

Ancient Mediterranean Merchant

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Explore the vibrant world of ancient Mediterranean merchants, who formed the backbone of classical era trade and interconnected diverse civilizations. These intrepid traders facilitated crucial maritime commerce, establishing vital routes that transported goods, ideas, and cultures across the vast sea, fundamentally shaping the historical Mediterranean economy and the rise of empires like Rome and Greece.

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Ancient Mediterranean Merchant

Shebak is a typical boy living in upper class Ancient Egyptian society in 1623 BC. He develops an interest in travel and dreams of someday becoming a successful merchant, travelling along the Mediterranean Sea. With the help of his sister Amoon and friend Hatton, he follows his passions and tries to make his dreams come true. His travels take him on a unique journey through the Ancient Near East, bringing him into contact with other major civilizations of the time including the Greeks, Phoenicians and Babylonians.

The Porticello Shipwreck

The Porticello Shipwreck provides unique information on seafaring technologies and trade practices at the turn of the fifth century B.C. This volume is the final report of the excavation, including detailed analyses of the ship and its contents and a thorough catalog of artifacts associated with the shipwreck. The Porticello wreck documents for the Classical period aspects of anchor, sail, and hull construction. The cargo provides the earliest evidence for maritime trade in ink and the export of Athenian lead to the Mediterranean, and the cargo of amphoras is the largest assemblage of Greek and Punic amphoras from a shipwreck site. Of particular importance are the fragments of bronze Greek sculpture of the Classical period, which include a strikingly realistic bearded head. These pieces strongly suggest that techniques of Classical Greek bronze casting were much more varied and complex than art historians previously has though possible. The information in this book will be of great value to students of Classical Greek archaeology, sculpture, and economics as well as those interested in ancient maritime history.

Greek Maritime History

This volume presents Greek Maritime History to a wider audience and unravels the historical trajectory of a maritime nation par excellence in the Eastern Mediterranean: the rise of the Greek merchant fleet and its transformation from a peripheral to an international carrier.

English Merchants in Seventeenth-Century Italy

This book shows how England's conquest of Mediterranean trade proved to be the first step in building its future economic and commercial hegemony, and how Italy lay at the heart of that process. In the seventeenth century the Mediterranean was the largest market for the colonial products which were exported by English merchants, as well as being a source of raw materials which were indispensable for the growing and increasingly aggressive domestic textile industry. The new free port of Livorno became the linchpin of English trade with the Mediterranean and, together with ports in southern Italy, formed part of a system which enabled the English merchant fleet to take control of the region's trade from the Italians. In her extensive use of English and Italian archival sources, the author looks well beyond Braudel's influential picture of a Spanish-dominated Mediterranean world. In doing so she demonstrates some of the causes of Italy's decline and its subsequent relegation as a dominant force in world trade.

Traders in the Ancient Mediterranean

In *British Shipping in the Mediterranean during the Napoleonic Wars* Katerina Galani offers a detailed account of Britain's successful adaptation to economic warfare at sea during the intermittent conflicts of the late 18th century.

British Shipping in the Mediterranean during the Napoleonic Wars

A comprehensive examination of the effects of the shifting seasons on maritime trade, warfare and piracy during antiquity, this book overturns many long-held assumptions concerning the capabilities of Graeco-Roman ships and sailors.

The Ancient Sailing Season

This collective volume explores the ways merchants managed to connect different spaces all over the globe in the early modern period by organizing the movement of goods, capital, information and cultural objects between different commercial maritime systems in the Mediterranean and Atlantic basin. *Merchants and Trade Networks in the Atlantic and the Mediterranean, 1550-1800* consists of four thematic blocs: theoretical considerations, the social composition of networks, connected spaces, networks between formal and informal exchange, as well as possible failures of ties. This edited volume features eleven contributions who deal with theoretical concepts such as social network analysis, globalization, social capital and trust. In addition, several chapters analyze the coexistence of mono-cultural and transnational networks, deal with network failure and shifting network geographies, and assess the impact of kinship for building up international networks between the Mediterranean and the Atlantic. This work evaluates the use of specific network types for building up connections across the Mediterranean and the Atlantic Basin stretching out to Central Europe, the Northern Sea and the Pacific. This book is of interest to those who study history of economics and maritime economics, as well as historians and scholars from other disciplines working on maritime shipping, port studies, migration, foreign mercantile communities, trade policies and mercantilism.

