Dear Friends and Colleagues,

As this is the first newsletter in 2009 I wish you all a Happy New Year for maritime museums round the world and for all the things that we are working for. Since I wrote my last "President’s Column" in September 2008, the world has been hit by an economic tsunami. Just like the natural phenomena of tsunamis the effects of the wave have hitherto been different round the Globe. One of the places where the effect has been most immediate is the US. In consequence of the economic turmoil our US hosts were facing, they recommended that the 2009 ICMM Conference in Annapolis should be postponed or rescheduled. Cutbacks in subsidies, less money for travel and a very bad situation when it comes to sponsorships have put our American colleagues in a very difficult situation.

I know that Paula Johnson, Dan Finamore and Stuart Parnes, together with colleagues from a number of maritime museums in the US had done a fantastic job to make the ICMM 2009 in Annapolis, Maryland, a perfect venue and conference. And I sincerely do hope that we will all be able to go to Annapolis in 2011.

However, the message from the US in late November called for quick decisions. As Denmark - despite its flat shores - has not (yet) been hit to the same degree as the US by the economic tsunami, the ICMM Executive Council decided to move the 2009 ICMM Conference to Esbjerg. A small task force headed by your President was set up and met in Copenhagen 17 December 2008. I owe my fellow members of the task force - Frits Loomeijer, Stephen Riley, Hanna Hagmark-Cooper, Harry de Bles, Harald Hamre and Lars Scholl - a big and cordial thank you for developing the academic programme for the Congress that we are able to present in this newsletter. And the task force salutes... continued on page 2

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FROM THE EDITOR...

Deeds Not Words

The headline above - ‘Deeds Not Words’ - may seem a little strange given that the main news in this edition is of the forthcoming congress where a number of words of wisdom will be exchanged! Our organisation continues to owe a considerable debt to the Executive Committee and the museums who support their contribution to ICMM. EC Members travelled from as far afield as Australia and USA to attend the recent EC meeting to govern the organisation. That they take considerable time out of their busy schedules for these voluntary activities demonstrates the appropriateness of the motto over their heads!
GO WELL,
Larry Robbins

Sir Richard Foster Bursaries

The Executive Council invites applications for the award of Sir Richard Foster Bursaries to attend the forthcoming Congress in Esbjerg in October. Up to 4 bursaries of £500 will be awarded to assist with the expenses of attending the conference.

Applicants should generally be junior members or other staff members of an ICMM member museum, who would not normally have the opportunity to attend the conference.

Applicants should submit a formal request outlining why they wish to attend the conference and how they and their museum will benefit. They should include a statement of support from their museum.

Applications should be submitted to Tony Tibbles, Honorary Treasurer (contact details on back page), by 15 April 2009.

FROM THE EDITOR...

our US colleagues who gave us an excellent start with the programme by readily providing us with their ideas and thoughts.

Thus the ICMM Esbjerg 2009 is born by a solid cooperation between Northern Europe and the US plus a lot of valuable inputs from Mary-Louise Williams in Australia, Ryo Yashui in Japan, Elvira Mata representing the Mediterranean and good colleagues and friends from all over the globe.

Maritime museum are working together, understanding change - and coping with uncertainty. This is what the ICMM Esbjerg 2009 is all about!

I look forward to bidding you welcome to Esbjerg in October 2009.

Best regards
Morten Hahn-Pedersen
President, ICMM
We wish to offer our sincere condolences to Derek Wedekind whose wife, Mary, died in Auckland on 30 September last year after a short illness. Mary was a frequent ‘partner’ at ICMM Congresses and played a significant part in hosting partners at the 2005 Auckland Congress.

We record, with regret, the death of Dr Colin Saunders White, Director of the Royal Navy Museum, Portsmouth, on 25 December 2008. A full obituary is included on the ICMM website.

We welcome aboard Susie Cox, Curator of Corporate Maritime Collections, P&O Heritage Collection, London.

THÓ-PA_GA
We are grateful to Master Mariner Uwe Delfs Jespersen who advises that the picture captioned as “Tho Pa Ga” in issue no. 6, vol. 29, page 7 is not of the sailing vessel Thö-Pa-Ga which was lost at sea in 2008. Captain Jespersen has provided a photograph of the correct vessel.

Protection of the Underwater Cultural Heritage
Paula Johnston reports that 20 nations have ratified the 2001 UNESCO Convention on the Protection of the Underwater Cultural Heritage which thus entered into force on 2 January 2009. Details:
http://portal.unesco.org/la/convention.asp?language=E&KO=13520

Blue Water Black Magic at NZNMM
The New Zealand National Maritime Museum reports that construction work is well under way on Blue Water Black Magic - a tribute to Sir Peter Blake. The new building will house NZL32, the yacht with which NZ won the Americas Cup in 1995, and a re-invigorated display of the history of NZ yachting. The new facility should open early in 2010.

Presidential Gift
The British Prime Minister paid his first visit to President Obama in the USA in March. He took with him a unique pen holder made from timbers of HMS GANNET (which the ICMM EC recently visited) which had been specially commissioned from Chatham Historic Dockyard as a gift by Queen Victoria. The gift complements a desk made from the timbers of a former British ship, HMS RESOLUTE, presented as a gift by Queen Victoria and which sits in the Oval Office. For full story visit the news page of the ICMM website.

WAWONA
The historic schooner WAWONA was recently towed to a Seattle, USA, drydock where, according to Northwest Seaport (www.nwseaport.org) she will be “carefully dismantled and archived”. WAWONA was built in 1897 to carry timber to San Francisco, worked in the Alaskan cod fishery, and carried aircraft materials to Boeing factories during World War II. The scrapping brings to an end a 45-year struggle to preserve the ship which in 1970 was the first ship listed on the National Register of Historic Places. Not everyone is pleased!
http://crosscut.com/2008/06/14/mossback/14971/
Australia

Australian National Maritime Museum team locates the Barrier Reef’s missing MERMAID

In January an ANMM expedition located the elusive remains of a well-known government ship wrecked on the Great Barrier Reef in 1829. Led by museum curator and maritime archaeologist Kieran Hosty, the 25 divers and observers set out from Cairns, North Queensland, on 1 January on a search for the final resting place of HM Schooner MERMAID.

They were well rewarded.

