.30 FAZIT · CONCLUSION
Jürgen Elvert (Universität zu Köln)

Conference Program Europe and the Sea

Thursday 02.06.2016

09.00 Opening and Welcome

09.15 Panel I Myth

Kick-Off Presentations Thomas Schmidts (Römisch Germanisches Zentralmuseum, Mainz) and Ernst Baltrusch (Freie Universität Berlin)

Comment Ulrich Fellmeth (Universität Hohenheim, Stuttgart)

10.30 Coffee Break

11.00 Panel II Shipbuilding and Seafaring

Kick-Off Presentation Lewis R. Fischer (Memorial University of Newfoundland, St. John's, Canada)

Comment Heinrich Walle (Universität zu Köln)

12.15 Lunch Break

13.45 Panel III Maritime Warfare

Kick-Off Presentations Eric Grove (Liverpool Hope University) and Arne Karsten (Bergische Universität Wuppertal)

Comment Christoph Schäfer (Universität Trier)

15.00 Coffee Break

15.30 Panel IV Exploitation

Kick-Off Presentations Michael Kraus (Georg-August-Universität Göttingen) and Nikolaus Böttcher (Freie Universität Berlin)

Comment Wolfgang Schmale (Universität Wien)

16.45 Break

17.00 Panel V Cultural Exchange

Kick-Off Presentation Michael North (Ernst-Moritz-Arndt-Universität Greifswald)

Comment Wolfgang Reinhard (Albert-Ludwigs-Universität Freiburg)

Friday 03.06.2016

09.00 Panel VI Slavery

Kick-Off Presentation Claus Füllberg-Stolberg (Gottfried Wilhelm Leibniz Universität Hannover)

Comment Michael Zeuske (Universität zu Köln)

10.15 Coffee Break

10.45 Panel VII Migration

Kick-Off Presentations Simone Eick (Deutsches Auswandererhaus, Bremerhaven) and Cord Pagenstecher (Freie Universität Berlin)

Comment Jochen Oltmer (Universität Osnabrück)

12.00 Lunch Break

13.30 Panel VIII Imports: Foreign Things become our own

Kick-Off Presentation Jutta Wimmeler (Europa Universität Viadrina Frankfurt/Oder)

Comment Reinhard Wendt (FernUniversität in Hagen)

14.45 Coffee Break

15.15 Panel IX Trade: Global Maritime Economy

Kick-Off Presentation Klaus Weber (Europa Universität Viadrina Frankfurt/Oder)

Comment Markus A. Denzel (Universität Leipzig)

16.30 Break

16.45 Panel X Resources: From Fish to Oil

Kick-Off Presentations Jens E. Olesen (Ernst-Moritz-Arndt-Universität Greifswald) and Laura Ohlendorf (Deutsche Bundeswehr)

Comment Jens Ruppenthal

Saturday 04.06.2016

09.00 Panel XI Marine Research

Kick-Off Presentation Helen Rozwadowski (University of Connecticut, Storrs, USA)

Comment Gerd Hoffmann-Wieck (Geomar Helmholtz-Zentrum für Ozeanforschung, Kiel)

10.15 Coffee Break

10.45 Panel XII Tourism

Kick-Off Presentation Rüdiger Hachtmann (Zentrum für Zeithistorische Forschung, Potsdam)

Comment Hasso Spode (Technische Universität Berlin)

12.00 Lunch Break

12.30 Panel XIII Transcultural Couples

Kick-Off Presentations Hilke Thode-Arora (Übersee-Museum, Bremen) and Heidrun Frieze (Technische Universität Chemnitz)

Comment Michael Jeisman (Goethe Institut Dakar, Senegal)

13.45 Break

14.00 Wrap up Jürgen Elvert (Universität zu Köln)

Conference-report

Between June 2nd, and June 4th, 2016, there happened an international conference in Berlin, on the multi-faceted topic of „Europe and the Sea“. It was organized by the Deutsches Historisches Museum, whose Zeughauskino served as the venue for the conference, by the Jean Monnet Chair of European History of the University of Cologne in the context of the EU-funded Programme for Lifelong Learning, and by the Ranke Society. The goal of the conference was the topical preparation and assessment of existing concepts for an exhibition of the same title which is supposed to start in 2018. This happened on the basis of the respectively current state of research.

The first day, June 2nd, 2016, started with a cordial welcome by Ulrike Kretschmar, Interim Director of the DHM. She told how Prof. Jürgen Elvert had, in 2012, suggested this exhibition to the DHM. As Berlin has a long, though little known, “maritime” tradition, as once there had already been a museum of oceanography there and as also the Reichsmarineamt (Reich Naval Board) had had its seat in Berlin, finally after three workshops in 2013/14 the Advisory Board had accepted the exhibition in 2015 and fixed 2018 as the year of its start. The conference was supposed to put the exhibition concept “to the acid test”. Dr. Kretschmar expressed her thanks to the lecturers, commentators and the DHM team, whose members she shortly introduced.

Jürgen Elvert (University of Cologne) in his introductory remarks returned the thanks by the DHM and emphasized the good and fruitful cooperation of the scientific teams and the museum team. He formulated the introductory question “How could abstract, historical facts be visualised?” with which the scientists and the exhibition curators had been dealing now for four years, and he gave a short description of the how the simple idea had developed into an appealing exhibition concept which was presented in the form of a richly illustrated brochure. The exhibition is supposed to fulfil in particular three tasks: firstly, depicting the centuries-old exchange process between Europe and the world, secondly raising the public awareness of the significance of the sea, and thirdly depicting the interactions of the involved actors during this exchange process as well as the thus resulting tensions. In particular the latter is supposed to result in a kind of history which goes beyond structural basic conditions, making the people and their contradictions, their motivations and the goals of their actions and also the unintended consequences the focus of the narration. As an example, Elvert mentioned Christopher Columbus’s log book, where the enslavement of the Native Americans was already taken into view while on the other hand, however, it was the root of the subsequent debate on De las Casas’s concept of man. Also Elvert supposed the conference to be the “acid test” of the exhibition concept. Accordingly, he said, the commentators had been given only little information, so that they would assess the various parts of the exhibition as objectively as possible.

The first panel, on the topic of “myth”, was started by the keynote lecture by Thomas Schmidts (Römisch-Germanisches Zentralmuseum Mainz). He said that his considerations were focussing on two questions: 1. Which possibilities for the exhibition are opened up by the term “myth”? and 2. Do the ideas as being sketched in the brochure stand up to a critical analysis? The connection of myth and sea becomes particularly obvious by the myths of the Odyssey, of Aeneas of Troy or of the Argonauts around Jason. Their iconography can be found on several vases since the 5th century BC. These epics of heroes were general knowledge in antiquity and they are found e.g. on sculptures, vase paintings, mosaics and on coins as far as into the 5th century AD. Over thousand years these myths are a typical and highly influential element of the cultural world of antiquity. Also, already the Greeks of antiquity tried to locate their epics by e. g. identifying the Scylla as the Strait of Messina. Recently the relevance of the myths for the expansion of the Greeks was described by Robin Lane Fox. However, other than the previous concept, Schmidts did not start the ancient period of seafaring with the “Great Colonisation” of 8th-6th centuries BC. Apart from the Greeks, he said, already the Phoenicians had

done extensive seafaring. As examples of even earlier naval societies, Schmidts referred to the Mycenaeans of the 14th-12th centuries BC, who went as far as to Italy and the Nile delta, and to the supposable role of the Minoans for sea trade in the 21st-18th centuries BC. The “cradle of European seafaring” can be localized in the Bronze age Eastern Mediterranean. He also mentioned on the one hand early Christian sea myths (Jonah and the whale) and emphasized the Romans’ close relationship to the sea, as it found expression by the *navigium Isidis*, a procession at the beginning of the season of sea voyages in spring. Furthermore he emphasized that it was not that until the 8th century the Greeks had been sitting anxiously on the beaches or had taken distance to the sea. In his lecture Schmidts emphasized that he considered the harbour of ancient Smyrna rather little suitable and suggested Piraeus instead.

Ernst Baltrusch (Free University of Berlin) in his keynote lecture at first pointed out to the omnipresence of the sea in texts from antiquity, a time when cities had been located around the Mediterranean “like frogs around a pond” (Plato). Then Baltrusch explained that the approach by way of myth was too much a narrow focus for this section of the exhibition. It obscured precisely the political structures of antiquity. Baltrusch pointed out that the integration of the sea into the political structures was something like a “terrorisation of the sea”. In this context, the thalassocracy of antiquity already included topics which reach as far as to present times, such as shutting off the sea against enemies, the freedom of the seas or the fight against piracy. Still today, he said, junior naval officers of the US Navy were given Thucydides’ writings to read them. Apart from this, Baltrusch pointed out to the fact that the Middle Ages are not covered by the exhibition. There Christian myths, such as the conquest of the sea by the travels of St. Paul or pointing out to Luke the Evangelist, who had perhaps himself been a sailor, might serve as a bridge. In Baltrusch’s opinion, also the Romans as a seafaring nation are insufficiently considered. The sea was integrated in the capital of Rome, as it became obvious by the naval battles presented at the Colosseum, the Mediterranean was liberated from the pirates in the course of a concerted action, and the Roman empire guaranteed freedom to travel and security. As a consequence, Baltrusch suggested Rome together with Ostia as an exemplary port.

Ulrich Fellmeth’s (University of Hohenheim, Stuttgart) contribution was a reaction to the two keynote lectures. At first he pointed out to the fact that the original working title of the section had been “antiquity” and the term “myth” had appeared only later. The idea behind this was a triad: from myth to logos to command of the sea. Myth, he explained, emphasizes the perception of the sea as a dangerous place which was conquered by heroes coming from the young Greek aristocracy. Logos refers to the sea as a transit space. The various poleis on the sea and their colonies led to a qualitatively new level. Everyday life was changing, there was increasing knowledge of good navigation, the Black Sea and the Mediterranean became spaces of communication. Finally the sea became an administratively permeated space. In this context Fellmeth also pointed out to economic policy as it developed by the monetary policy of Athens and the loans of Delos. However, this three-levelled concept should not be considered to have been inflexible but flexible. The spatial and chronological limitation is, among others, due to the museum as a learning- and event-oriented place. Indeed, historical insights may not come second to presentation, however it must be possible to focus, by way of exhibition pieces, on the General Principles. By suggesting both ancient Smyrna and Ostia as exemplary ports Fellmeth tried to find a Solomonic solution for this issue.

In the course of the then following discussion, at first Elvert emphasized that the ports, being interfaces of land and sea, are *pars pro toto* for the topics. One essential criterion must be the possibility to exhibit the port by way of artefacts. He emphasized that it was the basic idea of this first panel to present a pre-narration referring to those knowledge stocks as, after all, had been used in the Early Modern Age. Baltrusch and Schmidt emphasized once again that the concept of the myth could be utilised only to limited extent and that probably it was a better idea to emphasize the performance of

seafaring both in antiquity and the Middle Ages. The latter point was also supported by Lewis R. Fischer who remarked that such a concept would virtually once again revive the narration of the dark ages. Fellmeth once again pointed out that the chosen period of time and the selected region illustrated fundamental structures which have effect still today and could be recognized by the visitors in each section.