Merchants and Trade Networks in the Atlantic and the Mediterranean, 1550-1800

This collection of merchant documents is essential reading for any student of economic developments in the Middle Ages who wishes to go beyond the level of textbook summaries. Different aspects of economic life in the Mediterranean world are delineated in the light of a rich variety of articles and other contemporary writings, drawn from Muslim and Christian sources. From commercial contracts, promissory notes, and judicial acts to working manuals of practical geography and philology, this volume of documents provides an unparalleled portrait of the world of medieval commerce.

Medieval Trade in the Mediterranean World

The author explores the interconnections between merchants, sailors and pirates in the Mediterranean during the first century B.C., which reveal crucial insights into the formation of the Roman world system.

Merchants, Sailors and Pirates in the Roman World

Subjects and sovereigns -- The claims of religion -- The age of piracy -- The Ottoman Mediterranean -- The pursuit of justice -- At the Tribunale -- The turn toward Rome.

Catholic Pirates and Greek Merchants

Written by the renowned authority on ancient ships and seafaring Lionel Casson, *The Ancient Mariners* has long served the needs of all who are interested in the sea, from the casual reader to the professional historian. This completely revised edition takes into account the fresh information that has appeared since the book was first published in 1959, especially that from archaeology's newest branch, marine archaeology. Casson does what no other author has done: he has put in a single volume the story of all that the ancients accomplished on the sea from the earliest times to the end of the Roman Empire. He explains how they perfected trading vessels from mere rowboats into huge freighters that could carry over a thousand tons, how they transformed warships from simple oared transports into complex rowing machines holding hundreds of marines and even heavy artillery, and how their maritime commerce progressed from short cautious voyages to a network that reached from Spain to India.

The Ancient Mariners

This book presents a diachronic study of seafaring, seafarers and maritime interactions during the Early, Middle and Late Bronze Ages of the eastern Mediterranean (Cyprus, Anatolia, the Levant, Egypt)

Seafaring and Seafarers in the Bronze Age Eastern Mediterranean

Mendicants and Merchants in the Medieval Mediterranean, edited by Chubb and Kelley, offers an interdisciplinary study of the mutually beneficial relationships that developed between merchants and the mendicant orders during the late Middle Ages.

History of Merchant Shipping and Ancient Commerce

This collective volume explores the ways merchants managed to connect different spaces all over the globe in the early modern period by organizing the movement of goods, capital, information and cultural objects between different commercial maritime systems in the Mediterranean and Atlantic basin. *Merchants and Trade Networks in the Atlantic and the Mediterranean, 1550-1800* consists of four thematic blocs: theoretical considerations, the social composition of networks, connected spaces, networks between formal and informal exchange, as well as possible failures of ties. This edited volume features eleven contributions who deal with theoretical concepts such as social network analysis, globalization, social capital and trust. In addition, several chapters analyze the coexistence of mono-cultural and transnational networks, deal with network failure and shifting network geographies, and assess the impact of kinship for building up international networks between the Mediterranean and the Atlantic. This work evaluates the use of specific network types for building up connections across the Mediterranean and the Atlantic Basin stretching out to Central Europe, the Northern Sea and the Pacific. This book is of interest to those who study history of economics and maritime economics, as well as historians and scholars from other disciplines working on maritime shipping, port studies, migration, foreign mercantile communities, trade policies and mercantilism.

Mendicants and Merchants in the Medieval Mediterranean

The Geniza merchants of the eleventh-century Mediterranean - sometimes called the 'Maghribi traders' - are central to controversies about the origins of long-term economic growth and the institutional bases of trade. In this book, Jessica Goldberg reconstructs the business world of the Geniza merchants, maps the shifting geographic relationships of the medieval Islamic economy and sheds new light on debates about the institutional framework for later European dominance. Commercial letters, business accounts and courtroom testimony bring to life how these medieval traders used personal gossip and legal mechanisms to manage far-flung agents, switched business strategies to manage political risks and asserted different parts of their fluid identities to gain advantage in the multicultural medieval trading world. This book paints a vivid picture of the everyday life of Jewish merchants in Islamic societies and adds new depth to debates about medieval trading institutions with unique quantitative analyses and innovative approaches.