MERMAID, a 21-metre wooden vessel recently converted from single-masted cutter to two-masted schooner for sailing efficiency, struck an unidentified reef in controversial circumstances in the early hours of 13 June 1829.

Having sailed from Sydney with provisions for Port Raffles in NW Australia, MERMAID’s Captain, Samuel Nolbrow, disobeyed firm orders to follow a safe course inside the Barrier Reef and instead steered a short course across it.

In later inquiries there were claims that Nolbrow had been drinking and accusations that, after MERMAID ran aground, he even threatened to shoot his Chief Officer for disobeying an order not to throw heavy objects overboard to free the vessel. Realising their situation was hopeless, Nolbrow and the crew eventually took to the ship’s boats and were rescued 11 days later by a passing merchant ship.

Just four days out of Cairns the museum team, surveying the seabed with magnetometers (submersible metal detectors), located a site “of interest” 20 km offshore on Flora Reef. Working in 2 metres of water they located an anchor, heaped chain, a pulley sheath stamped with a broad arrow (a government mark) and other fittings, confirming MERMAID’S identity within just a few more days.

“We were elated,” Hosty says. “There were reasons to think MERMAID might be on Flora Reef, but we gave ourselves only about a 25% to 30% chance of finding it. We were very fortunate. There have a lot of attempts to find this site over the past 40 years, all without success. There are only a few traces left and we virtually went straight to them."

Even before the team returned to Cairns, the Australian Minister for the Environment, Heritage and the Arts, Peter Garrett MP, called a news conference at the National Maritime Museum in Sydney to announce a new Protective Zone under the Historic Shipwrecks Act 1976 to safeguard the MERMAID site. At the same time he congratulated the museum and its archaeologists on the North Queensland discovery.

"It’s important we protect our nation’s shipwrecks," the Minister said. "They’re underwater libraries of information from the past… the secrets and insights they hold can reveal so much about the people who travelled to our shores and the times in which they lived."

The ANMM has three curator/maritime archaeologists and a shipwright who is also an expert diver. All four took part in the MERMAID project. With them were scientists from North Queensland’s James Cook University and the Museum of Tropical Queensland. The 15-day expedition, which operated from two Cairns-based research vessels NIMROD EXPLORER and SPOILSPORT, was sponsored by the Silentworld Foundation, part of Silentworld Ltd, an Australian shipping company.

Following the Great Barrier Reef venture, Hosty says, the sponsor has already opened discussion with the museum on the possibility of further archaeological research and exploration programmes.
Croatia

Rovigno

The Rovinj Spacio - Heart of The Batana House Ecomuseum

Along with the sailing batana and the sound of the bitinada, (traditional folk song), the spacio, a kind of cellar, is another special feature of the town of Rovinj. This is where wine in the barrel was kept, tasted and sold, and it was also a place for socialising, eating and singing. The spacio was found on the ground floor of the town houses of the farming families that had vineyards and olive groves throughout the wider Rovinj area. Recognised by the branch hung over the entrance, the unplastered stone walls of the spacio ensured the stable microclimatic conditions necessary for the storage of wine. The central place in every spacio was occupied by a long table with benches and chairs for buyers and visitors.

The spacio was the place at which the Rovinj farmers and the fishermen met and came together. The fishermen would regularly come here after daytime or night-time fishing. With a quart of wine and the occasional fish on the grill, they would swap news and discuss important events. Sometimes they would play card games, briscola, tressette, as well as the hand game morra, and would always strike up a bitinada or two.

In the past almost every Rovinj house had a spacio, but today most are turned into storage spaces, handy workshops and bars. Just a few of them have retained their original function. One such originally preserved, the "Spacio Matika", owned by Romano Matika in Svalba street, has become a component part of the Rovinj ecomuseum, one in which many of the musical, gastronomic and other convivial programmes of The Batana House are organised. Thanks to "Spacio Matika", Rovinj ecomuseum and its cultural tourism products were named as the best tourism site on the Croatian Adriatic coast in 2007 by the Croatian National Tourist Board.

The spacio can be visited twice a week during the summer months and throughout the year by appointment. A visit to the spacio includes a cruise aboard batanas, traditional dinner and a concert of bitinada songs. The program is given by the members of The Batana House Association to show how the local batana people gather and host their friends. A glimpse of its atmosphere can be found at www.batana.org.

[Editor's Note: A Bitinada is a particular way of performing vocal musical accompaniment. When a soloist or soloists in duets strike up the chosen song, the voices start imitating the sounds of various musical instruments, sounding like an orchestra. According to tradition, the fishermen of Rovinj were the first to perform bitinada songs, spending hours in their boats fishing or mending their fishing nets. Because their hands were always too busy to hold instruments, they thought up a way to achieve the sound of a fine orchestral performance just using their voices.

Finland

Maritime Museum of Finland - Kotka

The new Maritime Centre Vellamo which opened in mid-July 2008 in the old port of Kotka, Finland, has proved to be an immediate success, attracting 70,000 visitors by the end of the year and exceeding all targets.

This architectural masterpiece was designed by Ilmari Lahdelma and is the home of the Maritime Museum of Finland, the Museum of Kymenlaakso and Kotka and the Information Centre Vellamo. The Maritime Centre Vellamo also houses a 200-seat auditorium, museum shop, restaurant and teaching facilities.

The Maritime Museum of Finland (MMF) is a national museum whose role is to preserve and interpret the history of Finnish seafaring. The permanent exhibition of the MMF - The North Star and the Southern Cross - concentrates on the history of Finnish seafaring with emphasis on the life of seamen, development of ships, mercantile marine as well as marine transport and tourism. The history of navigation is also an area of interest as well as the speciality of northern seafaring and the underlying theme of the exhibition: winter navigation and ice.

The exhibition is constructed thematically, rather than chronologically. The underlying concept identified in the early stages of the planning was to identify the factors without which seafaring cannot exist or function properly. Seafaring requires a vessel, a seafarer and boating skills. Often a merchant or other commercial actor also plays a crucial role. The
Maritime Museums Around The World cont...

emphasis is on the everyday life and work of maritime people and those who travel by sea. The economic and cultural importance of seafaring to the Finnish way of life is enormous, as it is practically an island in its dependence on sea transport. Although this exhibition is about the history of Finnish seafaring, the international nature of seafaring is very much kept in mind.