The following panel, II, was dedicated to the topic of shipbuilding and seafaring. The keynote lecture was given by Lewis R. Fischer (Memorial University Newfoundland) who emphasized how important the transnational approach of the entire exhibition concept was and that thus the history of the seas would really seem the thing to do. At the same time, however, he also emphasized that often maritime history was considered an old-timer of research, which was particularly true for the history of shipbuilding and seafaring. However, he qualified, in recent years also maritime history had changed from being a history of seafaring to being an aspect of cultural history. Amsterdam as an example of this on the whole rather small panel was reasonable, as the Dutch had supplied extensive innovations on the one hand but also, on the other hand, had had more to offer than just the ship type of the fluyt. For the time being, the focus of research had been too much on the East Indiamen, resulting in the fact that everything coming later was comparatively less researched, also and indeed when it comes to ship types and their construction. The basic danger of this panel, he said, was possibly too much a focus on technology. From this there might result the impression that seafaring depended on man's actions and that these again were depending on technology. Necessary completions were the social history of seafaring on the one hand and presenting those people who made technology progress on the other. Seafaring and shipbuilding had indeed been of utmost significance for Europe – for example, in the early 20th century 70% of the entire Norwegian population had been sailors – however there had happened a shift, precisely of shipbuilding, to Asia, i. e. South Korea and China. However, at the same time this allowed for working against any glorification of the European, for precisely the European focus of the exhibition might become a possible point of criticism. Fischer emphasized that he believed it to be important to always have an eye on process and development when it comes to this panel. The problem, he said, was that any exhibition piece, no matter how well chosen it is, always represented a certain chronological state. This problem would have to be countered by way of questions and texts both at the exhibition and in the catalogue. Basically, Fischer welcomed this exhibition which he considered an inspiring and important possibility to build a bridge between the researchers' ivory towers and the interested public.

His lecture was answered by Heinrich Walle (University of Cologne). Walle emphasized that the topic of shipbuilding could only be a sub-topic. Ships, he said, were on the one hand a product, however on the other hand always a unique item far into the Early Modern Age when the standardised construction of ships pushed through. It was necessary for this section – and there he agreed with Fischer – to extend the view on all factors influencing shipbuilding as well as their agency. Environment, materials, object, laws and economy, he explained, resulted in completely different solutions for shipbuilding. As an example he gave shipbuilding in Frisia, which was much influenced by the laws on the Sound Dues. Walle also agreed with the extension towards social history. Everyday life on board with its strict hierarchy had also been reflected by shipbuilding. However, Walle also believed the tacit knowledge of the shipbuilders and the ongoing professionalisation of the Modern Age as far as to the naval architect to be crucial. However, he stated, the high losses and accidents of unsinkable ships had to be made a topic of discussion.

In the course of the discussion, at first Jürgen Elvert made clear that the exhibition was not supposed to be dominated by ships and seafaring, however that both were essential. Schäfer pointed out that for example shell construction had been typical for European antiquity and was continued still in present times. Such examples, he said, would allow for providing the exhibition with inner coherence

and chronological logic. Jens Ruppenthal completed the topic by that of shipbreaking. This topic was on the whole welcome by both Walle, who pointed out to regulations dealing with ships as material reserves, and Fischer who, however, pointed out to insufficient literature on the topic of shipbreakers. Nußbaum pointed out to the close connection between shipbuilding and the great deforestation of Europe. Shipbuilding itself, he said, could be a good example of learning by doing in immediate connection to the material, which was an excellent reference to the agency approach.

The third panel dealt with the topic of war on sea, although an originally intended keynote lecture by Eric Grove had to be cancelled. Instead, at first Arne Karsten (Bergische University of Wuppertal) explained that Venice was almost the perfect exemplary port for this panel. Not only, he said, the source situation was extremely favourable, as Venice with its arsenal had been an obligatory element of each grand tour to Italy, also the image tradition was very rich. Also, it was well visible and explained in how far the arsenal had been a place of self-representation of the crafts and the state, to inspire admiration among visitors. As naturally man was a terrestrial species, to enforce physical rule over the sea for purposes of power he had to reach back to ships, yet the Middle Ages had hardly known fleets or naval battles but rather used ships as transports. Only in the Late Middle Age there was reorientation of the Upper Italian cities of Venice and Genoa. The galley made it possible for Venice to become the superior power in the Mediterranean. Karsten emphasized that the oarsmen on the galleys had been since the Middle of the 16th century a mixture of free citizens and prisoners of Venice, while the oarsmen on osman ships had been Christian slaves. These “salt water walls” had provided Venice with the possibility to equip a fleet within a few weeks. Almost 3,000 craftsmen and public servants worked at the arsenal, somewhat like proto-industrialisation. In the Mediterranean, galley warfare had been of a hybrid kind. On the one hand, artillery was indeed used, on the other hand, however, one kept the traditional procedure of ramming and jamming the ships into each other, like in the Battle of Lepanto of 1571. Only the European expansion in the Modern Age, by the symbiosis of ship and artillery as well as the alliance of cannon and sail, had resulted in a new quality of naval warfare. Now ships were no longer used only as transports or “substitute for the land” but for an independent kind of warfare, as becoming obvious by fleets and bombardments. At the same time also the question of how to use the fleet in times of peace was newly raised. Keeping a warship serviceable was connected to enormous costs, resulting in new taxes and progressing national debt. Also the harbours saw massive change and became interesting objects for investments. The transition to steel and steam was a new, qualitative increase which, however, could be less suitably illustrated by the example of Venice, Karsten said. Apart from Venice, one might as well mention Genoa. Karsten also referred to present times, by indicating the significance of the naval strategist Mahan for China.

Christoph Schäfer (University of Trier) agreed with Karsten on the exhibition having to present precisely these great three changes. Apart from special techniques of war such as amphibious operations, however, also types of warships had to be presented. This way one could also identify synergies with the topic of shipbuilding. In particular Schäfer pointed out to the theoretical concept of naval supremacy. Protecting one’s own trade and destroying that of others (Philipps Columb) is as essential in this context as Mahan’s theory of the development of a state being determined by existing or non-existent naval power. However, naval supremacy must always be enforced by beating the enemy fleet. The goal is the control of shipping routes and bases, meaning, however, that the most economic policy is the destruction of the enemy naval forces. Thus a naval force must necessarily be offensive-oriented. Such an offensive strategy must be supported by the geographic location and resources of naval bases. As a completion, Schäfer pointed out to Julian Corbid’s model, who had classified wars as being limited and unlimited, offensive and defensive, continental and maritime. According to Corbid’s analysis, the British were able to achieve naval supremacy because they had concentrated their efforts on limited wars to secure vital bases. Schäfer suggested to visually

implement this model by the example of Venice. Crucial for this model is the idea that without sea trade nobody would be interested in maritime war. The “nautical constraints” of maritime warfare, he said, could be demonstrated by the example of the sailing ships which had been dependent on the “wind motorways” of the oceans. Cutting off these “motorways” by taking a flanking base could topple the system and provoke actions. Apart from these theoretical issues, however, Schäfer also contributed the following practical, action-oriented issues: Also the question of food and equipment for the fleets had to be raised. These economic aspects, he explained, had also to be extended by aspects of security policy and the issue of alliances and naval agreements. Other issues to be taken into consideration were the development of marine art with its paintings of naval battles and warships or the purposeful sinking of ships as a technique of war.

In the course of the discussion, at first Reinhard Wendt emphasized that apart from economy also Christian mission became dependent on the navy. This theoretical approach might also be well suitable for including the Middle Ages with its crusades and bases. Walle added that, however, for the exhibition the term naval supremacy should be presented in a somewhat simplified way, by the triad of naval resources, bases and naval interests. All participants in the debate agreed on Venice being a good example of a port. Additionally, Arne Karsten pointed out that precisely on warships there had been different kinds of specialists who had been organised by nations. Also important was a distinction of warships and merchant vessels or the integration of pirates into the panel. Michael North added that also life on board should be taken into consideration. However, he said, the thus related tradition was difficult, as was avoiding a military jargon. In tendency, however, there could be chronological, spatial and topical gaps in the intended catalogue. Christoph Schäfer and Wolfgang Reinhard respectively pointed out to the differences between Columbus’s journeys to America, where there happened no naval battles against the indigenous people, after all, and Da Gama’s fleets which, by help of gun ports and gunboat diplomacy, soon succeeded with achieving (naval) supremacy over East Africa and India.

As the next panel, Panel IX was preponed, dealing with the topic of trade: export from Europe. Klaus Weber (European University Viadrina of Frankfurt/Oder) started his keynote lecture with the question of why there was only one example of a port. He suggested a map of Europe for each section which would show several suitable ports. Weber suggested e. g. Havelberg for shipbuilding. Up to the end of the 18th century this harbour, he explained, due to its location resulting in low wages and low raw material costs, had hosted a big shipbuilding industry and would be a good example of the transformation the hinterland by way of a harbour. Analogously, one might as well give Rochefort for the industrial serial production of liners. The panel itself, he suggested, should particularly make the vast trade areas and their extension and networking a topic of discussion. Starting out from trade in antiquity between Rome and India via the Mediterranean, one might proceed via opening the passage through Gibraltar in the Middle Ages, which integrated the North and Baltic Seas into this trade area (40x more goods were shipped though Gibraltar than taken across the Alps), finally to the Atlantic and the Indian Ocean in the Early Modern Age as far as to the Pacific Ocean in the 20th century. London was of course a good example of the topic of export, precisely when it came to natural spaces. The coast-land ratio, the connection to a navigable river system, which was true for Europe, was also true for London. Furthermore it had been an important hub, characterised by high wages, both of which had been factors for industrialisation and thus, in the long run, for the “great divergence” between Europe and Asia. Another good example would be Bremen which was particularly characterised by its cosmopolitan merchants. Weber explicitly agreed with the close connection between naval warfare and sea trade interests and pointed out to the opium wars and the Asiento.

Markus A. Denzel (University of Leipzig) supported London, as at the same time it represented the ancient Asian empires being technologically overtaken by Europe, here in particular the by British

Empire. By export, one might not only understand goods but also knowledge and technologies. This, he said, pointed out to the economic permeation of the world, keyword: Europeanisation or Americanisation, which became obvious by economy, technology, consumption and trade law. After all, the crucial question was: what did Europe give to the world when it comes to economy? Firstly, according to Denzel it was the export of raw materials such as copper, of semi-finished products such as crude steel, and of products such as textiles. In this context, precisely London had been of great significance for intermediary trade and conveyed new goods from the “workshop of the world”. Secondly, there was the crucial role of the Europeans when it comes to the international division of work. In this context, the transfer of technologies and products, each according to trade and region, meant boon and bane for the non-European countries. They had become the sales markets for cheap European mass products and luxury goods. Thirdly, Europe had exported industrialisation. In this context, not only machines and whole factories were exported but also blueprints and experts. Sometimes this even resulted in non-European countries purposefully sending their young people to Europe for studies. The fourth aspect is the development from being the world’s debtor to being its creditor. Trade with non-European regions stayed to be in deficit until the industrial production of goods. Furthermore, the development of cashless payment in Europe resulted in a sophisticated banking system. All these processes demonstrate the importance of seafaring and the maritime for Europe. At the same time, however, they also demonstrate connections by way of division of work and knowledge transfer, communications revolution and growing logistics, which are the foundations of the current global economy.

In the course of the discussion, at first Jürgen Elvert asked if the outflow of metal could somehow be quantified? Due to the source situation, Markus A. Denzel denied this. However, he emphasized once again that exports from Europe had not been sufficient for paying the imports. Arne Karsten pointed out to the fact that after all Europe had had to possess something of equivalent value, as over such a long period any completely asymmetric relation would have been impossible. It might perhaps have been that Europe had traded bulk goods for luxury goods, such as wood and precious metal for precious stones and spices. Reinhard Wendt emphasized the great south-south flow of goods and the predominance of silver and cotton for European trade. Klaus Weber added that already in the Middle Ages there had been trade e. g. with sub-Saharan regions (gold dust). Linen, blades and glass from Germany went to Africa, and Germany had played an important role in the global silver trade. As a conclusion, Markus A. Denzel pointed out that the exhibition should indeed present also the aspect of logistics, for example by way of models or casks.