Merchants and Trade Networks in the Atlantic and the Mediterranean, 1550-1800

Drawing on a rich trove of documents, including correspondence not seen for 300 years, this study explores the emergence and growth of a remarkable global trade network operated by Armenian silk merchants from a small outpost in the Persian Empire. Based in New Julfa, Isfahan, in what is now Iran, these merchants operated a network of commercial settlements that stretched from London and Amsterdam to Manila and Acapulco. The New Julfan Armenians were the only Eurasian community that was able to operate simultaneously and successfully in all the major empires of the early modern world—both land-based Asian empires and the emerging sea-borne empires—astonishingly without the benefits of an imperial network and state that accompanied and facilitated European mercantile expansion during the same period. This book brings to light for the first time the trans-imperial cosmopolitan world of the New Julfans. Among other topics, it explores the effects of long distance trade on the organization of community life, the ethos of trust and cooperation that existed among merchants, and the importance of information networks and communication in the operation of early modern mercantile communities.

Trade and Institutions in the Medieval Mediterranean

What can the architecture of ancient ships tell us about their capacity to carry cargo or to navigate certain trade routes? How do such insights inform our knowledge of the ancient economies that depended on maritime trade across the Mediterranean? These and similar questions lie behind *Sailing from Polis to Empire*, a fascinating insight into the practicalities of trading by boat in the ancient world. Allying modern scientific knowledge with Hellenistic sources, this interdisciplinary collection brings together experts in various fields of ship archaeology to shed new light on the role played by ships and sailing in the exchange networks of the Mediterranean. Covering all parts of the Eastern Mediterranean, these outstanding contributions delve into a broad array of data – literary, epigraphical, papyrological, iconographic and archaeological – to understand the trade routes that connected the economies of individual cities and kingdoms. Unique in its interdisciplinary approach and focus on the Hellenistic period, this collection digs into the questions that others don't think to ask, and comes up with (sometimes surprising) answers. It will be of value to researchers in the fields of naval architecture, Classical and Hellenistic history, social history and ancient geography, and to all those with an interest in the ancient world or the seafaring life.

From the Indian Ocean to the Mediterranean

This collection of studies (the eighth by David Jacoby) covers a period witnessing intensive geographic mobility across the Mediterranean, illustrated by a growing number of Westerners engaging in pilgrimage, crusade, trading and shipping, or else driven by sheer curiosity. This movement also generated western settlement in the eastern Mediterranean region. A complex encounter of Westerners with eastern Christians and the Muslim world occurred in crusader Acre, the focus of two papers; a major emporium, it was also the scene of fierce rivalry between the Italian maritime powers. The fall of the crusader states in 1291 put an end to western mobility in the Levant and required a restructuring of trade in the region. The next five studies show how economic incentives promoted western settlement in the Byzantine provinces conquered by western forces during the Fourth Crusade and soon after. Venice fulfilled a major function in Latin Constantinople from 1204 to 1261. The city's progressive economic recovery in that period paved the way for its role as transit station furthering western trade and colonization in the Black Sea region. Venice had also a major impact on demographic and economic developments in Euboea, located along the maritime route connecting Italy to Constantinople. On the other hand, military factors drove an army of western mercenaries to establish in central Greece a Catalan state, which survived from 1311 to the 1380s.

Sailing from Polis to Empire: Ships in the Eastern Mediterranean during the Hellenistic Period

An important trade center in the medieval Mediterranean, Amalfi and its surrounding regions sustained impressive art production and patronage from the eleventh through thirteenth centuries. With the rise of the Angevin kingdom, however, a demise of Amalfi's eclectic art tradition took place and, by the fourteenth century, its painting and sculpture reflected compromises between local and Neapolitan styles, demonstrating the erosion of its autonomy.

Travellers, Merchants and Settlers in the Eastern Mediterranean, 11th-14th Centuries

An examination of the changing nature of crusade and its participants in the late medieval Mediterranean.

Art and Patronage in the Medieval Mediterranean

This is the first detailed and comprehensive study of the shipsheds which were a defining symbol of naval power in the ancient Mediterranean.

