Navigating Histories. The Value and Meaning of Orientation
International workshop, 24th-26th of June 26
German Maritime Museum/ Leibniz-Institute for Maritime History
(Hans-Scharoun-Platz 1, 27568 Bremerhaven)

Navigational tools form a precious and unique part in museum collections. They are material testimonies of the need of orientation especially in unknown and therefore to explored surroundings. They also reflect the memories and values attached to their travels. Navigation is linked to a wide realm of linguistic and cultural concepts which go beyond these artefacts. In our conference we would like to bring together the metaphoric meaning of navigation with the object-based histories transmitted in our collections.

Under the title **"Navigating Histories"**, the conference unites scholars and curators who explore the history and metaphors of navigation. Navigation is understood here not only as a technical skill, but also as a cultural practice, a form of knowledge production, and a key to situating human beings in space and time. From nautical charts and navigational instruments to maritime infrastructures and colonial knowledge regimes, from museum scenographies to global ecologies: the contributions of our conference demonstrate that "navigating" is always also a way of world-making – whether on the ocean, in museums, in literature, or even in outer space. Navigation connects nature and technology, power and knowledge, past, present and future. Navigation has always been more than a technical procedure: it is a cultural practice, a way of knowing, and a metaphor for situating humans in space and time. This conference brings together historians, curators, and cultural theorists to explore navigation as a multifaceted field — spanning maritime infrastructures, instruments and maps, colonial encounters, museum practices, and ecological imaginaries. By "navigating histories," we aim to reconsider how technologies, values, and narratives of orientation have shaped global and local worlds alike.

The aim of the conference is to bring together these diverse perspectives and, through case studies as well as theoretical reflections, to reframe central questions for a history and cultural history of navigation.

Questions we would like to explore focus on the practices of navigations and the general circulation of knowledge, the effect of navigation techniques on the conceptualization of space and time, the political connotations behind the histories of navigation and the question of how navigation and its historical discourses can be exhibited and mediated today.

Program

Wednesday, 24th of June

7 pm: dinner at Panorama Restaurant (optional), Am Alten Vorhafen 8, 27568 Bremerhaven

Thursday, 25th of June
At the "ship realms" exhibition Hans-Scharoun-Platz 1, 27568 Bremerhaven

9:00-9:30 welcome and introduction
(Achim Saupe/ Potsdam; Liba Taub/ Cambridge; Ulf Hashagen, Munich; Ruth Schilling/ Bremerhaven)

Panel 1: Navigating Materialities
Chair: Wolfgang Koeberer

9:30-10:15 Navigation after 'the longitude problem': instruments and innovation in 19th- and 20th-century seafaring (Josh Nall/ Cambridge)

The Whipple Museum of the History of Science in Cambridge holds a large collection of scientific devices intended to aid navigation at sea. Some of these are very well known—instruments like the sextant and the chronometer, both designed to help navigators calculate their position when out of sight of land. But many of these devices are more obscure. This talk will consider a range of these less well known instruments, and ponder why so much time and effort was put into their development. I will argue that the 'longitude problem' has a much longer history than is typically assumed, with inventors and instrument-makers still developing new and varied tools to help aid navigation a century-and-a-half after this problem is supposed to have been 'solved'. I will consider, in particular, a pair of portable analogue calculators designed in the 1880s and 1930s to solve problems of spherical trigonometry without the need for paper calculations. Studying these instruments, I argue, offers us a more complex picture of the realities of maritime life, in which fixing location was never easy and in which commercial interests remained focussed on 'solving longitude' long after the chronometer and sextant had become standard instruments of navigation at sea.

Joshua Nall is Director of the Whipple Museum of the History of Science, in the Department of the History and Philosophy of Science at the University of Cambridge. He studies the history of the physical sciences after 1700, with a particular focus on material culture. His book, News from Mars: Mass Media and the Forging of a New Astronomy, 1860-1910 (University of Pittsburgh Press, 2019) won the History of Science Society's 2020 Philip J. Pauly Prize. He is co-editor with Liba Taub and Frances Willmoth of The Whipple Museum of the History of Science:

Objects and Investigations, to Celebrate the 75th Anniversary of R.S. Whipple's Gift to the University of Cambridge (Cambridge University Press, 2019), and co-editor with Boris Jardine of the primary source volume Victorian Material Culture: Science and Medicine (Routledge, 2022). He has also curated a variety of exhibitions and displays, including Astronomy & Empire (2017), The Art of Deception: Fakes from the Whipple Museum's Collections (2026), and Craftswomen: Uncovering Hidden Labour in the History of Science (2022), winner of the British Society for the History of Science Exhibiting Excellence Prize 2023.