Panel V was dedicated to cultural exchange. At first Michael North (Ernst-Moritz-Arndt University of Greifswald) stated his opinion that presenting an exemplary port would allow for a systematic approach at the topic of each respective panel. The “cultural exchange” panel again, he said, allowed for somewhat breaking up the focus on Europe, to also view at the non-European world. However, North believed the intended focus on the Jesuits and China to be too narrow. On the one hand, he said, the role of the Jesuits was overestimated, as they had been dependent on the local Chinese elites, and on the other hand their total number of about 920 Jesuits over several centuries in the Early Modern Age had been rather small. On the other hand, in Southeast Asia in the period 1600-1800 there was a yearly presence of almost 5,000 Europeans. Precisely the Dutch colonial empire connected the oceans. According to North, this was due to the Dutch showing a high readiness to adjust, who even performed Asian rituals such as the kow-tow and learned the local languages. On the whole, they were characterised by a controlled use of European hegemonic knowledge, in the context of which it must also be stated, however, that the use of military power in South and Southeast Asia in the 17th century was rather useless. Precisely in Malacca, partly also in Cape Town, there developed an intensive social coexistence. The situation was different in the Dutch colony in Dejima/Nagasaki. But

even there the yearly delegation to Japan's Imperial Court allowed for ways of cultural exchange. North reminded to the works and research of Engelbert Kaempfer and Carl Peter Thunberg, to the reception of Hokusai's wood block prints and to Japonism. Vice versa, in Japan emerged the so-called Holland studies, the Rangaku. This, he explained, are good examples of the reciprocal process of a cultural exchange between Japan, the Netherlands and Europe. Batavia and other Dutch settlements indicated a symbiosis of local and foreign customs as a possible way and result of cultural exchange. North illustrated this by the example of the painting "Tea visit in a Batavian interior" by Jan Brandes. The panel, he said, should also make obvious that from this exchange there resulted not only a new culture of goods and consumption but that also immaterial things, such as language and objects for cabinets of curiosities and collections found their way to Europe. As a completion, one might take the biography of Margrieta van Varick in the 17th century into consideration, who was living both in Malacca and Dutch New York. It is also important to distinguish between more or less voluntary exchange (Crosby, Columbian Exchange) and enforced exchange (Paul Gilroy, Black Atlantic).

In his comment, Wolfgang Reinhard (Albert-Ludwigs University of Freiburg) defended the existing concept. While starting out from a wide concept of culture, he said, a reduction to a subject which was both concrete and suitable for an exhibition was necessary. Starting out from high culture, which covers religion, languages, poetry and fiction, the fine arts, music and perceptions, he had decided for religion. Religion and mission were two fundamental elements of European history. The export of Christianity had resulted in several 100 millions of Christians outside Europe. Religion was also of great significance for the presence. On the other hand, exhibiting mission was difficult if one did not want to be satisfied with maps and diagrams. The Jesuits, on the other hand, had left extended material which sufficiently illustrated the exchange. Furthermore, the latter had not been one-sided, as it is often the case with mission, but had definitely happened on an equal basis. Thus also Lisbon was a suitable example of a port, as it had been closely connected to the Jesuits. Although the mission in China had not been successful, the cultural exchange had resulted in making China fashionable in Europe, which had been based on non-violent exchange and Sinophilia. Originally, also the presentation of Protestant mission had been taken into consideration. Reinhard pointed out to the problem of the suitability of the Holland studies and Dejima for an exhibition.

This was from where also the discussion started out, which at first pointed out to the predominance of the Dutch in the first sections. Also, in reply to a question, Wolfgang Reinhard explained that originally Africa had been taken into consideration, but that a focus was indispensable. Reinhard Wendt emphasized that basically it was a good idea to include a non-European port into the exhibition and suggested to establish pairs of ports for some panels. He also emphasized that this longing for things non-existent in Europe, be it colours, tastes or opinions, seemed to be a crucial core of European existence, finding expression by curiosity and the readiness to be mesmerised. Wolfgang Schmale emphasized how important this panel was for the exhibition, as precisely there the "crackle of cultural practice" in history became obvious.

The second day of the conference started on June 3rd, 2016. It was opened by Panel IV, on slavery. At first Claus Füllberg-Stolberg (Gottfried Wilhelm Leibniz University of Hannover) emphasized that the topic of slavery was both highly political and still referred to the presence. Micro-history, he explained, which was especially based on the perpetrator-victim relationship, allowed for illustrating slave trade beyond the common "number game". Here, in the context of this panel and particularly in reference to Europe, slave trade means Atlantic slave trade and the labour-intensive production of sugar in the Caribbean. Nantes as an exemplary port was a perfect choice, as 80 % of all French slave trade trips had started from there. As an example, Füllberg-Stolberg gave the very well researched (Robert Harms, *Das Sklavenschiff*) and documented journey of the *Diligent*. Based on its logbook, he described the journey of this ship, which had actually been too small for slave trade, as it had been a converted grain

ship. Nantes was an important hub, where the desires of the African rulers, which European products they wanted in a given moment, were always known. Textiles with colours and patterns especially adjusted to the African taste, brandy, arms and iron were loaded in Nantes. These civil and military goods came from Europe, for example Germany, but also from India. The journey of the *Diligent* took from 1731-1732. Having arrived at the African coast, one purchased slaves there. From the European side, bribes and receptions at the African royal court were fixed elements of the purchase negotiations. In the course of extended hunts and military campaigns the slaves were taken from the hinterland to the trade forts of the Europeans. Many prisoners were wounded and undernourished when they were “branded” and taken on board of the ships. On board, men and women were separated by a wooden wall. The latter were allowed to move around freely but were exposed to sexual assaults by the European officers. The men were chained two by two. On deck at daytime, the slaves had to dance or to clean the ship by help of vinegar water. For the owners of the *Diligent* the voyage as such was economically unprofitable, as Martinique had partly been destroyed by an earthquake, making sales difficult. The mortality rate among slaves was particularly high in the case of the hunts in Africa. Compared to this, the mortality rate during the Middle Passage was lower. On the whole, the number of Africans (West and Central Africa) killed in the context of slavery is reliably estimated to have been 15 million. The Portuguese and the Brazilians were the most important, biggest and most long lasting slave trade nation. Britain followed only in the 18th century. Whereas the role of the Dutch is estimated to have been somewhat smaller, also other small nations such as Denmark or Brandenburg participated in slave trade. The driving force for this trade was the sugar revolutions. The plantation economy required much workforce, was capital-intensive and used machines. Homogeneous (age and physical constitution) “gangs” of 10-20 slaves worked under supervision of drivers, mostly themselves slaves, who were equipped with whips. Men and women were working together, but for women there was no further qualification. The sugar mill was working day and night, and in the unbearable stench the slaves themselves had to adapt to working in strict time, i. e. according to a measurable work rhythm like machines. The more recent research emphasizes the complexity of slavery on the plantation, which was also the space of social climbing and the development of new cultural practices, such as the Africans’ own feasts, own economy (kitchen gardens/provision grounds/Sunday markets). Only the slave rising in Haiti and the abandonment of slavery in the USA and Brazil put an end to European slave trade.

In his comment, Michael Zeuske (University of Cologne) explained that the Atlantic and not Europe had been the crucial space of worldwide slave trade in 1400-1888. Precisely the Middle Passage (1519-1867), the transfer of the Africans to America, had resulted in most of the casualties, in the context of which it was indeed important to give figures, as only this way the consequences become obvious. Chronologically, the “Atlantics” could be divided into three periods: the Iberian Atlantic from 1450-1640, the Northwest Atlantic of the triangular trade from 1640-1800, and finally the hidden Atlantic where human trafficking happened from 1800-1888. Zeuske emphasized that the value of a slave’s body was equalled to silver. This way the body became a currency whose exchange rate was 300 Silver Pesos. Nantes was an important city for European slave trade, but if the Brazilian cities are included, it ranked only No. 6. By way of www.slavevoyages.org also the visitors of the exhibition would be able to themselves research the classical figures of slave trade which indicated the Portuguese as the most active slave traders. Indeed, he said, it was true that in terms of numbers the Netherlands were not all too significant, however due to their function as intermediaries and traders they occupied key positions which kept the system of Atlantic slavery running, which for Brazil and the USA had to be equated with capitalism. Nevertheless, Nantes was a good example of a port, he said, as by the example of the *Diligent* the reality of slave trade could be presented in an outstanding way. In this context one could also point out to the contradiction that the Declaration of the Human Rights in France in 1789 did not result in abandoning slavery. Just as well one could point out to Biedermeier

capitalism and the problem of society in Europe to finance the consumption of luxury goods by the elite without adequate payment.

The discussion dealt at first with the question of where these dynamics came from if, after all, Europe had nothing adequate to offer. Klaus Weber emphasized that by its flax and linen Europe had been able to offer good products for cheap money. Additionally there was the adoption of Asian raw materials such as indigo and cotton which were now produced by the Europeans. However, this way the goods changed their nature because the Europeans tried to copy the Asian products. Also Michael Zeuske pointed out to the fact that products such as spirits and tobacco, but also clothes and arms, had been much demanded in Africa. However, it had also been crucial that the Europeans, firstly, provided the system with mobility, that is they took over the sector of transports and logistics, to only then, secondly, create or connect existing demands. However, the refinement of the products came along with violence and was based on the specific European curiosity. Also Reinhard Wendt emphasized that the potential for innovation was due to this transport revolution which resulted in Europe becoming rich by help of products it did not produce at all. Control of the intermediary trade had been a crucial foundation of European predominance which had finally resulted in networking the world. Arne Karsten pointed out to the long tradition of slave trade for Europe. Both antiquity and the Middle Ages had known slave trade, for example in Venice...However, in this context it had to be remarked that on Christian ships there had been no galley slaves like on Muslim ships. It became also obvious that there was a desire to make Africa more strongly a focus, precisely in the context of this topic. Hilke Thode-Arora pointed out to the great influence on the African culture. Another topic was the issue of gender ratio in the context of slave trade. Claus Füllberg-Stolberg explained that much less women than men had been traded and that in the fields there had had hardly been any difference when it came to work, if the issue of qualification was left aside. Michael Zeuske emphasized that "Sugar is a murderer!". Without the sugar revolution, he said, European slave trade was hardly imaginable. Islamic slave trade, covering the period of 600-1920 (or even up to our days), had probably had a volume of 17 million kidnapped people. Other slave trade systems, such as India, Central Asia or girl trafficking in China until 1949, could not be quantified. Claus Füllberg-Stolberg added that the forced labour of prisoners of war and civilians during the period of the NS regime might well be interpreted as slavery but that labour at the concentration camps had always come along with the intention of deliberately killing humans through labour.

The next panel, No. VII, dealt with voluntary migration. At first Simone Blaschka-Eick (Deutsches Auswandererhaus, Bremerhaven) asked which places and times should be presented at all, given this vast field, in the context of which she pointed out to Greek colonization, the Hanseatic League, emigration to the US in the 19th century and current immigration across the Mediterranean. The focus, she explained, should be on the crossing, the sea should be taken into consideration as a space to be crossed, to this way also address current political debates and to take an aspect into consideration which, for the time being, was neglected by migration research. In this context she brought into play a possible multi-perspectivity, by way of including at least three emigration ports, among others to counter any Europe-centrism (away from Europe and to Europe). Precisely the 19th century with its 44 million emigrants, among them 5.5 million Germans, would make perfect sense as a European event. She explained that in this context migration research distinguished strictly between country of origin and socio-cultural socialization as well as the reasons and causes of migration on the one hand and the destination as a society of immigrants characterized by either integration/segregation/separation. Precisely for the latter case, among others the sequence of generations, i. e. 1. generation of immigrants, 2. generation of immigrants etc., played a significant role. As elements Blaschka-Eick suggested two perspectives, that of the Koto family from Syria (2014-2016) and that of a participant in the mass emigration from Europe, Martha Hübner in 1924. Precisely the similarities should be

emphasized, such as the transfer of money to the countries of origin, communication by help of letters or – today – via the Internet, triggering off a chain migration, or the various border regimes with passports and visa which might become of life-saving significance. Also relief organisations should be made a topic of discussion. Concerning the latter, Eick presented a hat card providing information in the native language. At the same time, however, she said, the agencies and shipping companies had to be discussed, which made much money with emigration, and they had to be related to present-day illegal activities. Concerning the topic, Bremerhaven with 7.2 million Europeans leaving to the non-European world from there, many of them from East Europe, was probably the perfect example of a port.