MMF currently houses two temporary exhibitions. The larger space is occupied by photographer Jacopo Brancati (Winter Voyage to Finland), who focuses his attention on the special work and universe of maritime pilots, and on the navigation in the frozen sea. The exhibition consists of sixty black and white photographs and is organized in four sections. In the first three sections we follow the author's exploration of different geographical areas: the Gulf of Finland, the Archipelago Sea and the Gulf of Bothnia. The fourth and last section, "Memories", is a touching, respectful homage to the traditions and to the intimate world of Finnish seafaring people.

In the other gallery, the underwater scenery of the Baltic Sea is beautifully portrayed by Jukka Nurminen (Beneath The Waves of The Archipelago Sea), who works actively to save the Baltic from the environmental disaster. These photographs were taken during the months from August-October in the years 2003-2006. Finland's coastal waters are typically considered cold, murky and desolate. To the untrained eye the Finnish coast can all too often appear devoid of life, offering only overgrown algae and the most common fish species seen on ice at any fish market. But the truth is that beneath the waves thrives a diverse ecosystem of hundreds of species of algae, invertebrates and fish, in which all of the major oceanic species groups are represented - sometimes in breathtaking schools several thousands strong.

www.merikeskusvellamo.fi

Hong Kong

Proposed New Maritime Museum

Recent news from Hong Kong indicates that at last Hong Kong is to get the maritime museum it deserves in the place where it should be. In the printed supplement to the Chief Executive's annual Policy Address to the Legislative Council in October 2008 [akin to the Queen's Speech to Parliament in UK or US President's State of the Nation Address - Ed] the fulfillment of the museum's founders' hopes was realized. The Policy Agenda, as the supplement is called, spelled out the government's support.

A new 3,500 square metre museum is to be created in the unused parts of Pier 8 of the iconic Central "Star" Ferry Piers on Hong Kong Island. The relocated museum, projected to re-open in early 2012, will form part of the new, revamped Central Harbourfront. Better still, the territory's government is not only backing the museum's move to the new premises, it is going to provide 50% of the capital finance and an annual subvention thereafter to help cover the operating deficit.

After three years of successful operations, during which the museum has welcomed nearly 200,000 paying visitors and shown how to create and run a first class museum on a fraction of the sum devoted to public sector museums here, the message has clearly been received. Hong Kong's maritime heritage is not only too important to be neglected, it's at the heart of the territory's story and deserves to be in the territory's heart.

"It's hugely exciting," said Museum Director, Stephen Davies, "Pier 8 is a fantastic location both symbolically and as real estate. 'Location, location, location' is what we've lacked. Murray House in Stanley is a beautiful home and we've loved being here, but with Hong Kong's demographic centre in Shatin [a new town in the New Territories about 12 km from downtown with good public transport connections. Stanley is 20km from Shatin and public transport connections (and road access) is very indirect - Ed] , we're in the boondocks. At Pier 8 we'll be visible. We'll be right on the main tourist trails. And as important, we'll be accessible to over 80% of Hong Kong schools for the first time."

The next three years will be a long, tough haul. At least half of the time will be needed to pick a way through the pitfalls and over the hurdles of Hong Kong's laborious planning and development process. Planning and designing of the new premises and overseeing the construction and installation will all have to be done while keeping the museum going in its present location as long as possible. Fingers are crossed that the present landlord will extend the museum's charity lease for one further year in order to keep some cashflow going until mid-2011.
Another big hurdle will be finding the additional capital funding the project is going to need. The museum is at present waiting for news from the Hong Kong Jockey Club Charities, to which it has applied for a grant. Other possibilities are also being looked at, but with the shipping industry facing its worst times in decades and the world economy in turmoil, times are less than ideal.

But the result will be worth it. The museum at present is close to bursting out of its 500 square metres of gallery space. Since opening three years ago the collection has trebled from around 500 to over 2,000 objects and the library has grown from 10 to 1,500 volumes. The new premises will offer at least four times more gallery space as well as three times the storage and office space, a larger museum shop and for the first time a café. As Dr. Davies puts it, "Our hope is to become a place people meet not only to come to the museum, but to chill out, enjoy the harbour and, if we get it right, enjoy events we organize..."

The museum’s management has great ambitions. New galleries with new themes. More interactive exhibits. Programmes to raise the profile of Hong Kong’s maritime heritage...and its vital maritime present, especially with Hong Kong’s youth. Visiting exhibitions. Hosting a major international maritime museums’ conference and more.

Thanks to a private initiative by public spirited shipping leaders, maritime Hong Kong was put on the territory’s cultural map. Now conserving and presenting maritime heritage has become public policy. Relocated to where it belongs, Hong Kong’s maritime heritage will have come home. Come 2012, the Hong Kong Maritime Museum, already seen as having set territory-wide benchmarks for museum management, will be a must-see for local and overseas visitors.

Italy

Cesenatico - a New Maritime Festival inaugurated. 15-20 June 2009

A new Maritime Festival is being staged next year in the Adriatic city of Cesenatico. This initiative aims at finding synergies between tourism and maritime culture. Cesenatico has always proudly promoted its maritime identity, but now the local council created a maritime museum, a cultural service that perfectly fits the historical context of the Leonardo da Vinci Canal Port, located at the city waterfront.

The festival hopes to attract a wide range of the public and show the fascinating world of maritime culture. The whole city will be open to the event: traditional boats with painted eyes on the hull and
coloured sails; musical and theatrical performances based on tales and songs of seamen; historical sail training or fish cooking courses; the demonstration of traditional fishing techniques, literary authors' gatherings, debates, art films, exhibitions and a tempting gastronomy offer.

Among the programs scheduled during the month of June, the Museo della Marineria de Cesenatico will organise a workshop under the auspices of the Association of Maritime Museums of the Mediterranean (AMMM). The event takes place annually at one of the Association’s member countries with the intention of presenting specific subjects related to the preservation of maritime heritage in the Mediterranean basin. On this occasion the Italian maritime museum, active organiser of the Festival and member of the AMMM, will focus the value of tourist space in maritime cities.

This inaugural Maritime Festival aims to bring to the attention of not only the general public but also to the public and private groups involved in the Festival, the need to preserve our maritime traditions and cultural identity.