10:15-11:00 Theoria cum Praxi? Navigation Textbooks, Practical Requirements and Actual Practice at Sea (Guenter Oestmann/ Berlin)

Does a helmsman need theory at all to steer the course of a ship? If so, how much theory is required? Or is extensive practical training at sea the only necessary prerequisite? Manifold answers to these questions have been presented in different economic and institutional settings, and there was always a certain tension between the curriculum of navigation schools and actual practice at sea. The paper highlights the development of nautical textbooks in Germany from the late 18th century to the beginning of the First World War, a period of time which saw a tremendous increase in maritime commerce accompanied by profound structural changes, when more and more sailing ships were replaced by steamers. The possibility of scheduled voyages was within reach, and the increasing use of steel in the construction of ships posed new demands on navigation techniques and their practical application on board, as well. Nautical education was institutionalized, and the relationship between practical experience and theoretical requirements was discussed, sometimes turning into polemic battles.

Günther Oestmann (b. 1959) has been trained as a clockmaker and received a PhD with a study on the astronomical and astrological significance of the clock in Strasbourg Cathedral in 1992. In 2013 the Musée international d'horlogerie (La Chaux-de-Fonds) awarded the „Prix Gaïa" to him, and in 2014 he was elected as corresponding member of the International Academy of the History of Science (Paris). Three years later Oestmann was appointed as extraordinary professor for history of science at Technical University Berlin. Parallel to his academic activities he is working as a restorer of clocks and scientific instruments.
Fields of research: History of scientific instruments and clocks, history of astronomy/astrology and mathematical geography, maritime history.

11:00-11:15 coffee break

11:15-12:00 Lost in Translocation: Chinese portable sundials in British collections (Zi-Yu Chen/ Cambridge)

British collections hold at least forty portable sundials made in late imperial China, specifically the eighteenth and nineteenth centuries. Although not navigational instruments in the strict sense, they arrived in Britain through maritime trade, often through the hands of sailors with an interest in spatial and horological instruments, and they have an especially close link in origin and curatorial challenges with Chinese compasses. Nearly half were donated as part of the collections of Lewis Evans, James Caird, and Robert Whipple, which shaped the early disciplinary identity of the History of Science. Yet accession records reveal that these sundials have consistently been read as exotic relics or curious imitations of Western scientific instruments and were frequently misattributed altogether. This presentation offers the first descriptive catalogue of these objects and argues that they deserve examination as part of a living horological tradition. Their materiality and inscriptions shed light on a moment of cross-cultural flux in knowledge and authority, revealing artisans who were actively navigating between Chinese and European intellectual worlds. Beginning with an overview of the dial-making centres that gave these sundials their distinctive features and situating them within a global moment of exoticism and mercantile exchange, I will close by reflecting on how objects that fall outside the familiar typology of scientific instruments might be more productively interpreted in Western collections today.

Zhi-Yu Chen is completing her PhD in History and Philosophy of Science at the University of Cambridge. She is interested in visual and material culture of science, especially Chinese-European exchanges and the early modern period. Her PhD project is about Chinese migration and cross-cultural knowledge in pre-1800 Southeast Asia and is supported by the Gates Cambridge Trust.

12:00-1:30 pm **lunch and touring museum harbour (Ruth Schilling/ Bremerhaven; Nina Nustede/ Bremerhaven)**

Panel 2: Navigating Frontiers
Chair: Liba Taub (Cambridge)

1:30-2:15 **Echo soundings, Nautical Chartography, and the Revision of South Atlantic Water: R/V Meteor as a Ship of Opportunity, 1925-1927 (Frederic Theis/ Bremerhaven)**

The German Atlantic Expedition (D.A.E.) 1925 to 1927, conducted aboard the research vessel METEOR, was a joint initiative of the Reichsmarine and the Notgemeinschaft der Deutschen Wissenschaft, the primary aim of which was to investigate atlantic water circulation patterns and seafloor topography, while also serving to restore Germany's scientific and political prestige after World War I. This study identifies a third objective: the systematic revision and enhancement of nautical data for the mid- and south atlantic waters, including a precise

remapping of coastal shallows. Employing early echo-sounding technologies, the expedition thus continued established hydrographic practices and significantly contributed to navigational accuracy and maritime safety, its results supporting both south atlantic shipping and the broader scientific and political agenda of the Weimar Republic.