Her explanations were then completed by another keynote lecture by Cord Pagenstecher (Free University of Berlin). He pointed out that also the sea, as a place and space of hope, was of great significance for migration and that this symbol was to be found also in literature and advertisement. At the same time, however, it was also a dangerous space, not only for migrants but also for civil societies, which he impressively demonstrated by the “The boat is full” metaphor. Originally this slogan comes from Swiss Minister of Justice, Eduard von Steiger, in 1942. However, it became part of public awareness for the first time in 1991, when a boat full of Albanian refugees reached Bari in Italy and soon the German newspaper “Bild-Zeitung” presented the headline “Morgen auch bei uns (Will This Happen on Our Coast Tomorrow)?” Also in 1991, the “Der Spiegel” magazine took up the metaphor of the boat, equated Germany with an ark, and presented the headline “Ansturm der Armen (Onslaught of the Poor)”. Still in 2006 this line was used in a similar way. Whereas migration to Germany was presented as being negative, German magazines and TV channels present happy emigrants from Germany. The fact that migrants on their way to Europe are ready to risk their lives is well illustrated by images of drowned people on the beaches of the Mediterranean. Almost 27,382 people paid with their lives for crossing the Mediterranean between 1988-2015, as was the figure researched by the journalist Gabriele Del Grande. This redefinition of Europe as a fortress and full boat, Pagenstecher stated, resulted in deciding for and organising narrow immigration channels and transit stations such as the EU hot spots or Ellis Island in the USA. However, it was also an important fact that closing down one route, be it on land or sea, only results in a shift of immigration streams. Organisations such as Frontex or the Schengen and Dublin agreements would rather fight immigration instead of making it safer. Pagenstecher pointed out that for the time being there are hardly any places of remembrance for the drowned in Europe. Indeed, artists such as Ai Wei Wei had dealt with the topic, but still there was the crucial question: What is wrong with the European civilisation on the Mediterranean?

In his comment on the keynote lectures, Jochen Oltmer (University of Osnabrück) added that precisely the export of people was one essential element of European history. On the other hand, it might become a leitmotif of the exhibition how Europe was changing from being a continent of emigration to being a continent of immigration. Precisely this establishment of overseas “neo-Europes”, he said, was a specific characteristic of European society. In this concern, Bremerhaven as the gate to the world was a very good example of a port. Anyway, ports were the hubs of shipping lines and trade routes along which the migration streams were oriented, and for many migrants they were often the space offering them their first contact to the sea. There, he said, the sea became experientable for the first time and was no longer perceived as a deadly barrier. Bremerhaven also illustrated the migration industry which was an important business branch. At the same time Oltmer pointed out to the fact that the limited space for the exhibition made focussing necessary. As a completion concerning the 20th century he also mentioned the “boat people” and the more general debates on immigration and emigration since the 1970s.

In the course of the discussion, several times the participants pointed out to how important this topic was for the current political debate in Germany. All agreed on this topic being important still in 2018.

Elisabeth Jannik (University of Vienna) pointed out to the gender aspect. The emigration of young men and young women, she said, was fundamentally different from each other, also concerning their reception in the host societies. Trafficking in women and girls might be made a topic of discussion in this section or in that on slavery. Furthermore she pointed out to changes of cityscapes due to the migration industry. For example shops would become necessary which offered commodities for the crossings. Rüdiger Hachmann pointed out to the motivations of migrants. Are they political or economic refugees? Cord Pagenstecher added that individual fates provided particularly suitable examples of this, in order of avoiding simple push-pull presentations. This would make it easier to answer the question "Where does Europe end?" Simone Blaschke-Eick added that one had to distinguish sharply between migrants leaving for good and refugees staying only as long as the reasons for their emigration, such as war, were still existent. Movements aiming at closing off society, such as nativism in the USA, might provide good historical examples of current developments, for example concerning the language and arguments of those opposing immigration. Jochen Oltmer drew the conclusion that, after all, most people stay there where they have grown up. Indeed, one might distinguish between migrants and refugees and appropriately work out their motivations (administration alone knows 84 different reasons for recognizing people as migrants), but the crucial question was still the one about the attractiveness of Europe. At the same time, however, also the narration of the European as an unwanted immigrant had to be taken into consideration.

The next panel, No. VIII, was dedicated to the topic of imports: the foreign becomes one's own. Jutta Wimpler (European University Viadrina of Frankfurt/Oder) started her keynote lecture by stating that once again it had been European curiosity providing a fundamental explanation variable when it comes to the appropriation of foreign property. Apart from this, however, there had also been very ancient trade goods such as gold, which already at a very early state of European history had been traded as import goods. Somewhat problematic, however, was the basic approach of the exhibition or section, as it started out from the idea of Europe vs. The Others, that is us against them. This, she said, was important to also consider the behaviour of non-Europeans as a corrective. Hamburg as an example of an import port was of course a perfect choice, also in the European comparison. Apart from this, the presentation of consumption, which is always connected to the topic of import, and the trade in luxury goods would allow for having a look at previously little mentioned East Europe, in the context of which exotic goods and their transfer to Europe should not only be limited to the 19th and 20th centuries. Products such as tea, coffee and chocolate are typical goods of the Modern Age, much influencing the European culture. As a completion, however, one might also give previously little known products such as printed textiles in bright colours and floral designs. These imports triggered off a variety of adjustment processes among the Europeans. For example, in the 1670s a number of producers in the Netherlands tried to copy these import goods. Anyway, she explained, the cotton textiles showed that not only the materials, cotton and colours, but also the techniques and ideas, such as the floral designs, had to be counted among imports. The import of colours to Europe from Asia and America again resulted in new European exports to everywhere in the world. Precisely the colour blue and the thus-coloured textiles allowed for integrating Africa beyond the typical slave trade narration. This, however, was also true for more modern printed textiles. Furthermore, Wimpler said, the exhibition of webs or swatches would present the visitors not only with a visual but also a haptic experience a special kind.

This keynote lecture was commented on by Reinhard Wendt (FernUniversität Hagen). At first he asked how much European the European culture was at all if it was actually so dependent on material and techniques from other continents. This section had somewhat also been meant as a counterweight to the Early Modern Age. Indeed, one might as well present processes and developments of common colonial goods, but under the premise of the agency approach it had also been the wish of all participants to take something new, however of an everyday nature, as an example, to illustrate the

continuities up to the present. Thus one had chosen copra as a product. Copra was sold by the Godeffroy trading company, a German trading company and global player of the 19th century, from Hamburg to everywhere in Europe. Copra was grown at gigantic plantations in the world of the Pacific islands, which transformed the landscape at large scale. Still today the palm woods are a European heritage. Godeffroy himself was living the life of a bourgeois patrician in Hamburg, whereas in the Pacific the workers were harvesting, splitting, coring and drying the coconuts under extreme climatic conditions. An end product was copra which, with exotic figures on the packages, was sold all over the world. At the same time, the coconut was a symbol of the first drop-outs and exotic longings among artist circles. One example is the life of Alfred Schulz who was living with and for copra, married a woman from Samoa and is considered a co-founder of the Deutsch-Samoanische Gesellschaft (German-Samoan Association) which still today maintains its cultural roots. Parallel, the Godeffroy trading company also financed ethnological collection and research trips to the Pacific region. Their ethnographica were presented in Hamburg at a special museum and were made available to the sciences also by way of the museum's own scientific journal (*Journal des Museums Godeffroy*). This example is supposed to serve as a guiding-scheme for the visitor, to this way present the several stages of the transformation of Europe as a result of the appropriation of "overseas" items.

The discussion at first dealt with the question of in how far this section would not once again present stereotypes. It was also necessary to make obvious the changing meaning of the objects, away from colonial products to grease for everybody. However, precisely this panel made obvious how problematic the concept of a European identity was, indeed the concept of Europe at all. Michael Jeismann defended the European core of the exhibition and pointed out that one must not take a purely defensive intellectual position. Europe's successes when it came to connecting the world, and indeed for the exhibition the sea was primarily a connection space and not a border, as added by Reinhard Wendt, had to be named as explicitly as its crimes. As a conclusion he referred to the results achieved by Edward Said who, after all, had come to the plausible conclusion that the Germans, at least for the pre-colonial period, could only be accused of limited racism when it comes to their actions.

The then following panel was Panel IV which originally had been intended for the first day of the conference. At first Michael Kraus (Georg-August-University of Göttingen) gave a lecture on the topic of discoveries. For a start he emphasized that this was an outspokenly complex and multi-faceted topic, making a focus indispensable. An essential subject might be the construction of knowledge since the Early Modern Age. As an example he gave the naming of the Humboldt Current by the geographer Heinrich Berghaus and changing the name of the Red Indians by the ethnologist Karl von den Steinen on his two Xingu expeditions. After initially having called the indigenous people "Stone Age Indians", after his second expedition he called this a "folly". This demonstrates the close interaction of pre-knowledge and being-at-the-place. In this context, the expeditions across the oceans for political and economic reasons were preceded by a virtual appropriation by way of negotiation. The descriptions of the world (cosmographia) of the 16th century, which visualised the discoveries of oceans and countries, were bestsellers. Discovering, finding, inventing became an important European triad. The only tragic figure was Christopher Columbus who had his crew swear that Cuba was a mainland and not an island. Just sailing around it would have solved the problem. Columbus himself refused to believe in his own discovery, meaning that he did not want to make his pre-knowledge congruent with the knowledge he had achieved at the place. His letter on his first voyage became a bestseller and was spreading fast and wide as a result of the many translations. However, here we must strictly distinguish the description of the discovery from its reception. Precisely the frequently made comparisons of ancient texts with then present-day Europe resulted in the old and familiar melting into one with what was newly discovered. This became obvious not only by the travel accounts given in the texts but also by the visual description of e. g. South American indigenous people who were presented in the ancient

way, wearing fig leaves and with European bodies and faces as well as together with South American objects and performing South American actions. From today's point of view this is strange, however in those days it was the correct way of bringing together all accessible sources. Seville as an example of a port was a good choice, Kraus said. This harbour had been characterised by internationality, had been the starting point for the first circumnavigation and at the same time an important administrative and mapping hub. Also, it had been an important place of the printing of the first scripts on South America, such as that by De las Casas. The scope of Seville was much limited only as a result of the export ban of 1560. However, giving the Canary Islands as an example was problematic, as in this special case the discovery of the islands was too much eclipsed by their conquest.