**Lithuania**

Sea Museum celebrates its 30th anniversary

The Lithuanian Sea Museum in Klaipeda opened its doors in 1979. Since then the museum has become a multiple maritime complex presenting a wide range of exhibits from marine science to navigation history. Recently the Lithuanian Sea Museum commenced a renovation of its navigation history exhibitions. To celebrate the arrival of The Tall Ships Races 2009 in Klaipeda 31 July - 3 August (www.tallships.lt) the Lithuanian Sea Museum is opening a mobile exhibition called Lithuania under Sails. To commemorate its 30th anniversary, the museum will publish the first book presenting national maritime
ICMM CONGRESS 2009
in Esbjerg, Denmark
5-9 October 2009
Understanding Change - Coping with Uncertainty

INVITATION

ICMM and the Fisheries and Maritime Museum in Esbjerg invite you to join us for the ICMM 2009 Congress in Esbjerg, Denmark.

The Congress, which takes place 5-9 October 2009, is entitled Understanding Change - Coping with Uncertainty and will deal with important issues such as audiences, collections, research and funding. Four well-known and internationally reputed keynote speakers will share their insights with the delegates of the Congress and four experienced colleagues will lead a series of 'master class' sessions - a new introduction to an ICMM Congress.

We have done our best to make the cost of the Congress as affordable as possible and we are now able to announce that the price for Early Birds (members only - deadline 1 June 2009) will be 450 Euros while Non Members of ICMM and Member Late Comers (deadline 1 August 2009) will pay 500 Euros.

Esbjerg offers a variety of good hotels. The organizers have booked a number of hotel rooms at absolutely reasonable prices for your convenience. Furthermore the Esbjerg area offers a multitude of cultural and natural attractions which are worth exploring. A special programme for delegates' partners is arranged for that purpose.

Finally, of course, a Post Conference Tour is being arranged. We will examine the links between the North Sea and the Baltic 700AD-2000AD via an exciting tour to Schleswig-Holstein and Hamburg. The Conference Dinner and the Post Conference Tour are optional, but we hope our delegates will want to join us for one or both.

You will find a lot more about the academic programme, the official programme and the venues, the accompanying partner's programme and the optional elements of the Congress on the following pages where you will also find some useful information about Denmark and the Esbjerg area.

Best regards
Morten Hahn-Pedersen
President of ICMM
CEO, the Fisheries and Maritime Museum,
Esbjerg, Denmark

UNDERSTANDING CHANGE
- COPEING WITH UNCERTAINTY: THE ACADEMIC PROGRAMME

Four conference days, four sessions, four keynote speakers and four 'master classes'; that's the format of the Esbjerg 2009 academic programme and that's the way we will try to tackle today's reality: fast change and growing uncertainty for many of us.

During these four days we intend to go back to the 'basics' of our trade: Collections, Audience, Research and Funding. In this time of great economic turmoil world-wide, how could we not talk about money? Recognising the seriousness of the financial situation facing us, and maybe for the first time in its history, ICMM is going to look at funding. Friday morning's session will feature an introduction by a renowned international cultural economist.

Each day, each major theme will be introduced by a keynote speaker. On Friday afternoon there will be four 'master classes' on the same four themes, given by senior, experienced ICMM colleagues. They will give us all the opportunity to benefit from their experience by discussing best practices, their successes, and their failures.
Getting the maritime message across - issue to changing audiences is the central theme on Tuesday October 6 - the first full conference day. Isn’t it the main task for all of us to stimulate maritime awareness? Tinna Damgaard Sørensen, director of the Viking Ship Museum at Roskilde Denmark, and in charge of the highly successful Viking ship trip to Dublin in 2007-8, is the key-note speaker.

Collections, the backbone of all museums, will be discussed within the framework of change. Do changing audiences influence our collections? What are possible collecting policy models? Who is leading in making them? How can we incorporate change in collecting policy without losing continuity? At this stage the Programme Committee is talking with a potential key-note speaker from the USA.

Research is back on the agenda of a growing number of ICMM members, but how do we organize and finance it? Key-note speaker Poul Holm, Academic Director and Professor of Trinity College, Dublin, combines his trans-Atlantic academic experience as a researcher and manager with his museum background as a curator. Professor Lars Scholl from Bremerhaven, Director of probably the only formal ‘maritime research museum’ in the world, will provide his insights into the role of research and describe his experiences in Bremerhaven.

OFFICIAL PROGRAMME AND VENUES FOR THE CONGRESS (ALL IN AND AROUND ESBJERG)

MONDAY 5 OCTOBER
16.00-20.00 Registration/Reception
Fisheries and Maritime Museum

TUESDAY 6 OCTOBER
08.30-09.45 Registration
Performing Arts Centre
09.45-17.00 First day of Congress
Performing Arts Centre
Theme: Audiences

At the Malta Congress in 2007 it was agreed that our museum audiences were changing and that we should be concentrating on ‘getting the maritime message across’. What is that message? And is anyone listening? Our message is a vitally important one and deserves to be better understood - that the sea has had, and continues to have, a fundamental influence on all our lives. But how do we get that message across? Do we look for partnerships and if so, with whom? Theatres, film festivals, concert organizers, leisure entrepreneurs…?

WEDNESDAY 7 OCTOBER
09.30-15.30 Second day of Congress
Performing Arts Centre
Theme: Collections

Maritime Museums are a combination of words, images and, most importantly, objects - the ‘real thing’. Do we adapt our collecting to reflect the interests of our new visitors? Ideally, the museum’s collecting policy should be developed by the whole organisation so that everyone understands it and, better still, ‘owns it’. Are there some fundamental ‘do’s and ‘don’ts’ about collecting policies? How can we continue to develop our collections without losing their continuity or devaluing what we’ve already got?