Among other areas, Frederic Theis's research focuses on historical navigation practices, encompassing both the innovative development of instruments and the analysis of nautical charts and route maps preserved in museum collections, which document the intensification of global maritime networks since the Early Modern period. His work further addresses transformations in maritime and navigation-related data collection practices, the transmission of navigational knowledge, and the emergence of modern scientific oceanography. In his capacity as Scientific Coordinator in the German Maritime Museum's program "Digitality and Materiality of Maritime Collections" and as co-curator of special exhibitions, he primarily focuses on the digital and material visualization of the museum's collections.

2:15-3:00 From Soundings to Submersibles: Navigating the La Jolla Submarine Canyon as a Three-Dimensional Space (Katrin Kleemann/ Bremerhaven)

For a long time, what existed beneath the ocean's surface remained largely hidden. Early lead-line soundings provided only single-point measurements, suggesting a smooth, gently sloping seabed. From the late nineteenth century onward, increasingly sophisticated technologies, especially echo sounding, revealed a rugged submarine landscape comparable to that on land. Among these features were submarine canyons, first identified in the nineteenth century and later documented worldwide. These deep, V-shaped valleys, formed by sediment-laden turbidity currents, and their origin were controversially debated for decades.
Submarine canyons are not only geological formations but also sites in which practices of navigation, in both technical and metaphorical senses, become visible. Long before they were mapped, sailors and fishermen indirectly registered shifting currents, upwelling zones, and areas of abundant marine life. These encounters reflect forms of orientation in an environment that they could not yet explain. With advances in bathymetry, these sites are now included in navigational charts. Yet this process remains incomplete: many submarine canyons are still only partially mapped and continue to pose risks to submarine cables and pipelines. Navigation extends beyond the surface to include interpreting the three-dimensional oceanic environment.
Over the twentieth century, methods for studying submarine canyons evolved significantly, from sounding depths with lead lines to sampling from ships to hard-hat diving, scuba, and submersibles, each enabling new forms of sensing and interpreting the seafloor. In particular, navigating submarine canyons as an embodied experience as a diver or in a submersible

required knowledge about this realm as a three-dimensional space. The La Jolla and Scripps Submarine Canyons off the coast of Southern California became key sites for this research when Francis Shepard and his colleagues at the Scripps Institution of Oceanography (SIO) began systematic studies in the 1930s. Both canyons are located directly next to the famous Scripps Pier, which was unknown when the site in La Jolla Shores was chosen in 1907. Its proximity to SIO made these canyons one of the best-studied submarine canyon environments, serving as a natural laboratory for understanding processes that also occur elsewhere, including the Hudson, Monterey, Congo, and Bengal canyon systems.
Drawing on archival materials from the Scripps archives at the University of California San Diego and objects from the DSM collection, including diving equipment, sounding instruments, and models of the submersible *Trieste*, this paper argues that submarine canyon research can be understood as a history of navigating the deep as a three-dimensional space.

Dr. Katrin Kleemann is a postdoctoral researcher at the German Maritime Museum / Leibniz Institute for Maritime History in Bremerhaven and a Young Academy Fellow at the Academy of Sciences and Humanities in Hamburg. She is an environmental historian and historian of science working on geology, climate, and ocean history. Katrin studied history, cultural anthropology, and geology at the University of Kiel, the Free University of Berlin, and LMU Munich. Her work has appeared in Nature*,* Global Environment*,* Climate of the Past*,* Volcanica*,* Ambio*, and* WIREs: Climate Change*. She held research fellowships at the John Carter Brown Library (Providence, USA), the Scott Polar Research Institute (Cambridge, UK), and the Scripps Institution of Oceanography (La Jolla, USA).*

3:00-4:00 **touring the museum (Ruth Schilling/ Bremerhaven)**

4:00-4:30 **coffee break**

4:30-5:30 **Navigating Logbooks: Tracing Histories, Data, and Meanings at Sea 1600–1900" (Lucas Haasis/ Bremerhaven; Simon Karstens/ Paris; Rieke Kaiser/ Oldenburg; Eleonora Rohland/ Bielefeld)**
Chair: PD Dr. Jan Simon Karstens

