

S. 9. 2. – WINDS, WEATHER AND SHIPPING

Chair: Cristina Brito
(CHAM/NOVA-FCSH)

Following the monsoon winds: Travelling and trading in the western Indian Ocean in the 16th century

ANA CRISTINA ROQUE (University of Lisbon)

Abstract

Over the centuries, shipping between Africa and the East, as well as the establishment and growth of coastal cities and ports on the shores of the Indian Ocean, have responded to the particularities of the monsoon system. The seasonality of the monsoons shaped the human and economic geography of the Indian ocean, it is an essential feature of its dynamics and, ultimately, is the main responsible for the coastal development of the East African coast.

Following the monsoon winds, ships connecting the different Indian ocean shores transported goods and people and stimulated the circulation and exchange of ideas, knowledge, and technology. However, depending on the monsoon winds also highlighted possible weaknesses of the communities given their irregularity as well as people's capacity to develop strategies to overcome difficulties. Therefore, traveling and trading in the Indian Ocean stimulated learning, teaching, and sharing, promoted knowledge exchange and new experiences, induced new perceptions and perspectives on nature, their potentialities and possible uses.

This process was marginal and previous to the arrival of the Portuguese in the 16th century and was the base of a long tradition of traveling and trading in the Indian ocean zone. A tradition unknown to the Portuguese, but which they soon apprehended and used in their benefit. Focusing on the different types of circulation and transfer within the Portuguese eastern empire, this paper addresses the role of the Indian ocean as a platform providing and facilitating epistemic intercontinental exchanges and aims at discussing the role of traveling and trading in this process.

Considering travel and trade in the broadest sense, we will mainly use 16th-century Portuguese documents attesting to the different traveler's perspectives and to the diversity of goods in circulation in the coastal African markets, both framed by the need of traveling safe using the monsoon winds.

Keywords

Indian Ocean, East African Coast, Trade, Monsoon winds, 16th century

Biography

Researcher at the School of Arts and Humanities of the University of Lisbon, Assistant Director of the Center for History (CH-ULisboa) and Vice-Coordinator of the research group Building and Connecting Empires. She worked at the University Eduardo Mondlane and at the IICT (Lisbon) in projects concerning the CPLP countries. She regularly organizes national and international meetings and has authored and edited more than 50 publications on the History

of Mozambique. She currently leads the project Empires: Nature, Science, and Environment. Recent publications include “From local herbal medicines to western drugs: implementing health services in Mozambique”, In BALA, P. Learning from Empire: Medical Knowledge and transfers under Portuguese Rule. CSP, 2018:217-229, and “The Sofala Coast in the 16th Century: between the African trade routes and Indian Ocean trade”. In WALKER, I. et al, Fluid Networks and Hegemonic Powers in the Western Indian Ocean, Lisbon, 2017:19-36.

Seasonality in Dutch and Chinese Shipping for the Japan Trade at Nagasaki in the Early Modern Period

RYUTO SHIMADA (The University of Tokyo)

Abstract

Seasonality is a key element in the historiography of maritime trade in Asia during the early modern period. This paper examines the links of monsoon season, ship navigation and economic and social life at port city in maritime Asia, by taking an example of the case of Nagasaki in Japan from the mid-seventeenth century to the mid-eighteenth century.

The port of Nagasaki was a gateway of Japan during the period of the so-called Tokugawa regime. Basically the foreign trade was largely under the control of the government, and in Nagasaki only vessels of the Dutch East India Company and Chinese junks were permitted to call at Nagasaki for trading business. Dutch vessels came from Batavia (currently Jakarta), while Chinese junks came from coastal areas of the mainland of China but also from Southeast Asia. On the other hand, the Japanese were prohibited from going overseas from Nagasaki.

The paper is divided into two parts. The first part is on the trading routes and seasonality of Dutch vessels and Chinese junks. Captains of each Dutch and Chinese vessel had to submit reports to the Japanese authorities. These reports included the information of the place and date of embarkment. Combining these reports with Dutch documents, the paper gives a data set of seasonal movements of Dutch and Chinese shipping for the Japan trade in the China Sea region.

The second part of the paper is on the seasonal changes in the life of urban people in the port city of Nagasaki. As trading season was limited in Nagasaki, urban social life had to change. The paper reorganizes annual calendar of economic and social events from the point of view of seasonality of maritime shipping under monsoon winds.