15.30-17.00 ICMM General Assembly
Performing Arts Centre
18.30-20.30 Reception
Town Hall

THURSDAY 8 OCTOBER
09.30-12.30 Excursion to Fanø
12.30-17.00 Third day of Congress
Performing Arts Centre
Theme: Research

Research is back on the agenda of a growing number of ICMM members. In places, all around the world, initiatives are getting developed to reconnect maritime museums and basic maritime historical research. But how to organize and how to finance it since most museums are focussed on the translation of research results for a general audience? Is there an opportunity for creating new partnerships between maritime museums and other organisations - universities and colleges, research institutes and schools?
FRIDAY 9 OCTOBER

09.30-17.00 Fourth day of Congress
Hotel Britannia
Theme: Funding

In this time of great economic turmoil world-wide, how could we not talk about money? Recognising the seriousness of the financial situation facing us, the funding session explores the variety of funding models, its consequences and the growing risk of conflicting interests of public and private financiers. Do museums have strategies for developing stakeholder's value and if so, is curatorial integrity part of it?

Master Class-sessions

Conference Fees

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ACCOMPANYING PARTNERS PROGRAMME

The programme includes Congress receptions, lunch every day, and the opportunity of participating in the following guided tours (For further details visit www.icmmonline.org):

6 October, 10.00-14.00 - Guided city walk, museums & galleries in Esbjerg + lunch at Sand's

7 October, 10.00-15.30 - Blaavand, Denmark’s westernmost point, includes lunch at Blaavand Kro

8 October, 09.00-12.30 - The Island of Fanø - A visit to the 19th Century

9 October - A day on your own to go shopping or visit the Fisheries and Maritime Museum

We kindly ask delegates’ partners to register for the tours on 6, 7 and 8 October.

CONFERENCE FEES

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PARTNER REGISTRATION FEE

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OPTIONAL EVENTS OF THE ICMM 2009 CONGRESS IN ESBJERG

Conference Dinner

9 October 2009, 19.00-23.00
Price: 90 euro (Early Birds/Members only - deadline 1 June 2009)
100 euro (Non Members and Member Late Comers - deadline 1 August 2009)

Post Conference Tour to Schleswig-Holstein and Hamburg (max. 40 persons)
10-11 October

The tour will examine the links between the North Sea and the Baltic 700AD-2000AD via an exciting tour that will take you to Ribe, Hailabu, Schleswig, across the Kiel Canal and to Hamburg. In Hamburg we will visit the new "Internationales Maritimes Museum Hamburg", have a Harbour tour in the Port of Hamburg, and finally visit the “Stiftung Hamburg Maritim.” The price of the Post Conference Tour includes hotel accommodation in Schleswig, all entrance fees, harbour tour and meals. For further details please check www.icmmonline.org.

Price: 350 euro (Early Birds/Members only - deadline 1 June 2009)
380 euro (Non Members and Member Late Comers - deadline 1 August 2009)

To get these preferential rates please book your hotel rooms via the ICMM Esbjerg 2009 Internet Registration or the ICMM Esbjerg 2009 Fax Registration Form only.

For Online registration and more information please visit the ICMM website www.icmmonline.org
QUICK FACTS ABOUT DENMARK

Government: Constitutional kingdom
Area: 43.094 sq km
Coastline: 7.300 km
Population: 5.4 million
Religion: Lutheran Protestants
Language: Danish
Capital: Copenhagen
Currency: Danish Krone (DKK): 1 Euro = 7.45 DKK ; £1 = 8.34DKK (as at 9 Jan 2009)

QUICK FACTS ABOUT DANISH WEATHER IN OCTOBER

Average temperature: 10 C
Temperature range: 5-15 C (night-day)
Average rain/month: 76 mm
Average rainy days/month: 11
Average sunshine hours/month: 87

HOW TO GET TO ESBJERG

By air

Closest airport is Billund (1 hour drive from Esbjerg). Billund is connected to airports in Copenhagen, Oslo, Stockholm, Amsterdam, Brussels, Paris and London. From Billund there are frequent buses and taxis for Esbjerg.

By rail

Connections from Copenhagen to Esbjerg every second hour (direct train from Copenhagen Airport to Esbjerg). From Fredericia, which is connected to Hamburg, there are trains for Esbjerg every hour.

By ferry

There are ferry lines to Esbjerg from Harwich in the UK and from Torshavn on the Faroe Islands.

By road

Esbjerg is connected to E 20 and E 45 by highway.

HOTELS IN ESBJERG

Esbjerg offers a variety of good hotels. The organizers have booked a number of hotel rooms at absolutely reasonable prices for your convenience on the following hotels:

Palads Hotel, Skolegade 14, 6700 Esbjerg - 50 rooms - 545/705 DKK (approx. 74/95 euro) for single/double room

Hotel Ansgar, Skolegade 36, 6700 Esbjerg - 10 rooms - 745/950 DKK (approx. 100/128 euro) for single/double room

Scandic/Olympic, Strandbygade 3, 6700 Esbjerg - 40 rooms - 985/1135 DKK (approx. 133/153 euro) for single/double room

Hotel Britannia, Torvegade 24, 6700 Esbjerg - 50 rooms - 985/1135 DKK (approx 133/153 euro) for single/double room
history in Lithuania, entitled Wind in the Yards: imprints of the sailing ships era in Lithuania. Richly illustrated articles by Lithuanian and Polish historians will present little known facts of the Lithuanian maritime culture in a popular and attractive way.

**Netherlands**

Rotterdam - Oldest ship model almost century older than thought

Recent research by the Maritime Museum Rotterdam has shown that the so-called "Mataró model" (a reference to its probable origin) is almost a century older than was once thought. Easily the oldest Western European ship model in the museum, it has long been believed to date back to the late 15th Century. New research methods have allowed the ship's wood to be dated to about the first quarter of the 15th Century. Its age is only one of the many secrets the model has recently given up. The internationally renowned object can be regarded as a 15th Century time capsule. Not only does it offer insight into the backgrounds of the model itself but also into late medieval ship building. The Mataró model can again be admired on display in the Maritime Museum Rotterdam where its extraordinary story is told.

**Poland**

Gdańsk - New Maritime Cultural Centre

Demolition of the Colonial Warehouse at the Polish Maritime Museum in Gdansk is almost completed. After an archeological survey of the site is carried out, the museum will build the new Maritime Culture Centre to promote Poland's maritime cultural heritage. The design of the modern building blends in with it's historical surrounding. Partially glazed walls and ceilings will enable visitors to view the work of archaeologists and conservation specialists.

**USA**

33rd Annual Whaling History Symposium

At the Symposium, held in October 2008 at the Museum, the Waterman Award was conferred upon Professors Anthony B. Dickinson and Chesley W. Sanger of the Memorial University of Newfoundland, Canada.