This was confirmed by Nikolaus Böttcher (Free University of Berlin) in his then following keynote lecture. The Canary Islands, he said, would not do justice to the complex relations triggered off by the Spanish and Portuguese expeditions. Seville, on the other hand, was a good choice. The Spanish enterprises had been much characterised by late medieval patterns. At first, Castile as a land-locked society had been exclusively obliged to the Reconquista, before the adoption of Genoa's maritime traditions had resulted in the conquest of the Canary Islands and increased trade activities in the Mediterranean. Initially without being noticed by other Europeans and by exploiting its advantageous peripheral position, Portugal had conquered the Azores, the Canary Islands, Cap Verde, Sao Tomé and Ceuta and had systematically explored the African coasts for harbours and locations for trade posts. Parallel there happened the land-locked recapturing of the Iberian Peninsula by the Kingdom of Castile between 1250-1490. Much influential were individual forays by various conquerors and mercenaries who afterwards were rewarded and thus legitimated by the Crown. Due to the expansion to America, the Reconquista became the global conquista. This was symbolised both by the commissioning of Columbus at the army camp in 1492 and by the cities built in America, whose designs were similar to that of military camps. This way the Spanish Middle Ages were exported to America. The contact to the indigenous people changed over time. Initially the indigenous as possible slaves were also the booty of the conquerors. Communication with them was difficult and prone to misunderstandings. (The dialogue: "Donde estan? Where are we?" "Yu ca tan! We don't understand you!" resulted in the name of the Mexican peninsula.) Only the integration of the indigenous into the European ideas of humans and humanity and progressing Christianisation resulted in renaming the conquista to pacificación in 1573. In general, however, it must be made obvious that Europe's concept of humanity was only little influenced by the Castilian discoveries and that precisely the travel accounts gave testimony rather to astonishingly taking note of the new world. Rather, what should be emphasized in the context of this panel was the socio-economic motivations of the expansion which were characterised by a focus on the Atlantic Ocean, trade empires and networks. It was important to emphasize, Böttcher said, that often the networks were without centres and were instead polycentric and structured by cross-border mutual relations. This panel, he explained, allowed for a "socio-economic panorama of the Europeans' interaction with the non-European world."

In his comment, Wolfgang Schmale (University of Vienna) defended the panel's focus on the Canary Islands. The idea was to irritate the visitors and to thus make them put their previous ideas into question. Furthermore, he said, the Canary Islands were a good example of how forgetting and rediscovery could be presented and how it could be demonstrated how "new knowledge [developed] by way of practical activities". In particular the Guanches also represented the transition from the theocentric to the anthropocentric worldview of the Early Modern Age. They were the reason for Papal bulls discussing the role of being human and slavery. This way, he explained, one could show how man became a part of justice, to then proceed to the human rights and to refer to other panels, such as those on migration and slaveries. Thus the Canary Islands were a well-chosen compromise to break up the visitors' previous concept of discovery, which was certainly connected to America and Columbus,

and to redirect it to its then common meaning of something mysterious. Anyway, he stated, for example in the German language the concept of discovery can be proven only as late as since the 18th century. However, there was still one basic question which was difficult to answer: when did the conquista become discovery?

The discussion started with making obvious how difficult it was to define the term. After all, Gerd Hoffmann-Wieck said, there had been expeditions and discovery journeys far into the 19th century. Also Jens E. Olesen pointed out the Viking voyages in the Middle Ages, for example, or to the Russian expeditions to Siberia in the 18th century. However, it became clear that the here chosen chronological and spatial reduction was necessary for the visitors. Another topical complex was the development and spread of maps in the course of the expeditions. Jürgen Elvert pointed out that this had been a dynamic process. For example, there were Waldseemüller maps with and without America. Michael Kraus added that map knowledge was also a question about public nature and state secret. Just the same, the purposeful forging of knowledge in the context of the fight for economically valuable places had to be presented, in the context of which, however, Heinrich Walle emphasized that not every map had really been an object of everyday use on board and that one had to distinguish between maps for representation and maps for practical use. Wolfgang Schmale and Heidrun Frieze pointed out to the fact that indeed Europe had parallel be “discovered” by way of travelling. The question of when and how discovery changed into research was difficult to answer. Klaus Weber concluded the discussion by stating that the Spaniards had started their voyages as Christians and had returned as Europeans.

The final panel of the day was No. X, on the topic of resources. From fish to oil. At first, Laura Ohlendorf from the German Navy gave a lecture on the current situation resp. the future of the possibly soon ice-free Arctic Sea around the North Pole. For centuries the Arctic Sea had rather been a destination for adventurers and explorers. But the melting of the Arctic ice and the transition from the ice shield to fields of ice floes resulted in new lines of conflict on assumed deposits of raw materials, clearly affecting also European politics. Russia is considered the biggest competitor in this context, this opinion having been much supported by the annexation of the Crimea. The Arctic is no longer a legal vacuum. International conventions on the law of the sea determine both sovereign and economic rights. One may appeal to the Commission on the Limits of the Continental Shelf (CLCS) to extend one’s economic rights as far as to 350 km off the mainland. Denmark did so concerning Greenland, also Norway and Russia, but first of all this means much efforts and high costs for surveying while perhaps the output of raw materials will only be small. Another authority is the Arctic Council, where Germany and the EU, but among others also China, have observer status. There one tries to discuss environmental and climate protection issues while considering the interest in raw materials such as oil and gas. Russia herself supplies her navy to meet Arctic challenges. At the same time, however, there are also negotiations with other neighbouring states such as Denmark. As all powers consider the Arctic a future country of raw materials, there happen new alliances, rearmaments and investments (the latter by China in Iceland and Greenland, for example). For Russia the Arctic, similar to the Crimea, is also important for the national mobilisation of her society. However, the withdrawal of enterprises from projects in the Arctic makes also obvious how difficult (for the time being?) the exploitation of the Arctic raw materials is. Also the USA seem to be rather disinterested, and for example they do not invest in a navy which is fit for Arctic conditions. For Europe and the EU, on the other hand, due to the neighbouring states – Norway/Sweden/Denmark – and their fears concerning Russia (analogously to the Baltic states and Poland/Ukraine), this region will become an important issue in many political fields.

As a very helpful addition, Jens E. Olesen (Ernst-Moritz-Arndt University of Greifswald) turned towards the historical in-depth level. Since the societies of hunters and collectors fish, as basically the first resource man wrested from the sea, has become an important contribution to the food supplies of

people living on the sea and on rivers. Since the 12th century, however, fishing has been commercialised. Precisely the fishing of herrings in Scania became an important “capital-producing machine”. Conservation by help of salt allowed for export far into the hinterland, for example from Lübeck. Olesen said that Bergen as an example of a port was a good choice. As this place had been Europe’s northernmost trade centre, the trade routes to the Lofoten Islands and the North Atlantic islands started from there. The local farmers used short fishing rods for fishing as an additional income. This way, since the end of the 14th century Bergen as a staple market with special quarters for foreign merchants became a hub for almost 200 tons of fish a year. Since the end of the 14th century the English had been the first to make direct deals with the local fishermen. Then the Dutch in the Early Modern Age developed production ships, making fishing independent of the land. The fish were caught, processed on board, preserved and then packed. Finally technologisation at about 1900, with the development of trawlers and marine engines, allowed for all-year fishing. On land, canning factories were established, and for some countries, such as Iceland, which by the three Cod Wars waged war against Great Britain for the economic zone around Iceland, fishing became an important economic branch. Apart from fish, for a long time it was the whale which was hunted for blubber and amber. The Dutch started their hunts from Spitzbergen, as did the Norwegians and British. In the interwar period the young Norwegian nation pursued a kind of “Arctic Sea imperialism”. Only the oil discovered off the Norwegian coast and its exploitation by Esso since 1961 resulted in Norway’s crude oil autarchy which since then has characterised the country’s politics and society. Also the gas deposits resulted in a great restructuring of the infrastructure, in high seas platforms and in completely new types of ships. As a possible chain for structuring the panel, Olesen suggested starting out from self-supply to trade and from there to energy and sustainability via industrialisation.

Jens Ruppenthal (University of Bremen/Deutsches Schiffahrtsmuseum Bremerhaven) in his comment pointed out that the narrative and structuring basic topos of this section should be the inexhaustibility of the sea. By way of examples from high literature, but also from advertisement by the example of an information sheet on fishmeal – “Das Meer – Unerschöpflicher Quell eiweißreicher Nahrung (The Sea – an Inexhaustible Source of High Protein Food)” – he demonstrated how the sciences had confirmed and spread this certainty of the eternal riches of the sea. After World War II fishing doubled until 1960, until the beginning of the 21st century it even increased fivefold. Since 1989, maritime history had increasingly been dealing with the topic of fishing, anyway raw materials were increasingly meeting the interest of history, due to the conflicts about their exploitation. Fishing, as an example of a resource, very well illustrates the tension field between competition and cooperation. Furthermore, fish very well represents the dichotomy of permanence and dynamics in the context of raising and exploiting resources. Both the spatial extension of man, who becomes ever more emancipated from the coastline and, driven by industrialization, has opened up ever wider and deeper spaces for fishing, and more efficient fishing methods in the long run resulted in the current overfishing of the seas, which triggered international regulations. This is particularly well illustrated by whaling. The consequences of an overexploitation of resources as ecologic depletion became obvious by the Cod Wars and the martial language coming along with them. Raw materials, their exploitation and the thus connected conflicts are important for the identities of many nations. However, it was uncertain if the Arctic was a suitable case example of this, despite all the current debates. The exhibition, on the other hand, was supposed to demonstrate that, firstly, maritime raw materials are dependent on the political-economic presence, and that, secondly, technology is crucial for the exploitation of raw materials, as well as, thirdly, overexploitation only gradually leads to a change in awareness, and, fourthly, the sea must also be presented as a natural space man interferes with and not only as a space of raw materials.

In the course of the discussion, at first from the audience it was pointed out to the fact that, for the time being, the female aspect was completely missing, an idea which was appreciated by Jens

Ruppenthal and Jens Olesen. Gerd Hofmann-Wieck in his contribution pointed out that precisely concerning the Arctic the actions by multi-corporate enterprises and armed forces were still mostly unknown. The researchers themselves, he said, did not exactly know how many and in particular which raw materials were to be found in the Arctic Sea. To this Laura Ohlendorf answered that already the published strategy papers revealed quite something, so that the Americans would probably not become active in the region before 2030. Interesting, however, were those regions as not yet being distributed. Jens Ruppenthal pointed out to the already existing possibilities of the mining of e. g. manganese nodules, and as far as to a depth of 3,000 metres much was already possible. As a conclusion he made some analogies to space travelling which, by mining on asteroids, was currently planning seemingly impossible projects.

The third day of the conference, June 4th, 2016, started with the panel on oceanography, thus perfectly connecting to the previous day. In her keynote lecture, Helen Rozwadowski (University of Connecticut, Storrs USA) suggested to attribute to each section not only an example of a port but also one specific type of ship. The research ship for the oceanography section might as well illustrate the maritime technologies used for the unveiling of the seas. Since the 1960s, she explained, researching the oceans had significantly influenced also man's relation to them. Not only maritime history but also a history with the oceans, such as area studies, had left their marks also in the science of history, had paved new ways and thus contributed to breaking up the terrestrial point of view. However, the exhibition itself had to take this into account. In general, it had to make the global world economy much more a topic of discussion, it had to include climate change, it had to emphasize ports as intersections of land and sea, and it had less to present man's trans-oceanic relations than man's relations to the sea. A model for this might be the growing discipline of environmental history. Such a kind of history of the oceans would in particular aim at constructing the ocean by way of knowledge and its dependence on worldviews and technologies. The generating of knowledge, the maritime work, thus the questions and methods of knowledge production, could thus allow for a new view at the ocean among the visitors. For, after all it had been Europe from where, since the end of the 18th century, oceanographic research had been spread. Already at an early stage, the latter had been characterised by international and collective cooperation when it came to data collection and assessment. Expeditions such as that of HMS Challenger or SMS Valdivia travelled all across the globe. Standardisation of instruments was indispensable for collecting comparable data on pressure, temperature or salinity. The use for research even changed the ships, whose conversion into special research ships, such as SMS Poseidon in Germany in 1904, provided research with new possibilities. These factors were true also for Polar research which was initially not based on any material colonial interests. Also the commercialisation of the seas resulted in an increased research of maritime fauna. In Germany the Deutscher Fischerei-Verein (German Fishing Association) was founded in 1867, which in 1870 was completed by the Kommission zur Wissenschaftlichen Untersuchung der deutsche Meere (Commission on the Scientific Exploration of the German Seas) in Kiel. By his plankton expedition, Victor Hensen in Kiel founded an important research branch. Apart from ships, also research stations on the sea were established, which were especially dedicated to the fauna. Finally Eric L. Mills founded Biological Oceanography. Rozwadowski pointed out that Kiel was a good example of a port, also when it comes to the International Council for the Exploration of the Sea (ICES). Depth might become a key term for this section, by way of which the practices of researching the deep-sea and its repercussions on the surface and the scientists could be demonstrated. Additionally Rozwadowski mentioned the independent opinions on the sea in Asia, in comparison to the scientific view in Europe, and the staging of the ocean as a frontier after the end of World War II.