This roundtable explores how historical logbooks serve as crucial navigational tools, not only for past seafarers but also for present-day historians, digital humanists, and climate researchers seeking to navigate history. Ship's logs, traditionally understood as technical records of routes, meteorological conditions, and events on board, are increasingly recognized as complex sources documenting global mobility, climate data, and human experiences at sea. They enable us to trace maritime networks, material flows, and global entanglements, while revealing the epistemologies of record-keeping that structured life aboard ships. The

discussion brings together researchers who approach logbooks through distinct yet intersecting methodologies. Prof. Dr Eleonora Rohland presents insights from the *DOLDRUMS* project, which investigates logs from vessels involved in the transatlantic slave trade to reconstruct historic climate patterns and movements of the Intertropical Convergence Zone. Rieke Kaiser introduces the *DiViAS* project, which employs digitisation, text recognition, and AI-based georeferencing to map global shipping routes from *Prize Papers* logbooks. Lucas Haasis offers a microhistorical and curatorial perspective, reflecting on qualitative analyses of logbooks of the Bremen ship *Concordia* (1757) and HMS *Calcutta* (1803), and on their translation into public history through exhibition practice. Together, the speakers present a multi-layered understanding of logbooks as sources that record, mediate, and materialise navigation in the broadest sense, through oceans, data, and histories alike. The roundtable will be moderated by PD Dr. Simon Karstens, an expert in maritime history with a particular focus on women aboard early modern ships. The roundtable will run for 45 minutes as an open discussion structured around five guiding questions, followed by 15 minutes for audience interaction. If time is limited, the final Q&A segment may be omitted.

Prof. Dr. Eleonora Rohland
Professor for Entangled History in the Americas, Co-Director Center for Interdisciplinary Research (ZiF), Working Group Iberian and Latin American History, Bielefeld University.
Project: https://mpimet.mpg.de/en/communication/detail-view-news-homepage/climate-data-from-ship-logs-interdisciplinary-project-receives-funding-from-the-volkswagen-foundation

Eleonora Rohland is professor for entangled history in the Americas and one of the executive directors at the Center for Interdisciplinary Research at Bielefeld University, Germany. She was trained as an economic, social, and environmental historian at the University of Bern, Switzerland and received her PhD from Ruhr-University Bochum, Germany. She has been a co-coordinator of the research group “Coping with Environmental Crises” at the Maria Sibylla Merian Center for Advanced Latin American Studies, Bielefeld University and University of Guadalajara, Mexico and is Co-PI of the new Volkswagen-funded interdisciplinary Project DOLDRUMS (Deciphering OLD ship Records to Understand the Maritime Structure of the Atlantic Intertropical Convergence Zone) combining historical and climate research in order to understand current and future climatic changes. This project runs in collaboration with scientists from the Max Planck Institute for Meteorology.

Rieke Kaiser
PhD Student, Research Associate, DiViAs Project, Carl von Ossietzky University Oldenburg.
Project: https://divias.de/en/the-project/fallstudie-1-bewegung-in-raum-und-zeit

Rieke Marie Kaiser is a historian, PhD student and research associate in the DiViAS project at Carl von Ossietzky University Oldenburg, where she works on the case study “Movement” and the analysis of the Prize Papers collection. Her research focuses on the early modern period, especially logbooks, mobility, and digital methods in history and the humanities. She is currently pursuing her PhD on early modern logbooks and is involved in developing digital and visual approaches to historical sources within the DiViAS research association.In her PhD she focusses on spatial, temporal and social dimensions of 18th century movement.

Dr Lucas Haasis
Historian, Senior Fellow at the German Maritime Museum, Leibniz Institute for Maritime History, Gerda Henkel Fellowship
Project: https://www.dsm.museum/en/about-us/team/dr-lucas-haasis

Lucas Haasis is a historian and senior fellow (Gerda Henkel Scholarship) specializing in digital maritime cultures at the German Maritime Museum, Leibniz Institute for Maritime History in Bremerhaven. His research focuses on global maritime history during the long 18th century, addressing maritime history and forced migration, with a particular focus on convict history and imprisonment aboard ships, the materiality of history, public history and digital humanities. Haasis earned his doctorate at the Oldenburg University through a microhistorical study on merchant culture and epistolary practice in the 18th century. He previously served as a lecturer in early modern history and games in Oldenburg, and as research coordinator and PR manager for the German-British Prize Papers Project.