Both individually and collaboratively, the professors have systematically examined the history and development of whaling at locations such as Labrador, on the edge of the Canadian Arctic, and South Georgia, on the threshold of Antarctica. Their primary focus in recent years has been 20th-century shore-station whaling, which adopted the mechanized methods introduced and disseminated worldwide by the Norwegians in the early 1900s. As the result of a moratorium declared by the International Whaling Commission in 1987, the technology is currently dormant.

In addition to their contributions to journal literature, Professors Dickinson and Sanger produced the landmark books *Norwegian Whaling in Newfoundland*, published in 2000 and *Twentieth-Century Shore-Station Whaling in Newfoundland and Labrador*, published in 2005 and winner of the Keith Matthews Award for Best Book published on a nautical subject.
Spain

Museu de la Pesca de Palamós: Outreach extended

The Museu de la Pesca de Palamós is a municipal maritime institution located on the coast of Catalonia. The Museum has recently extended its permanent exhibitions to the fishing port of Palamós. After serving in the fisheries from 1973 to 2001, a local trawler, ESTRELLA POLAR, has been saved and restored. The vessel is now moored at the fishing port of Palamós and open to the general public.

This project set a precedent for the Museu de la Pesca de Palamós along the Catalan coastline, yet, the extension of the permanent exhibition outside the Museum to the port does not end with the ESTRELLA POLAR. A second boat, GACELA, another wooden trawler of 20 m length and 40 tonnes displacement, will form part of their heritage afloat in the future. The local council of Palamós accepted the donation to enrich its museum collection, and to invigorate the waterfront with a cultural and educational offering.

THE LAST DAYS OF HMS BEAGLE

In the year in which we commemorate the bicentenary of the birth of Charles Darwin and the 150th anniversary of the publication of his greatest work, The Origin of Species, it is appropriate to recall Darwin’s statement, in 1876, that: “the voyage of the Beagle has been by far the most important event in my life, and has determined my whole career; …I have always felt that I owe to the voyage the first real training or education of my mind”. Dr Robert G W Prescott (University of St Andrews) has written an article tracing the later history of the ship. The article is posted on the ICMM website.

QUEERED SEAS

Papers are invited for ‘Queered Seas’, the first international conference on homosexuality and the sea. Co-organised by National Museums Liverpool and the Centre for Gender and Women’s Studies (CGWS) and the Centre for Mobilities Research (CeMoRe) at Lancaster University. Building on the book by Dr Jo Stanley and National Museums Liverpool’s touring exhibition Hello Sailor!, this conference aims to draw together a range of multi-disciplinary work which may include cultural and gender studies, cultural geography, art, literature film studies and fashion, as well as maritime history. To be held at Merseyside Maritime Museum, Liverpool 12-14 November 2009. Visit ICMM website for more details.
PORTUGAL

Association of Maritime Museums of the Mediterranean -
14th Forum on Mediterranean Maritime Heritage -
"Inventories and Divulgation of Fluvial and Maritime
Heritage - The Role of the Museums and the Communities' Participation" Ecomuseu do Seixal, Portugal, 23 to 25 October 2008

The 14th Forum on drew together institutional, university and association actors from the Portuguese maritime world, and members of the Association to present and debate different initiatives regarding inventory collections and the promotion of maritime heritage.

The Ecomuseu do Seixal, host of the event, launched the discussion by presenting their work on the promotion and dissemination of maritime heritage in relation to the fishing community and the inhabitants of Seixal. In addition they explained a project in which younger generations are assisting in the progress on the inventory of traditional boats and its spreading actions developed for young generations.

A wide range of themes were tackled throughout the sessions, for example including the importance of relations establishing collaborative relationships amonged with associations and structures institutions. and the need to join forces so as to build up common courses of action. As a case in point there is an association of Sant Pol de Mar (Catalan coast of Spain), whose many actions for the recovery of maritime heritage elements in the fishing town have been highly successful; likewise the recovery of Paulilles in France, a natural coastal site devoted to maritime heritage.

Among other topics discussed, different professionals illustrated their country experiences on inventorying, legal labelling documenting, or redefining historical monuments. Other experts focused on the promotion from a tourism promotion viewpoint analysing how maritime heritage ships can become a tourist attraction or how a historic waterfront exploited with maritime heritage resources can grow to be a tourist hub.

The event coincided with the celebration of the 10th Anniversary of the creation of the Association of Maritime Museums of the Mediterranean. The schooner SANTA EULÀLIA, the extension to the seaflagship of the Maritime Museum of Barcelona, travelled to Lisbon to support this year's Forum and to share celebrate with its participants the Association's celebration. The next Forum in 2010 will be organised by the Batana House Ecomuseum of Rovigno, Croatia.

UNITED KINGDOM

Maritime Heritage Forum

The first UK Maritime Heritage Forum was hosted by Merseyside Maritime Museum, Liverpool in December 2008. The Forum brought together over 60 delegates representing a wide cross-section of maritime heritage bodies, including maritime museums, historic ships and heritage organisations that either have maritime collections or maritime interests. The idea behind the Forum was to encourage dialogue and involvement between established institutions and groups who have maritime collections or share maritime interests. It is acknowledged that there are many public and private institutions throughout the UK, large and small, that have shared maritime interests but are not necessarily aware of the work that is going on around them or might welcome the support of partnerships with other groups.

Keynote speaker Sir Neil Cossons, a previous Director of the National Maritime Museum, Greenwich, and the Science Museum, and, until his recent retirement, Chairman of English Heritage, gave a challenging and provocative review of UK maritime heritage today. Among the other speakers were Kevin Fewster, Director, National Maritime Museum, Greenwich; Martyn Heighton, Director of UK National Historic Ships and Ellen Winser, Chair of the Trustees of National Maritime Museum, Cornwall. The Forum provided a platform for short updates on a wide variety of current activity and initiatives across the maritime heritage sector. There was great support among delegates to make the Forum a regular event.