Medieval Trade in the Mediterranean World

Arab Traders in their Own Words explores for the first time the largest corpus of merchant correspondence to have survived from the Ottoman period. The mostly Christian traders of the Syrian and Egyptian provinces lived through one of the most turbulent intersections of Ottoman and European imperial history

From the Mediterranean to the China Sea

"Imperial Ambition in the Early Modern Mediterranean: Genoese Merchants and the Spanish Crown". This book examines the alliance between the Spanish Crown and Genoese merchant bankers in southern Italy throughout the early modern era, when Spain and Genoa developed a symbiotic economic relationship, undergirded by a cultural and spiritual alliance. Analyzing early modern imperialism, migration, and trade, this book shows that the spiritual entente between the two nations was mainly informed by the religious division of the Mediterranean Sea. The Turkish threat in the Mediterranean reinforced the commitment of both the Spanish Crown and the Genoese merchants to Christianity. Spain's imperial strategy was reinforced by its willingness to acculturate to southern Italy through organized beneficence, representation at civic ceremonies, and spiritual guidance during religious holidays. Celine Dauverd is Assistant Professor of History and a board member of the Mediterranean Studies Group at the University of Colorado Boulder. Her research focuses on sociocultural relations between Spain and Italy during the early modern era (1450-1650). She has published articles in the *Sixteenth Century Journal*, the *Journal of World History*, *Mediterranean Studies*, and the *Journal of Levantine Studies*--

Merchant Crusaders in the Aegean, 1291-1352

The history of the Black Sea as a source of Mediterranean slaves stretches from ancient Greek colonies to human trafficking networks in the present day. At its height during the fourteenth and early fifteenth centuries, the Black Sea slave trade was not the sole source of Mediterranean slaves; Genoese, Venetian, and Egyptian merchants bought captives taken in conflicts throughout the region, from North Africa, sub-Saharan Africa, the Balkans, and the Aegean Sea. Yet the trade in Black Sea slaves provided merchants with profit and prestige; states with military recruits, tax revenue, and diplomatic influence; and households with the service of women, men, and children. Even though Genoa, Venice, and the Mamluk sultanate of Egypt and Greater Syria were the three most important strands in the web of the Black Sea slave trade, they have rarely been studied together. Examining Latin and Arabic sources in tandem, Hannah Barker shows that Christian and Muslim inhabitants of the Mediterranean shared a set of assumptions and practices that amounted to a common culture of slavery. Indeed, the Genoese, Venetian, and Mamluk slave trades were thoroughly entangled, with wide-ranging effects. Genoese and Venetian disruption of the Mamluk trade led to reprisals against Italian merchants living in Mamluk cities, while their participation in the trade led to scathing criticism by supporters of the crusade movement who demanded commercial powers use their leverage to weaken the force of Islam. Reading notarial registers, tax records, law, merchants' accounts, travelers' tales and letters, sermons, slave-buying manuals, and literary works as well as treaties governing the slave trade and crusade propaganda, Barker gives a rich picture of the context in which merchants traded and enslaved people met their fate.

Shipsheds of the Ancient Mediterranean

Ariadni Moutafidou, a well-known historian who wrote extensively about the history of Greece in modern times, focuses in her newest book, *The Cosmopolitan Businessman*, on the nineteenth century history of the Greek mercantile diaspora in its time of prominence. Drawing on a wide range and variety of research Moutafidou examines entrepreneurial networks formed across geographic boundaries in land and sea relating cultures, ideology and mentalities with economic practice and business performance.

The author investigates cases of distinguished personalities and prominent Greek merchant-entrepreneurs and shipowners shedding light on their activities and ideas, and on how they appraised their business and their competitors. Vikelas, the first President of the International Olympic Committee, along with the Melas, Mavros and Basileiou families, Malta-based broker Pappafy, an influential businessman of the British and Mediterranean economic world and a celebrated philanthropist, the Rallis, Petrocochinos and Salvagos, Syngros and the Zarifis, are only few of the many captivating figures appearing in the book. Moutafidou thoroughly looks into sources such as memoirs, literature, archives, commercial trade books, the press as well as family records and references made by rival businessmen. She compares various historical times, regions and ethnic groups, and draws useful parallels and/or differences with the Greek case. In the process, she investigates the relations between distinct, ethnic mercantile communities, using the Greek case in particular and the paradigm of leading Jewish merchant-bankers West and East, such as the Bischoffsheims, Oppenheims, or Camondos, and exploring the themes of internationalization, competition and cooperation, risk and innovation. Her method allows her to enrich our knowledge about early globalization, about the importance of liberalism, and the operation of capitalist activity. An original book, unique in its field. Historians, their students, and an interested public as well, will greatly appreciate this significant contribution to the study of economic, social and cultural history of the Greek mercantile diaspora, Europe and the Mediterranean world.