Chair:
PD Dr. Jan Simon Karstens
Postdoctoral Researcher, Heisenberg Position (DFG) at the German Historical Institute in Paris, Early Modern History, and Lecturer at the University of Trier.
Project: https://www.dhi-paris.fr/index.php?id=6676

Jan Simon Karstens is a historian specialising in early modern history. He studied History and Political Science at the University of Trier, earning his Magister Artium in 2004, his doctorate in Early Modern History in 2008, and his Habilitation in 2019. He is currently *Privatdozent* at the University of Trier. As of April 2025, he has taken up a DFG Heisenberg Fellowship at the German Historical Institute (DHI) in Paris. Since completing his Habilitation on the history of failed attempts to colonize the Americas, Simon Karstens has maintained a strong research interest in the history of mobility. He analyzes the travels of European colonists and seafarers to the Americas, as well as those of Indigenous voyagers to Europe. He places particular emphasis on the complex interactions between seamen and other people traveling aboard ship. His fields of expertise also include the history of women traveling at sea or working in mobile maritime environments, as well as differing cultural perceptions of the ocean as a space of mobility.

6:00-7:00 **boat tour with the HaRuFa, New Harbour: https://maps.app.goo.gl/7MBK1ncWsMBWc5zHA**
7:15 pm **conference dinner at the Salondampfer MS Hansa (Hermann-Henrich-Meier-Str. 680)**

Friday, 26th of June
conference room at the DSM library, at Hoebelstraße 23, 27572 Bremerhaven (FAMO building)

Panel 3: Navigating beyond technicalities
Chair: Klaus Staubermann (Hamburg)

9:00-9:45 am **"We start where the road ends". On the Maritime Regions' transport infrastructure (Lina Schröder/ Munich)**

The term 'maritime regions' refers to medium-sized areas that consist largely of salt water but also include coastal areas or island groups bordering the sea. Based on nautical charts, the presentation deals with the waterways. Starting from the current traffic routing, various prerequisites and conditions for maritime transport are explained using information provided by modern nautical charts, followed by examples in the form of buoys and lighthouses. The role and development of nautical charts, the aforementioned transport infrastructure and the relevant specialist knowledge are discussed. This makes it clear that maps in 'maritime regions' follow a different tradition than those on land, and that the self-evident nature of today's waterway navigation is still relatively young.

Lina Schröder, PD Dr., born in 1982, regional and state historian: Studied history at the University of Duisburg-Essen, where she served as a research assistant (2012–16) and earned her doctorate (2016) in regional history with a dissertation on an unrealized canal project (postwar period). Since 2021, co-editor of the series "Studies on the History and Culture of Northwestern Europe"; March 2024: Habilitation at Paris-Lodron University of Salzburg (PLUS – Venia legendi: European Regional History) with a cross-epochal and regional historical study examining infrastructure (with a temporal focus on the pre-modern period); 2016–24 Lecturer at the Chair of Franconian Regional History at JMU Würzburg; Winter Semester 22/23–Winter Semester 23/24 Visiting Lecturer at PLUS; Jan.–May 2025 Research Fellow at the 'Deutsches Museum' in Munich; Dec. 2025–Apr. 2026 Research Researcher at the IFLG Thurnau (Universities of Bamberg/Bayreuth); since May 2026, Research Associate at PLUS. Research Focus (cross-period and interdisciplinary): 1. Borders and "special spaces" (e.g., border

regions, regional interfaces, "maritime regions"), 2. regional and local aspects of infrastructure, and 3. resource and energy discourses in the context of social organization; personal website: https://www.linaschroeder.eu/

9:45-10:30 The Volcanic Beacon: Mount Erebus as Navigational and Epistemological Landmark (Mohammad Abu Hasan/ Bremerhaven)

Mount Erebus, a volcano in Antarctica, served as a key navigational fixed point during the early period of Antarctic exploration because of its ongoing eruption. Both as a geological landmark and as an epistemological reference for explorers mapping and understanding the Ross Sea region, Mount Erebus served a dual function. Based on expedition accounts of the nineteenth and early twentieth centuries and recent archaeological discoveries, this paper investigates how Mount Erebus was used as a terrestrial chronometer and a reference mark for maritime and overland navigation relative to the Ross Ice Shelf. It analyzes the 1841 expedition account of Sir James Clark Ross when the erupting volcano was first visually recorded, named and used as a calibration point for geographic and magnetic observations. It further investigates the first ascent by the Shackleton's Nimrod Expedition party (1907-1908) and later scientific observation by Robert Falcon Scott's Terra Nova Expedition party (1910-1913). The archaeological rediscovery (2012-2013) of the remains of these climbs is examined as material evidence of navigation, planning and production of spatial knowledge. By contextualizing these analyses within the field of heritage and historical geography frameworks, this paper argues on the basis of maps, illustrations and expedition descriptions that the material culture and landscape of Mount Erebus helped produce and preserve crucial spatial knowledge during the Heroic Era. It highlights that the significance of Mount Erebus is not only noteworthy as a landmark in the Antarctic landscape but also as a substance for geographical understanding and as a heritage site representing the legacy of early exploration.