10th anniversary celebration (schooner Santa Eulàlia) at Seixal, Portugal. Centre, from left to right: Graça Filipe (director Ecomuseu Municipal do Seixal) and Elvira Mata (Museu Marítim de Barcelona) with AMMM members and Forum participants/assistants
Rethinking the Maritime Museum. Developments - Perspectives - Challenges
Aabenraa & Flensburg, 20-22 May 2009

The maritime museum is well established in the world of museums. For 150 years this kind of museum has made its unique presence felt and discovered its own way of understanding and telling maritime history. Like the maritime industry, maritime museums are global. They have established an international pattern, and the items on show exhibit and stories they tell do not vary that much. You will find a familiar feel to the maritime museum, regardless of whether it is in Sweden or Argentina.

The main story is often that one of technological developments in shipping, from sail to steam or from steam boats to atomic submarines, especially when the story about the switch from sail to steam was all-pervasive. Such a story is told all around the world, with from varying angles. The relation between the global development and the local story is an interesting area of creative tension in which maritime museums can flourish.

Facing new social and economic challenges, the maritime museums have to ask themselves if they can sharpen up or refine their profile in order to reach out to new users without losing their traditional visitor groups.

Within the next few years, both the Flensburg Maritime Museum and the maritime section of Museum Sønderjylland in Aabenraa will get the chance to expand and rethink their activities. At this conference it will be possible to discuss ideas for innovative developments, new perspectives and current challenges for the maritime museums.

The conference will take the two museums' situation as the starting point, but the theme is relevant for theo all museums. debate that is going on at both national and international levels. Many maritime museums are either in the middle of, or are about to embark on, a debate about their foundation. The conference will also tie in with the ICMM's world Congress in Malta in 2008, which more broadly addressed the future of the maritime museums and their opportunities.

Based on the historical development of the maritime museums, many questions will be addressed. These will range from the traditional matters of collections, stories and exhibitions to the broader questions of construction and significance of a maritime identity in modern society. The interaction between museum and culture will also be examined, as will the links between museum and local activists.

The conference will have the following main themes:


Bringing things the past to life - What stories are supported by the maritime events culture? Between maritime romance and reality - What notions do people visiting maritime museums have?

Maritime Artefacts: What makes an item "maritime"? Which collections policies do we follow? Where are collections focussed on? How do we manage big artefacts that come from the modern maritime world? Do the collections have any blind spots?

Maritime Tourism: The maritime world as a tourist attraction? Experiences and money, and where museums fit in. The Tivoli gardens in Copenhagen, amusement parks or museums. Quality or quantity? Links for co-operating with the tourism industry. Many small experiences or notable big ones? The financial aspect of the leisure economy.


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The conference will be held from 20-22 May, 2009 in Aabenraa and Flensburg.

Following the conference, there will be the opportunity to participate in the 30th Rum-Regatta in Flensburg.

The conference is being organised jointly by the Flensburg Maritime Museum and Museum Sønderjylland. The conference organisation is being headed by Thomas Overdick, head of Flensburg Maritime Museum (www.schiffahrtsmuseum.flensburg.de), and Asser Amdisen, head of the maritime section of Museum Sønderjylland (www.museum-sonderjylland.dk).
The 2009 Annual Conference of the North American Society for Oceanic History, Steamship Historical Society of America and National Maritime Historical Society
May 14-17, 2009, California Maritime Academy, CSU Vallejo, California, USA
Details are on the conferences page of the ICMM website and for further information visit www.nasoh.org and click on the "Annual Conference" button.

LITHUANIA
Aiming for a better presentation of the common Baltic Sea maritime heritage and tradition of the Baltic Sea, the Lithuania Sea Museum is organizing an international conference on "Maritime Heritage and Tradition - Challenges and Opportunities".

ICMM Congress 2009
October 5-11, 2009, Esbjerg Denmark.
For full details see article earlier in this newsletter and check our website for updates: www.icmmonline.org

Nordic Maritime Museums Meeting 2009
The tri-annual NMMM will take place 26th - 28th August in Mariehamn on the Åland Islands. Maritime museums from all Nordic countries and autonomous regions are welcome to send delegates. The purpose of the meeting is to get updates on what's going on in the field of maritime museums in the Nordic area and to discuss current issues. The main theme of the meeting is collections, but there will also be room to talk about other things too. The call for papers is open till 30th April and deadline for registration is 12th June. For more information, contact Hanna Hagmark-Cooper at the Åland Maritime Museum (hanna@sjofartsmuseum.ax). Welcome to the Åland Islands - Välkommen till Åland!

Corrosion of Historic Ships
5 - 9 September 2011, Mariehamn, Åland Islands, and Turku, Finland
See last edition of the Newsletter and ICMM website for full details. Contact j.r.orjans@aland.net

The Enduring Journey of the USS Chesapeake: Navigating the Common History of Three Nations.

Members may recall a presentation at the ICMM interim congress in Falmouth ... This book and website directly address issues of historic preservation and the role of museums at a time when preserved artefacts have become more expensive to maintain, with fewer visitors in some cases, and the option of digital preservation and distribution (recently announced by the Smithsonian) becomes more attractive. USS CHESAPEAKE was preserved within the walls and roof of a commercial building until the late 20th century. The deliberations that took place about her future at that time raise provocative questions about the preservation of history.

The USS CHESAPEAKE was one of the first six frigates of the U.S. Navy, but in 1820 she gave her unaltered timbers to a watermill in Wickham, England where they are still preserved.

Their journey traces the circular relationships of the United States, Canada and Great Britain from the Revolutionary War through the War of 1812 up to the present day. It raises provocative questions about our responsibilities to history and the practices of historic preservation.

The final chapter of these timbers' story is yet to be written.

www.theusschesapeake.com
FAREWELL TO SAILS

To commemorate the 60th anniversary of the last voyage around Cape Horn by a cargo carrying sailing ship, the Åland Maritime Museum is producing an exhibition called Farewell to Sails. The exhibition follows the four-masted barques PASSAT and PAMIR on their final voyages from South Australia to Falmouth, UK and Queenstown, Ireland.

The exhibition will open at the Åland Maritime Museum on May 28th 2009 and close on October 2nd. Those dates correlate with PAMIR’s departure from Port Victoria and arrival in Falmouth. PASSAT departed Port Victoria on June 1st and arrived in Queenstown on September 19th.