Arab Traders in Their Own Words

In the twilight of the Renaissance, the grand duke of Tuscany—a scion of the fabled Medici family of bankers—invited foreign merchants, artisans, and ship captains to settle in his port city of Livorno. The town quickly became one of the most bustling port cities in the Mediterranean, presenting a rich tableau of officials, merchants, mariners, and slaves. Nobody could have predicted in 1600 that their activities would contribute a chapter in the history of free trade. Yet by the late seventeenth century, the grand duke's invitation had evolved into a general program of hospitality towards foreign visitors, the liberal treatment of goods, and a model for the elimination of customs duties. Livorno was the earliest and most successful example of a free port in Europe. The story of Livorno shows the seeds of liberalism emerging, not from the studies of philosophers such as Adam Smith, but out of the nexus between commerce, politics, and identity in the early modern Mediterranean.

Imperial Ambition in the Early Modern Mediterranean

With a focus on the underwater context of sculptures retrieved from beneath the sea, this volume examines where, when, why and how sculptures were transported on the Mediterranean Sea during Classical Antiquity through the lenses of both maritime and classical archaeology.

That Most Precious Merchandise

This book uses network ideas to explore how the sea connected communities across the ancient Mediterranean. We look at the complexity of cultural interaction, and the diverse modes of maritime mobility through which people and objects moved. It will be of interest to Mediterranean specialists, ancient historians, and maritime archaeologists.

The Cosmopolitan Businessman: World and Worldview of Greek Merchant-Entrepreneurs

Presented here for the first time in English, this richly detailed study—based on British, French, Greek, and Russian archival sources—tells the story of the powerful Greek trading houses that competed successfully with North America to feed the industrializing population of Western Europe. Vassilis Kardasis presents this commercial history by charting the rise of Greek merchant houses to a position of dominance over the export of trade in Russian grain. Though the Greeks would eventually cede their dominance to the competition of cheaper American grain in the second half of the nineteenth century, their influence was felt in the transformation of Southern Russia to productive agricultural land and the formation of large Black Sea port cities which would eventually encourage massive immigration. *Diaspora Merchants in the Black Sea* fills an important gap in our understanding of the role of the diasporic Greek community in southern Russian history, the history of Greek maritime activity, and ultimately the history of economic relations between Eastern and Western Europe.

The Free Port of Livorno and the Transformation of the Mediterranean World

How easy and uncomplicated was it for an 18th-century, medium-sized, Ottoman trade company to expand its business in the West? Which kind of resources, in terms of knowledge, information, experience, contacts and capital, could guarantee its successful passage from the business environment of a precapitalist oriental market to that of a major commercial and financial center of western Europe? Following the venture of the Ottoman Greek merchants Bartholo and Raphael Cardamici, who in the 1760s traded goods between Smyrna, Constantinople and Amsterdam, Despina Vlami investigates various aspects of the organization and strategy necessary for such an important transition. To expand their wholesale trade business to Amsterdam, the Cardamicis chose as their local correspondent an experienced and strong-minded Dutch merchant, Thomas De Vogel. De Vogel's letters addressed to his Ottoman clients reveal the course of their business transactions and the making of their personal relationship. At the same time, they are comprehensive and efficient tutorials on trade business and strategy guiding the Ottoman Greek merchants through the unpredictable and unfamiliar 18th-century international business universe.