As an answer, Gerd Hoffmann-Wieck (Geomar Helmholtz-Zentrum für Ozeanforschung Kiel) in his comment stated his agreement. At first he emphasized how important also the economic reasons for

researching the oceans had been precisely in the 19th century. For example, the laying of telegraph cables allowed for surveying the oceans. And when a broken cable was raised from a depth of more than 3,000 metres, to have it repaired, the scientists were astonished by the fauna sticking to the cable, as from this depth on the ocean had been considered uninhabitable. Also plankton research has been unimaginable without the growing interest in fishing as an industry, which was precisely demonstrated by the German example of the already mentioned Commission and Victor Hensen. However, this required constant lobbying of state governments by the scientists. Parallel measurements with identical methods and instruments, such as on the Poseidon, had generated gigantic amounts of data. The report on and the assessment of the Challenger data had only been possible by an international team of experts and filled more than 700 volumes which were sent freely to libraries all over the world. For Germany in particular, several expeditions had to be mentioned. Among them the voyage of SMS Gazelle as an attempt to copy HMS Challenger, SMS Gauß under Drygalski for Polar research, SMS Valdivia for the deep-sea, where a trawl especially constructed by Carl Chun allowed for saying from which depth an animal came. For the time after World War I, the Meteor expedition to the Atlantic had to be mentioned. International cooperation could also be demonstrated by the example of the Gepco Commission, founded in 1902 by initiative of the Prince of Monaco, which still today collects the survey data of all research ships and makes them accessible to every country. However, Hoffmann-Wieck said, the significance of oceanography became also obvious by the fact that by help of its results theses from other, related sciences could be confirmed, as it had been the case with Alfred Wegener's continental drift theory (of 1913, generally accepted since the end of 1960). This section of the exhibition should document the development of research technology (such as depth measurement), discuss the value of research when it comes to questions concerning raw materials (manganese nodules), environmental disasters (typhoon warnings) and pollutions (plastic), and it should dare a look into the future, in particular at the consequences of climate change. It should be made obvious that also the ocean is "finite", and thus also its resources.

The discussion at first dealt with the question if such a look into the future was not problematic for a "historical" exhibition. Gerd Hoffmann-Wieck defended his approach resolutely and also stated the idea that also research technologies under development should be included. Jens Ruppenthal completed this by the significance of aquariums for oceanography. This way, like by way of the section as a whole, it would be demonstrated to the visitor that the sea is three-dimensional. Heinrich Walle added that, when it came to oceanography and hydrography, also the work by Matthew Maury was in urgent need of completion. At the end of the discussion Gerd Hoffmann-Wieck and Helen Rozwadowski emphasized that oceanography and marine science had started out from Europe and had an international, connecting nucleus. The focus on European oceanography might be well illustrated by a map of Europe showing where the research stations are.

The next panel, No. XII, covered the topic of tourism. Rüdiger Hachtmann (Zentrum für Zeithistorische Forschungen, Potsdam) structured his explanations by help of a topical triangle: Europe-sea-tourism. Proto-tourism is already found in antiquity and the Early Modern Age. However, only extended dyke building and the fight against piracy made the seas and the beaches safe enough for seeking recreation and relaxation there. In this context, Great Britain was the pioneering country of tourism. Soon the sea developed into a projection surface for the various longings. Seaside resorts, beach sceneries and coastal cities formed a variety of tourist destinations, some of them had already been pilgrimage sites since the Middle Ages, such as Venice. Tourism to the sea was soon understood in the sense of educational trips and not only of sun bathing. Industrialisation on land (extension of railway connections) and on sea (passenger ships) massively supported tourism. In this context, very soon cruise trips or cultural tourism with its sight-seeing destinations were socially opened up and became popular among several classes. In this context, the nobleman was annoyed by the bourgeois, the latter

by the petty bourgeois, and the latter again by the worker. The establishment of leisure time, by days off and the introduction of holidays, also supported this trend. Touristic travelling was a phenomenon across the classes. The technological development supported this by making travelling ever faster, thus making it possible to reach far-away places in the shortest span of time and thus allowing for longer stays, as done by Neckermann, for example, by offering air trips. In this context, social exclusivity and social levelling happened as parallel processes and became crystallised by the way in which holidays were spent in each concrete case. This also had its dark sides, such as spa-antisemitism or the so called “accommodation castles” of Ford or the KfD. Mass tourism with its social and ecologic effects counted among this, just like the so called crypto-tourism of troops during World War II. The latter can be reconstructed by way of existing photo albums and travel guides especially published for the Wehrmacht. There may also be tourism to dictatorships, such as to Greece under the Colonels or Spain under Franco. Hachtmann pointed out that apart from the Mediterranean, which is indeed not a genuinely European sea, one might as well take the Black Sea into consideration as a holiday region, many East German tourists being evidence to this. Anyway, he said, tourism had been a crucial factor for Europe’s self-definition, as after all it had always guided one’s own look towards the past while on the other hand, however, also supporting xenophobe attitudes. Pilgrims, the Grand Tour, educational trips, tourism counted among the basic foundations of European culture, and the Germans, together with the British, were the world champions of travelling. Currently tourism is characterised by many ambivalences, there is the individual tourist parallel to the mass tourist, the novelty appeal competes with the desire to find the situation one is used to at home also on holidays. Difficult, however, was the delimitation from the field of migration. Also, Hachtmann said, the ever more important non-European regions opened up for tourism had to be included into the section.

In his comment, Hasso Spode (Technische Universität Berlin) pointed out to the research by Willi Hellbach who believed the sea to be enjoyable when it would no longer be a danger. As a result of tourism, the sea moves also to the hinterland. This was supported by the revolutionary change of the view at nature in the 18th century. Nature was discovered as a travel destination which, he said, was what was new about tourism. Still August Schlözer had known just two ways of travelling, the business trip and travelling for the sake of travelling. According to the definition given by cultural science, tourism was “leisure time travelling”. The presentation of tourists in coastal cities was problematic, Hellbach stated, seaside resorts were much more suitable for establishing a connection to the sea. Also cruises were perfectly suitable, as they were based on the development of new types of ships. These two foci would make the touristisation of Europe obvious. On the other hand, Spode supported the term democratisation, in the sense of everybody being able to travel, in contrast to levelling, as indeed there was and is a clear differentiation of ways of travelling. He stated the opinion that the KfD, like the Wehrmacht, had to be dropped, as such an approach was much too egocentric. The Fordist tourism to the beaches, on the other hand, had to be mentioned, in the context of which there were also the Spanish and the Italian example, apart from the British one. A completely new aspect of tourism had been swimming in the sea, which should indeed be emphasized by the exhibition. However, the assumption that the image of Europe had really been co-influenced by tourism would have to be critically questioned. After all, precisely touristic sites are “artificial worlds with fences”, where there hardly happens any cultural exchange. Much more effective was sight-seeing tourism to particular places of remembrance. The extension by non-European regions was indeed desirable, however if North Africa and Turkey were taken out of it and of statistics, the share of European tourists travelling globally had been stable for years. Finally Spode sketched five aspects as structuring points: firstly, that tourism was a European child based on a reassessment of nature and on having mass effect; secondly tourism had moved from the high mountains to the sea; thirdly swimming in the sea as a specific aspect, at first as a health cure principle, then as a joy and fun principle; fourthly the 1970s with the

breakthrough and the age of the Jumbo jet and the Bikini cordon; fifthly renewed mesmerisation by the sea.

In the course of the discussion, at first Wolfgang Schmale pointed out that precisely the Black Sea was very well suitable for giving more room to East Europe which had been neglected up to then. He also pointed out to the European overseas regions as global spaces of Europe. Furthermore, he said, the influence of terrorism on tourism had to be made a topic of discussion. Hasso Spode pointed out that precisely the Black Sea and the Golden Beach were well researched. Indeed there was no urgent need to discuss current issues, but as the tourist was “a timid fawn”, the security aspect had also to be considered. In general, however, notwithstanding all dark sides the section should not end up with one-sided criticism of tourism. Jürgen Elvert added that there was an urgent need of also considering the economic aspect. After all, he said, the latter resulted in completely new dependencies on certain countries. Rüdiger Hachtmann supported this by pointing out that the development of the branch had to be made a topic of discussion, and Spode spoke of the machinery of capitalism, tourism being a good example of this.

The final panel of the conference, No. XII, was on cross-cultural couples, for which Jürgen Elvert at first suggested the “harbour of marriage”. The keynote lecture was given by Hilke Thode-Arora (Übersee Museum, Bremen). At first she suggested to find a somewhat less academic title for the panel. Indeed, precisely in the case of this topic, dealing with intimate relationships and integration or classification, an accurate terminology was indispensable, but this way one was confronted with several problems. For, already a definition of marriage was difficult and had to include criteria such as publicly recognized, culturally recognized, the social classification of children and also stability. However, precisely marriage is found with any society and is normed by regulations. The situation was similar when it came to the concept of ethnicity, which included common ancestry, inner and outer delimitation and the fact that it is not eternal (membership). Both concepts are only partly crucial for the choice of partners, in the context of which, however, also spatial closeness, numerically small ethnicities and an unequal gender ratio are influential factors. As an example Thode-Arora gave British whalers who had married Maori women in New Zealand, which later even resulted in property rights for them, so that they ended up with dairy farming. However, precisely women had often been war booty, and cross-cultural couples were also based on force. Another topic is the integration of the offspring of such couples, the similarity to cross-social couples (e. g. impoverished nobleman and rich bourgeois daughter) being astonishing.

The next keynote lecture was given by Heidrun Frieze (Technische Universität Chemnitz). As a structuring element she suggested the concept of hospitality. This was found with any society, as any society created its own foreigners in each respective way. Hospitality had developed out of the social-legal realm and included the private, the state and religion. The encounter with a foreigner always undermined identity, and hospitality always referred to hostility, that is to existing uncertainties. Thus it did not come as a surprise that attempts at codifying hospitality are found throughout European history – from the Romans and the *communitas* via hospitality as one of the seven charities as far as to Kant and his Eternal Peace. However, hospitality also represents trans-cultural behaviour which established borders while at the same time tearing them down. Of great significance in this context, she said, was language, whose mastering only allowed for encounter and exchange. By the concept of hospitality, the question any society must again and again ask itself (How do we like to live together?) becomes a question to the visitor him/herself. Finally Frieze also pointed out to the linguistic problem developing in several languages by the transition from inter- to trans-. The concept of hospitality she suggested might well establish connections to other sections and panels, such as migration, myth, slavery, to illustrate reciprocity.