The exhibition is produced by the Åland Maritime Museum together with artist Rita Jokiranta. It is being exhibited internationally. Currently, museums in Australia, New Zealand, UK, Norway, Hong Kong and Finland have confirmed their intention to show the exhibition. For a fuller report visit www.icmmonline.org

NEW BEDFORD WHALING MUSEUM, USA (TO END 2009)

Classic Whaling prints. Organized and written by Dr. Stuart M. Frank, Senior Curator at the Whaling Museum, the exhibition traces highlights of the genre from Dutch and German foundations in the 17th century to French, British and American masterworks of the 19th century, and a few examples from Japan and the American 20th century.

Exhibited alongside the prints are the original oil paintings, drawings and watercolours on which some of the prints were based, along with related historic book and magazine illustrations, banknotes, scrimshaw and ceramics - all drawn from the Museum’s permanent collection, the world’s largest and most comprehensive.

Of special interest in the section "The French Are the Lads" (the title is quoted from Moby-Dick) are the four prints that Melville found especially praiseworthy. One of these is unique to the Whaling
Museum collection - the only known specimen in the world. Other sections include "The Dutch Golden Age"; "The British Go Whaling"; "Marine Painter to His Majesty, the Sailor King," which examines the work of the great W.J. Huggins; "The American Century"; and "Along the Pacific Rim."

TRONDHEIM MARITIME MUSEUM, NORWAY

On July 1st 2009 The Trondheim Maritime Museum will open a new exhibition dealing with the sailing ship-period era and the importance of this era for the town of Trondheim. The exhibition includes a number of sail ship models, and will present the history of navigation and trade across the Oceans. Children can learn about the maritime history of Trondheim visiting a brand new hands-on exhibition representing a ship named TORDENSKJOLD.

CHESAPEAKE BAY MARITIME MUSEUM, USA

The Bay from Above - Aerial Views of the Bay Then and Now. (continues through summer 2009).

How much has the Chesapeake Bay changed over the past 75 years? "The Bay From Above: Aerial Views of the Bay Then and Now" juxtaposes the 1930s-1950s black and white photography by H. Robins Hollyday with new colour photographs by Hunter H. Harris of the exact same scene. The result is a visually stunning exhibition, documenting the dramatic changes in the Chesapeake's shoreline, farmland, and Bay communities over the last 75 years. www.cbmm.org/BayFromAbove.html

MUSEU MARITIM DE BARCELONA, SPAIN


An exhibition that centres on the maritime culture of ancient China opened at the end of 2008. The story is told throughout Zheng He San Bao, one China’s most important seamen who lead an incredible maritime adventure in the 15th century.

The exhibition offers the opportunity for the first time inbrings to Spain for the first time to admire unique original objects lent from around the world - the Maritime Museum of Quanzhou, China; the Victoria & Albert Museum and the British Library, in the United KingdomUK; and the Museo Naval de Madrid and the Museo Oriental de Valladolid, Spain, amongst others.

The objects on display cover a large range of themes: from Chinese ceramics, trading products, religious elements, navigation instruments of the period, cartography, and to documents illustrating medieval Chinese navigation.

The exhibition demonstrates the importance of the Chinese maritime expansion between the 10th and 15th Centuries. In the beginning of the 15th century, Emperor Yongle (1360-1424) sent huge Chinese ships to sail the Indian Ocean under the command of the eunuch Zheng He (1371-1434). These vessels sailed the seas for thirty years reaching Malaysia and Java, and even venturing to the coasts of Arabia and Africa. Zheng He dominated the Indian Ocean until his death, after which the enormous Chinese fleet of 255 ships and 27,500 crewmen vanished forever.

The itinerary of the display introduce visitors to the main characters of this historical period: Emperor Yongle, responsible for the travels and Zheng He, the maritime adventurer. A historical background complements the setting: China before Zheng He; the Song dynasty boosting the journey to the Indian Ocean, -motives and interests such as geography, products, etc.-; cultural change that this new maritime interest brings to the Yuan dynasty and the cultural and religious diversity that flourished. Following the splendour of the maritime expeditions of Zheng He comes the decline of the Chinese maritime rule: the reasons why high civil servants opposed future voyages; the sudden disappearance of maritime China; and other elements that change the panorama of the South eastern Asia, such as the arrival of new rulers in the Indian Ocean -Ottomans, Portuguese, Spaniards and the Japanese pirates.

The exhibition, which caters for a wide range of visitors; contains special elements for visually impaired visitors: it has Braille texts, the adaptation in relief of the relief replicas of most relevant objects, and the incorporation of a tactile space. For further information: www.mmb.cat

For fuller details of these exhibitions: www.icmmonline.org/pages/exhibitions.htm
NOTICES

Your ICMM needs you!
Wanted: Host Venues for Biennial Congresses.
The Executive Council (EC) invites all members to consider organising one of the future Biennial Congresses in 2011, and 2013 and 2015. Bids will have to meet the Guideline Criteria for the Selection of Future Venues for the Biennial Congresses of ICMM. These can be obtained by sending an email to the chairman of the site selection committee, Harry de Bles (h.d.bles@mindef.nl).

A PLEA!
Members are reminded to inform the Honorary Treasurer (email address on back page) of any change of address, or changes in their contact details. We rely on you to keep us informed and thus to make sure you receive your subscription renewals and newsletters on time. Thank you.

JOIN ICMM!
ICMM welcomes new individual (associate) and full members. Please visit www.icmmonline.org/pages/join.htm or contact the General Secretary General Stuart Parnes for details. sparnes@cbmm.org

NOTE TO AUTHORS
ICMM News seeks contributions on any topic related to maritime museums from members and non-members.
 Contributions should be forwarded in MS WORD format, or as text in the body of an email message, to the editor.
 Authors may prefer to check the suitability of the topic with the editor beforehand but no guarantees will be given that any article will be published.

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ICMM News is the journal for members of the International Congress of Maritime Museums (ICMM). It is published three times per year (generally in March, July, and November). ICMM News is published with the assistance of the NZ National Maritime Museum (NZNMM), Auckland, New Zealand. Views are those of the respective authors and do not necessarily reflect the views of ICMM or the NZNMM. Contact the Editor, Larry Robbins: ICMM News, PO Box 35-401, Browns Bay, Auckland, 0753, New Zealand. Email: icmm@robbins.gen.nz

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