The Maritime Transport of Sculptures in the Ancient Mediterranean

Phoenicia has long been known as the homeland of the Mediterranean seafarers who gave the Greeks their alphabet. But along with this fairly well-known reality, many mysteries remain, in part because the record of the coastal cities and regions that the people of Phoenicia inhabited is fragmentary and episodic. In this magnum opus, the late Brian Peckham examines all of the evidence currently available to paint as complete a portrait as is possible of the land, its history, its people, and its culture. In fact, it was not the Phoenicians but the Canaanites who invented the alphabet; what distinguished the Phoenicians in their turn was the transmission of the alphabet, which was a revolutionary invention, to everyone they met. The Phoenicians were traders and merchants, the Tyrians especially, thriving in the back-and-forth of barter in copper for Levantine produce. They were artists, especially the Sidonians, known for gold and silver masterpieces engraved with scenes from the stories they told and which they exchanged for iron and eventually steel; and they were builders, like the Byblians, who taught the alphabet and numbers as elements of their trade. When the Greeks went west, the Phoenicians went with them. Italy was the first destination; settlements in Spain eventually followed; but Carthage in North Africa was a uniquely Phoenician foundation. The Atlantic Spanish settlements retained their Phoenician character, but the Mediterranean settlements in Spain, Sicily, Sardinia, and Malta were quickly converted into resource centers for the North African colony of Carthage, a colony that came to eclipse the influence of the Levantine coastal city-states. An emerging independent Western Phoenicia left Tyre free to consolidate its hegemony in the East. It became the sole west-Asiatic agent of the Assyrian Empire. But then the Babylonians let it all slip away; and the Persians, intent on war and world domination, wasted their own and everyone's time trying to dominate the irascible and indomitable Greeks. The Punic West (Carthage) made the same mistake until it was handed off to the Romans. But Phoenicia had been born in a Greek matrix and in time had the sense and good grace to slip quietly into the dominant and sustaining Occidental culture. This complicated history shows up in episodes and anecdotes along a frangible and fractured timeline. Individual men and women come forward in their artifacts, amulets, or seals. There are king lists and alliances, companies, and city assemblies. Years or centuries are skipped in the twinkling of any eye and only occasionally recovered. Phoenicia, like all history, is a construct, a product of historiography, an answer to questions. The history of Phoenicia is the history of its cities in relationship to each other and to the peoples, cities, and kingdoms who nourished their curiosity and their ambition. It is written by deduction and extrapolation, by shaping hard data into malleable evidence, by working from the peripheries of their worlds to the centers where they lived, by trying to uncover their mentalities, plans, beliefs, suppositions, and dreams in the residue of their products and accomplishments. For this reason, the subtitle, *Episodes and Anecdotes from the Ancient Mediterranean*, is a particularly appropriate description of Peckham's masterful (posthumous) volume, the fruit of a lifetime of research into the history and culture of the Phoenicians.

Maritime Networks in the Ancient Mediterranean World

The customary treatment of Mediterranean trade from the 11th to the mid-15th century emphasizes the predominance of western merchants and the commercial exchange of spices and eastern raw materials for western woollens and other finished products. The studies in this collection, the sixth by David Jacoby to be published in the *Variorum* series, adopt a different perspective. They underscore the economic vitality of various countries bordering the eastern Mediterranean, their industrial capacity, the importance of exchanges between them, and the important contribution of the merchants based in

that region to trans-Mediterranean trade. They also illustrate the role of hitherto neglected commodities, such as timber, iron, silk and cheese, in that trade.

Diaspora Merchants in the Black Sea

This book deals with the Netherlandish merchant community in early modern Venice. It analyses how these immigrant traders used their commercial position to secure a place in the city and shows the consequences of the changes in international commerce for Venetian society.

Merchants on the Mediterranean

In this study of the world of ancient Greek mariners, the relationship between the natural environment and the techniques and technology of seafaring is focused upon. An initial description of the geology, oceanography and meteorology of Greece and the Mediterranean, is followed by discussion of the resulting sailing conditions, such as physical hazards, sea conditions, winds and availability of shelter, and environmental factors in sailing routes, sailing directions, and navigational techniques. Appendices discuss winter and night sailing, ship design, weather prediction, and related areas of socio-maritime life, such as settlement, religion, and warfare. Wide-ranging sources and illustrations are used to demonstrate both how the environment shaped many of the problems and constraints of seafaring, and also that Greek mariners' understanding of the environment was instrumental in their development of a highly successful seafaring tradition.

Phoenicia

This work sheds light on the evolution of maritime law in the Mediterranean Sea between 800 and the 1050s, a period in maritime legal history whose gaps contemporary scholars have not attempted to bridge. It may allow scholars a better appreciation of the contribution which Islamic jurisprudence made to the development and internationalization of the law of the sea.

Commercial Exchange Across the Mediterranean

Maritime Archaeology and Ancient Trade in the Mediterranean comprises twelve papers that look at the shifting patterns of maritime trade as seen through archaeological evidence across the economic cycle of Classical Antiquity. Papers range from an initial study of Egyptian ship wrecks dating from the sixth to fifth century BC from the submerged harbour of Heracleion-Thonis through to studies of connectivity and trade in the eastern Mediterranean during the Late Antique period. The majority of the papers, however, focus on the high point in ancient maritime trade during the Roman period and examine developments in shipping, port facilities and trading routes.

Trading Places

The Role of the Physical Environment in Ancient Greek Seafaring