Mohammad Abu Al Hasan is working as a Scientific Associate and a PhD researcher at the German Maritime Museum. Trained as an Archaeologist and heritage professional, his research interests span critical museum studies to heritage in extreme conditions, such as Antarctic and Aerospace heritage. Hasan is currently working on his PhD research on the sustainable management of Antarctic Heritage. He is a member of ICOM, ICOMOS and several other international scientific committees.

10:30-10:45 coffee break

Panel 4: Values and metaphors of orientation
chair: Achim Saupe

10:45-11:30 Practices of Navigation and Principles of Value-Making. Steering Towards a Maritime History of Knowledge (Ruth Schilling/ Bremerhaven)

The history of navigating the sea is a classical topic both of maritime history in general as well as of maritime museum exhibitions in particular. Giving the fact that we are extremely used to be guided by technical path finding tools the communication of the basics of navigating at sea without GPS is something increasingly exotic and difficult to explain to the wide range of museum visitors. Therefore, the technical details get into focus and not the context and effect of maritime navigation. In my paper I would like to reconnect the circumstances of navigating at sea with the question of how these technologies were related to different forms of knowledge and thus also different social and cultural settings.

Ruth Schilling acts as the scientific director of the German Maritime Museum in conjunction with a chair for Maritime History at the University of Bremen. She has worked also on museological themes as well as the history of knowledge and political culture in the early modern period.

11:30-12:15 Navigational Accidents and the Histories of Spatialization and Inscription (Henning Trüper/ University of Oslo)

Starting out from observations on nineteenth-century navigational mishaps, minor episodes from the everyday history of seafaring, this paper will present some thoughts on the ways in which the history of navigation intersects with, and contributes to, wider historical contexts. I will highlight three intersections of this kind. First, I will use a mutiny case from 1821 to illustrate some traits of the social history of navigational knowledge. This knowledge constitutes something of a technocracy aboard and renders the ship a peculiar political space, the legal shaping of which remains in some regards elusive. Second, using an 1833 Royal Navy shipwreck, I will shift focus to the ways in which navigation intersects with media of writing, and of graphic representation more generally. Navigational inscription appears to have required (at least) a tripartite system of codes – the writing of natural langauge, the writing of mathematical language, and the working with maps. Navigational accidents, by contrast, were processed in a monotonous code, that of the natural language of legal proceedings. Navigation, if understood as the totality of practice unfolding in the traversing of watery space, had to reckon with a medial ruptures and incompatibilities. Third, the distinctions in the mediatization of navigation that surface in cases discussed help to sketch out some more general notions about the interdependence of space-making and writing, and the ways in which this interdependence is connected to modern political history.

Associate Professor of the History of Ideas at the University of Oslo 2025; PhD in History and Civilization EUI Florence, 2008, Habilitation (modern history) University of Zurich, 2018.

Postdoctoral researcher in Zurich, Paris, Princeton, Berlin, and Helsinki, senior researcher at Leibniz Center for Literary and Cultural Research (ZfL), Berlin, 2019-2025 (deputy director, 2023-24). PI ERC Project "Archipelagic Imperatives: Shipwreck and Lifesaving in European Societies since 1800," 2020-2025. Publications: Topography of a Method: François Louis Ganshof and the Writing of History (2014); Orientalism, Philology, and the Illegibility of the Modern World (2020); Unsterbliche Werte: Über Historzität und Historisierung (2024); Rettung aus Seenot: Zur Geschichte eines moralischen Gebots (forthcoming 2026).

12:15-12:45	final discussion
12:45-1:30	lunch
1:30-2:00	tour through the library (optional)
2:15-3:30	tour through the depository (optional; Frederic Theis/ Bremerhaven; Katrin Kleemann/ Bremerhaven
3:30-4:00	shuttle by taxi to the Alfred-Wegener-Institute
4:00-6:00	guided tour through the Archive of the Helmholtz Centre for Marine and Polar Research (Alfred-Wegener-Institute; Christian Salewski/ Bremerhaven)
6:00	farewell dinner at Servus Das Wirtshaus (optional), Theodor-Heuss-Platz 1-3

The conference is organized and financed by the Leibniz Research Alliance Value of the Past, the Whipple Museum (Univ. of Cambridge), the German Museum (Munich) and the German Maritime Museum/ Leibniz-Institute for Maritime History.

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