In his comment, Michael Jeismann (Goethe-Institut Dakar, Senegal) emphasized the relevance of the sea for cross-cultural relationships. These might indeed develop from contacts on land, but by travelling on the sea they would become much more intensive. Precisely the institutionalisation of the rules for cross-cultural couples or imposing bans, such as by Pericles, had to be presented. The exclusion of the foreign led automatically to a revaluation of one's own. Such exclusion processes are found throughout European history. For example Stalin in a law of 1949 had banned the marrying of foreigners, which resulted in great problems for British experts living in Moscow who had married Soviet women. Almost the only solution for these problems had been emigration. At the same time, such relationships opened up new individual opportunities and had worldwide effects or influence on several political and economic fields, as demonstrated by the first President of Botswana, Khama. Certainly, one might consider cross-cultural couples just the "raisins in the cake", however they touched crucial aspects of being human and allowed for reaching the visitor at the level of his/her family. Precisely cross-cultural couples were a litmus test for the flexibility of a society.

In the course of the discussion, at first the suggestion by Hasso Spode was discussed if it was not a better idea to distribute this section among the other ones. Michael Jeismann rejected this, as by a restructuring of the section nothing would be gained. Vogel added that this panel as an independent section should be taken into consideration only if also forced couples and the negative consequences for couples would be presented. This was also supported by Heidrun Frieze, who pointed out to ambivalences and possible enmities, and by Hilke Thode-Arora who had herself presented some negative examples. Michael Jeismann added that after all precisely the eroticism of the exotic had come from overseas and that almost one third of the average population tended towards something that was different from the existing. Jens Ruppenthal concluded the discussion by resolutely demanding to take a real-existing port as an example.

At the end of the conference Jürgen Elvert did not draw a conclusion but called on the participants to discuss the issues. It became obvious that, apart from improving several processes, curators and scientists were to start work in cooperation. The integration of East Europe and the gender issue was accepted as a necessary completion. Work on the exhibition pieces and the catalogue was to be started soon. Also, the suggestion from the audience to rather call the exhibition "The Sea and Europe", shall be seriously taken into consideration.

c. An evaluation-concept for the exhibition concept of Europe and the Sea

Researcher: Prof. Dr. Wolfgang Hasberg and Albert Freund

This project is a new form of an exhibition evaluation. Its central focus is on measuring the behaviour of the visitors and to test how the visit of the exhibition will improve their historical knowledge and their views on the exhibition's narrative. We are strongly interested if and how the visitors will be aware that their knowledge on issues related to history, Europa and the sea has improved as a consequence of the exhibition. So far no comparable evaluation has been applied on museum exhibitions as the historical understanding (Geschichtsbewusstsein) will be in the centre of the evaluation.

To measure the impact on the historical understanding of the visitor it will be necessary to interview the visitors on several occasions. The first interview will be done before the visit, the second will be made directly after the visit and the third one will be held around four weeks after the visit of the exhibition. All of these three rounds of interviews will be based on a semi-identical questionnaire, which has already been tested during a regional exhibition in the Cologne-area and can thus be considered as a kind of proto-test of the questionnaire.¹ It will be combined with a collection of personal and social data und behaviour of the visitors, other questions will be dealing with the structure of the exhibition, the visitors' relations to the exhibition narrative.

A detailed evaluation-concept is currently under preparation.

¹ Vgl. dazu Hasberg, Wolfgang: Gelungen oder nicht gelungen? Wirkungen von Ausstellungen messen, in: OGV-Kurrier 91/2016, S. 59-66 sowie Hasberg, Wolfgang/Freund, Albert: Preußen – eine Ansichtssache?, in: Gutbier, Michael/Büren, Guido v. (Hrsg.): Das preußische Jahrhundert. Jülich, Opladen und das Rheinland zwischen 1815 und 1914, Goch 2016 [im Druck].

d. The research-project

On 28 October 2015 the following Evaluation Summary Report reached Prof. Jürgen Elvert:

Proposal Evaluation Form		
	EUROPEAN COMMISSION Horizon 2020 - Research and Innovation Framework Programme	Evaluation Summary Report - Research and innovation actions/Innovation actions

 Ref. Ares(2015)4656414 - 28/10/2015

Call: H2020-REFLECTIVE-SOCIETY-2015
Funding scheme: Research and Innovation action
Proposal number: 693245
Proposal acronym: EUROPORTS
Duration (months): 36
Proposal title: European Ports: Repositories of European Cultural Heritage and Workshops of European Civilization

Activity: H2020-REFLECTIVE-SOCIETY-2015

N.	Proposer name	Country	Total Cost	%	Grant Requested	%
1	UNIVERSITAET ZU KOELN	DE	757,266	28.26%	757,266	28.26%
2	UNIVERSITY COLLEGE CORK, NATIONAL UNIVERSITY OF IRELAND, CORK	IE	191,545	7.15%	191,545	7.15%
3	AARHUS UNIVERSITET	DK	598,910	22.35%	598,910	22.35%
4	UNIVERSITY COLLEGE LONDON	UK	574,774	21.45%	574,774	21.45%
5	UNIVERSITA DEGLI STUDI DI MESSINA	IT	123,359	4.60%	123,359	4.60%
6	Université de Strasbourg	FR	288,084	10.75%	288,084	10.75%
7	UNIVERSITA TA MALTA	MT	145,956	5.45%	145,956	5.45%
Total:			2,679,894		2,679,894	

Abstract:

Europe's embrace of the world has been marked since the 15th century by intense interaction between Europe and non-European spheres. The project will revise the understanding of Europe's role as a global actor. It will shed new light on research on the emergence of a European cultural heritage as the focal point of a common European identity. This European cultural heritage created a European society of knowledge, shaped by the attempts of European intellectuals to understand the new discoveries outside Europe as challenges for further development of society and individuals. As the encounters between Europe and the world almost solely took place via the seas and oceans, this project will show the importance of the sea for the development of today's European values, institutions and societies. The Europeans created a maritime network in which ports have been important hubs for handling of commodities and as transfer-sites for information and knowledge. By critically investigating the role of ports as European gateways, the project wants to explore the ports' impact across different forms of local, European and global culture. We consider ports as laboratories of European modernity where Europe's cultural and democratic practices have been tested and where many components of the European institutional framework have been pre-thought. Therefore the findings of this project will provide new insights into a vital area of shared European experiences. Stimulating the consciousness of this shared experience, in short raising the awareness of Europe's shared maritime cultural heritage, will thus in turn contribute to creating of more solid foundation for the discussions on a common European citizenship

and the development of European identity. This project will contribute to a new narrative of Europe, which might help to overcome future European identity crises and stimulate a revision of European policies on various sectors.

Evaluation Summary Report

Evaluation Result

Total score: 13.50 (Threshold: 10)

Form information

SCORING

Scores must be in the range 0-5.

Interpretation of the score:

- 0** *The proposal fails to address the criterion or cannot be assessed due to missing or incomplete information.*
- 1 Poor.** *The criterion is inadequately addressed, or there are serious inherent weaknesses.*
- 2 Fair.** *The proposal broadly addresses the criterion, but there are significant weaknesses.*
- 3 Good.** *The proposal addresses the criterion well, but a number of shortcomings are present.*
- 4 Very good.** *The proposal addresses the criterion very well, but a small number of shortcomings are present.*
- 5 Excellent.** *The proposal successfully addresses all relevant aspects of the criterion. Any shortcomings are minor.*

Criterion 1 - Excellence

Score: **4.50** (Threshold: 3/5.00 , Weight: 100.00%)

Note: The following aspects will be taken into account, to the extent that the proposed work corresponds to the topic description in the work programme. If a proposal is partly out of scope, this must be reflected in the scoring, and explained in the comments.

Clarity and pertinence of the objectives

Credibility of the proposed approach

Soundness of the concept, including trans-disciplinary considerations, where relevant

Extent that proposed work is ambitious, has innovation potential, and is beyond the state of the art (e.g. ground-breaking objectives, novel concepts and approaches)

The objectives of this proposal are clear, well formulated and ambitious, and the the focus of the research - ports - is a pertinent platform for exploring European inter-dependence with the world.

The critique of the postcolonial approach, though not new in contemporary humanities, is fitting within this proposal.

The proposed approach is relevant, since the maritime components of European identity have not been adequately exploited in policy making and the overall project design, both conceptual and practical, with a grid of longitudinal and latitudinal themes, is sharp and extremely well crafted. However, the criteria for the selection of the case study ports are not defined in the proposal.

The concept of the project is sound and includes interdisciplinary considerations, such as commerce, finance, tourism, heritage and preservation, and the application of a matrix crossing themes and human activity; allows the case studies in various ports to be inter-woven and compared. However, except for the global history aspects of the European port city, it is not sufficiently explained how the new methodological results originating from postcolonial / global approaches in other humanities and social sciences are integrated in the proposal.

The approach shows innovation in taking into account major debates in contemporary historiography and challenging existing approaches of "Orientalism" on the basis of the relevance of European ports.

Criterion 2 - Impact

Score: **4.00** (Threshold: 3/5.00 , Weight: 100.00%)

Note: The following aspects will be taken into account, to the extent to which the outputs of the project should contribute at the European and/or International level:

The expected impacts listed in the work programme under the relevant topic

Enhancing innovation capacity and integration of new knowledge

Any other environmental and socially important impacts

Effectiveness of the proposed measures to exploit and disseminate the project results (including management of IPR), to communicate the project, and to manage research data where relevant

The project provides a fundamental re-evaluation of European history, showing ports as focal points in the emergence of European cultural heritage. Thus, the project will impact and re-generate critical thinking on European history and port life. Although the expected impacts address both academic and non-academic audiences, the impact to the academic audience is not adequately justified due to a dissemination plan which lacks innovative channels of communication. Further relevant literature is not discussed thus limiting the academic impact.

The intended social impact, i.e. a European identity based on the heritage of sea port cities and a wide social reflection of their relevance, is an excellent starting point for the Project.

Communication and dissemination measures are adequately specified and include the production of scientific papers, a database, a smart phone app, strategic use of social media, gamification, blogs, exhibitions in museums and other locations - all dissemination activities well designed for citizens.

Though important measures of dissemination are listed, the proposal is missing a clear dissemination strategy. In addition, the planned measures of dissemination are not furnished with success indicators, risking the efficiency of the social impact of the produced results. It is unclear how the targeted policymakers will receive the results of the research, apart from the Blue Book and the published papers, and therefore how they will be used in building a new European identity, from a policy perspective.

No explicit reference is made to IPR management in the proposal.

Criterion 3 - Quality and efficiency of the implementation

Score: **5.00** (Threshold: 3/5.00 , Weight: 100.00%)

Note: The following aspects will be taken into account:

Coherence and effectiveness of the work plan, including appropriateness of the allocation of tasks and resources

Complementarity of the participants within the consortium (when relevant)

Appropriateness of the management structures and procedures, including risk and innovation management

The organisational structure and the work package architecture are solid, have a clear layout and are consistent with the project's scientific design of longitudinal and latitudinal themes.

The structure of the work packages is complex and ground breaking, clustering according to detailed themes, such as Public Life, Perception and Gentrification. Each work package is appropriately divided into relevant tasks, and the workload and work packages direction are appropriately distributed among participants.

The descriptions of some of the tasks resulting from the grid of 'longitudinal and latitudinal' topics are only briefly explained and articulated.

The competence and experience of the various team members among the partners is impressive and the consortium includes scholars with established expertise in the field and they are appropriately assigned to different tasks.

A minor shortcoming is the lack of cultural practitioners in the consortium, to transfer knowledge in more exceptional ways.

Overall management structures and procedures are outlined correctly in the proposal and the risk management plan is comprehensive.

The establishment of the Senior Management Board is useful for quality management.

Scope of the proposal

Status: **Yes**

Comments (in case the proposal is out of scope)

Not provided

Operational Capacity

Status: **Operational Capacity: Yes**

If No, please list the concerned partner(s), the reasons for the rejection, and the requested amount.