Keywords

Seasonality, Nagasaki, Chinese Junk, Dutch East India Company

Biography

Ryuto Shimada obtained PhD from Leiden University in 2005, and since 2012 he has been Associate Professor in Maritime Asian History, the University of Tokyo. His publication includes *The Intra-Asian trade in Japanese Copper by the Dutch East India Company during the Eighteenth Century* (Leiden and Boston: Brill Academic Publishers, 2006); "Economic Links with Ayutthaya: Changes in Networks between Japan, China, and Siam in the Early Modern Period," *Itinerario: International Journal on the History of European Expansion and Global Interaction*, 37(3), 2013; and "Invisible Links: Maritime Trade between Japan and South Asia in

the Early Modern Period,” in: A.J.H. Latham and Heita Kawakatsu (eds.), *Asia and the History of the International Economy: Essays in Memory of Peter Mathias* (London and New York: Routledge), 2018.

Assessing Historic Changes to Weather in the Atlantic and Indian Oceans Using Portuguese and American Maritime Archival Sources [c. 1500-1950]

TIMOTHY WALKER (University of Massachusetts Dartmouth)

CAROLINE UMMENHOFER (Woods Hole Oceanographic Institution)

Abstract

In climate research, long datasets are invaluable. They help establish baseline climate variability and dynamics against which to measure anthropogenic departures, are used to train models, and illuminate interconnections between different components of the climate system. Unfortunately, pre-twentieth century instrumental data from regions beyond Europe and North America is sparse. A growing field of scholarship addresses this gap by interpreting historical maritime records. One of the richest troves of maritime weather information is contained in the archives of colonial port, hospital, and agricultural administrative records -- and thousands of ships' logs -- in which institutional officials and ships' officers routinely recorded systematic weather information, either on land or over the course of their voyages. Researchers of this project intend to tap as-yet unexamined troves of climate data: Portuguese maritime and colonial records from the Atlantic and Indian Ocean regions, and U.S. whaling ship logbooks for voyages through the Atlantic to the Indian Ocean. Our particular focus will be the North Atlantic ("Azores High") and Indian Ocean (Mozambique to Goa) regions. For example, the Portuguese Historical Navy Archives (Arquivo Histórico da Marinha) in Lisbon are invaluable for climate reconstruction.

This collaborative research project (Woods Hole Oceanographic Institution & University of Massachusetts Dartmouth) builds on the success of the Atmospheric Circulation Reconstructions over the Earth (ACRE) and Old Weather projects. We recover, quantify, and analyze climate records from Portuguese Navy and colonial archives. Thus, climatologists and historians working together can push the instrumental climate record back over 500 years, through the Little Ice Age, to the late 1400s, with a much broader geographical distribution than is currently available. The proposed presentation will describe this research project, our methodologies, and initial findings.

Keywords

Climate, history, maritime, archives, logbooks

Biographies

Timothy Walker (Ph.D., Boston University, 2001) is Professor of History at the University of Massachusetts Dartmouth, and an Affiliated Researcher of the Centro de História d'Aquém e d'Além-Mar (CHAM); Universidade Nova de Lisboa. Walker was a visiting professor at the Universidade

Aberta in Lisbon (1994-2003) and at Brown University (2010). In 2018 Walker was appointed a Guest Investigator of the Woods Hole Oceanographic Institution, drawing historic climate data from archived Portuguese colonial and maritime documentation. Teaching and research fields include Early Modern Europe, the Atlantic World, the Portuguese empire, history of medicine, maritime history and European global colonial expansion.

Caroline Ummenhofer received a Joint Honours B.Sc. in Marine Biology and Oceanography from Bangor University, UK, and in 2008 a PhD in Applied Mathematics, specializing in climate modeling, from the University of New South Wales, Australia. Since 2012, she holds a faculty position in the Physical Oceanography Department at Woods Hole Oceanographic Institution, USA. She won several awards, including the Uwe Radok Award by the Australian Meteorological and Oceanographic Society, Eureka Prize for Water Research and Innovation by the Australian Museum, and AGU James B. Macelwane Medal. Her research focuses on how the ocean affects the global water cycle and extreme events, such as droughts and floods, and their impact on human and natural systems, particularly around the Indian Ocean.