Not provided

Exceptional funding of third country participants/international organisations

A third country participant/international organisation not listed in [General Annex A to the Main Work Programme](#) may exceptionally receive funding if their participation is essential for carrying out the project (for instance due to outstanding expertise, access to unique know-how, access to research infrastructure, access to particular geographical environments, possibility to involve key partners in emerging markets, access to data, etc.). (For more information, see the [Online Manual](#))

Based on the information provided in the proposal, we consider that the following participant(s)/international organisation(s) that requested funding should exceptionally be funded:
(Please list the Name and acronym of the applicant, Reasons for exceptional funding and the Requested grant amount.)

Not provided

Based on the information provided in the proposal, we consider that the following participant(s)/international organisation(s) that requested funding should NOT be funded:
(Please list the Name and acronym of the applicant, Reasons for exceptional funding and the Requested grant amount.)

Not provided

Use of human embryonic stem cells (hESC)

Does this proposal involve the use of hESC?

No

If yes, please state whether the use of hESC is, or is not, in your opinion, necessary to achieve the scientific objectives of the proposal and the reasons why. Alternatively, please also state if it cannot be assessed whether the use of hESC is necessary or not because of a lack of information.

Not provided

5. Concluding meeting

On 29 and 30 August 2016 a concluding workshop on the project and its sub-projects was held in 53819 Neunkirchen. Participants were the Jean Monnet team plus some external researchers who had been involved in the project right from the beginnings. The external participants were: Chiantera-Stutte, Patricia (University of Bari), Clarke, Alasdair (University College London, Fisher Associates), Elvert, Jürgen (University of Cologne), Elvert, Martina (University of Cologne), Hillmann, Jörg (Federal German Navy, European Defence Agency), Meyer-Ludovisy, Andrea (Senate House Library, London), Naujoks, Benjamin (University of Cologne), Thelle, Mikkel (Aarhus University), Tiedau, Uli (University College LondonL)

1)

The meeting started with a general assessment of the Jean Monnet project. It was considered as an innovating attempt for a better understanding of Europe's relations with the world in modern history and thus a valuable contribution for a better understanding of Europe's role in global context. The application of the agency approach was considered as an innovative attempt to better understand the contingent factors in European history. The focus on academic teaching was also considered as a valuable contribution for a better understanding of European specifics in history, especially as a majority of the students will become history teachers and thus be better aware of the European dimension of history. The participants agreed that the forthcoming exhibition will also have a significant dissemination impact on a general public which for the first time will have the opportunity of looking at Modern history not through a nation-state lense but as an interrelated historical phenomenon of global significance.

With regard to future action to safeguard the sustainability of the Jean Monnet project the H2020-project proposal was also considered as important, although it was not chosen to receive funding. However, the evaluation-report from the European Commission was considered as fair and helpful by all participants. Though EUROPORTS scored 13,5 from 15 possible points and thus was evaluated between "very good" and "excellent" three critical remarks led to the deduction of 1,5 points. Uli Tiedau mentioned that he participated as evaluator in this round of applications. In other sub-topics of the call projects which scored 13,5 points received funding. The competition in the cultural heritage call, the scheme EUROPORTS was handed in, was especially competitive as about 250 applications were handed in under this particular sub-call. According to an undisclosed informer Uli reported that EUROPORTS was ranked 6th or 7th among all applications, alas, only 4 proposals received funding.

2)

The participants agreed that the original project was good, but not smart. It was too academic, what we now need is a project with a “wow-effect”!

3)

- The discussion of the evaluation-report was followed by an intense discussion of the announcement of the next call, to be published on 4 October 2016 (CULT-COOP_07-2017). This RIA-call will have a two-stage deadline model. A shorter project-description will have to be handed in by approx. 2 February 2017. This shorter proposal will be evaluated by the European Commission. If this evaluation will be positive, the applicants will be invited to hand in a full proposal by approx. 15 September 2017.

- In the light of the topic of the new call (Cultural heritage of European coastal and maritime regions) and under careful consideration of all key words as laid out in the announcement, the participants agreed that the original proposal would have to be adjusted to the new requirements of the call. Under consideration of the budgetary constraints which had to be taken into consideration while drafting the last proposal the participants also agreed that the project-team would also have to be downsized and trimmed. The participants agreed to reduce the project-team by no longer considering three former partners (Malta, Messina and Strasbourg).

- On the other hand, it was considered as a very valuable asset for the new project that the Ecologic Institute, represented by Grit Martinez, its coordinator for Coastal and Marine Studies, is ready to cooperate under the new call. The integration of the Ecologic Institute will close a gap of the original project which was critically remarked in its evaluation: the dissemination of the project’s results for political advisory work on various levels (from local to European). In addition, as usual EU-calls always try to support closer cooperation between research and practical politics. Thus, the cooperation with the Ecological Institute will help to bridge these two levels.

- the participants agreed that the original approach (clustering of ports) should no longer be the primary target. Instead the project should take an overall approach on European maritime and coastal regions by dividing the European shoreline into sea-basins and thus using an approach which is regularly used by maritime and security studies. The European Sea basins are: the Mediterranean, the Atlantic (North and South), the North Sea, the Baltic Sea and the Black Sea. The sea basins are considered as manageable entities (research-wise) and they include both coastal and maritime regions as well as ports. By using this approach, the original focus on ports as “laboratories of modernity and workshops of European identity” can to a large extent be saved, but also put into the larger context of coastal and maritime regions and their cultural heritage. Thus, the impact on ports on its hinterland will have to be highlighted more in the new project than in the original project.

- the participants agreed that in contrast to the original project, its new layout should have a stronger focus on environmental aspects.

- the participants agreed that the new project should combine academic research with political and societal applicability. It should focus on cultural heritage in the broadest sense of the word by looking at its economic, environmental and societal impacts. It should also focus

on the tangible and intangible aspects of European maritime cultural heritage. It should furthermore be designed to identify European cultural topography and its exploitability for coastal and maritime tourism. It should try to sketch the European coastal and maritime landscape. It should also try to develop a common European language on the related issues. Therefore the set-up of a “glossary” is considered as another useful outcome of the project

- EU’s integrated coastal zone management paper (ICZM 2002/413/EC) as well as Directive 2014/89/EU should be taken as provider of keywords for the proposal and as the framework for EU’s maritime spatial planning.

- under consideration of the above mentioned the participants identified the following aspects as important for the project:

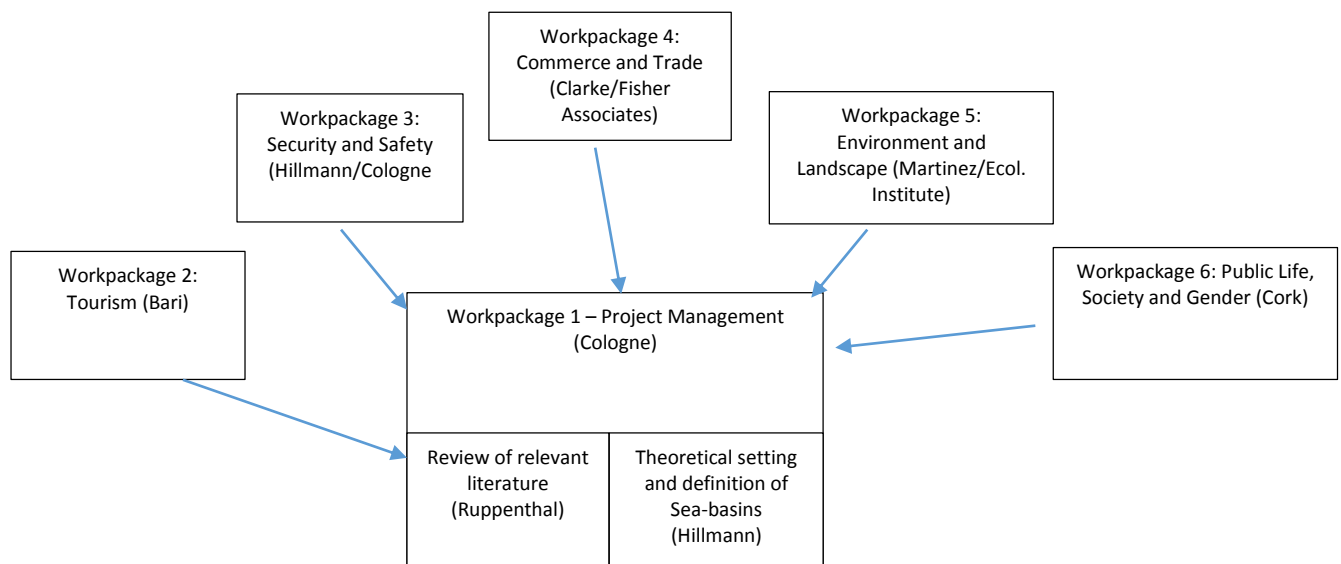
a) the project-management should be the core workpackage of the project. In addition to the overall project-management this workpackage should also gather and collate relevant literature and other accessible texts. This task will be support-work for the other workpackages, at the end of the project it will also provide a reliable source for general purposes. Workpackage 1 will also be in charge for delivering information on the European sea basins, its definition and theoretical settings.

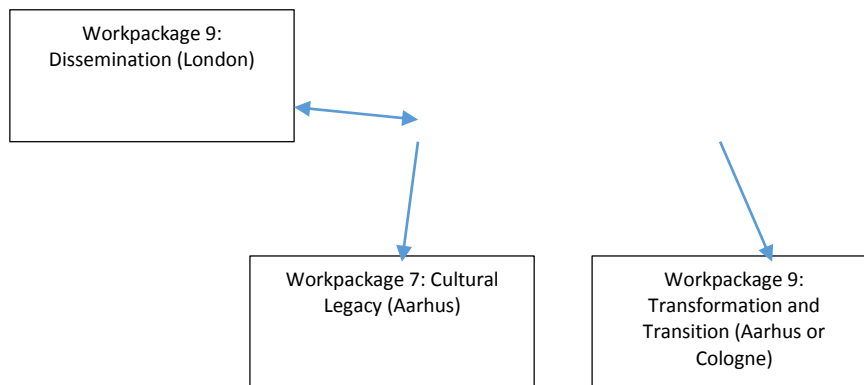
b) a set of workpackages will be designed to cover project-relevant research areas like environment and landscape, tourism, security and safety, commerce and trade, public life, society and gender-issues. These thematic workpackages will do genuine research-work and deliver input into the project from their individual angles.

c) two other workpackages will use the information provided by the abovementioned workpackages for comparative and analytical purposes. They take an overall approach will provide information for various stakeholders and other users. They will focus on the European cultural heritage and legacy-aspects and will also look at transition- and transformation-processes induced by the dynamics as identified by the thematically oriented workpackages.

d) especially under the light of the evaluation of the previous project additional emphasis will be put on the dissemination-aspects, with regard to the academia, policy-makers, cultural-heritage managers and the general public. Therefore dissemination will be covered by a workpackage of its own.

- therefore the participants agreed on the following (preliminary) project structure:





e) the participants also agreed that for reasons of gathering of information on special issues or for certain special tasks a larger set of sub-contractors should be employed. A catalogue of tasks will have to be set-up on the next meeting. The subcontracting will also help to establish a larger research-network for the project. It seemed helpful to integrate researchers from the Black Sea area (Romania/Bulgaria) and from the Eastern Mediterranean (Greece/Cyprus). Jörg Hillmann suggested that he would try to establish contacts into these areas. It should also be taken into consideration to look for possible sub-contractors in Central Eastern European or Baltic countries.

f) the participants agreed to meet again after the publication of the call.

g) the participants agreed on a preliminary name for the project: “European Cultural Heritage in (coastal and) maritime environment”, acronym: CHIME (better is the enemy of good, so if you have a better proposal, don’t hesitate to contact us!).

h) the next workshop of the whole research group will take place at the Aarhus Institute of Advanced Studies, Aarhus University, from 8-9 December 2016. Main objective of the workshop will be the preparation of a new application to be handed in by February 2017.