

**S. 5. 5. MARITIME GOVERNANCE IN PRE-MODERN ATLANTIC EUROPE II**

**Chair:** Roberto J. González Zalacain

**Discussant:** Louis Sicking

**Panel Abstract**

In pre-modern times the law of nations was preoccupied with the creation and management of regimes to govern the oceans and seas, which cover three-fifths of the planet's surface. This session aims to contribute to understanding how oceans and seas have been used over time in terms of governance in pre-modern Atlantic Europe. Thus a broader perspective is taken than the common 'law of the sea'-perspective which focuses often on legal doctrine with its traditional emphasis on freedom of the seas as a key objective of law of the seas regimes. Governance being a wider notion than government, the former explicitly involves interaction between formal (governmental) institutions and those of civil society, which in its maritime context includes first of all/mainly maritime communities. To these communities belong the coastal towns and villages and the communities aboard ships. How did princes and states in pre-modern Atlantic Europe claim and aim for control over maritime spaces and/or over their subjects while these were at sea? How did formal and informal institutions interact to control maritime activities? How and to what extent were claims over sea spaces enforced/invigorated? How were regulations concerning the sea developed and how and to what extent were they enforced in practice? By focusing on different maritime spaces and coastal areas of Europe's Atlantic coast, this session will allow to get insights in similarities and differences between different regions and regimes of maritime governance.

**Keywords**

Maritime Governance, Middle Ages, Early Modern Period, Atlanti World

## *Governing the Castilian ports in the Middle Ages*

ANA MARÍA RIVERA MEDINA (UNED (Spain))

ENRIQUE RUIZ PILARES (University of Cádiz)

### **Abstract**

During the Middle Ages the crown warns the importance that the ports of its coastline represented for its economy by initiating a policy of foundations and refundations of the coastal towns that are executed in two stages between the twelfth and fourteenth centuries. Spanish historiography has investigated political strategies to a greater extent, offering various studies on regional coastal or port realities. This proposal is intended to offer a comparative view of the various management models in the main Castilian port systems. In the first place, the one that makes up the ports located on the Basque and Cantabrian coast; and secondly, those that are organized around the Guadalquivir estuary (Seville-Cádiz) based on the hypothesis that these systems are structured independently, although they converge as far as maritime traffic is concerned by offering two port management models differentiated by the greater or lesser performance of the official instances, local oligarchies, the creation of mercantile institutions, the control of space and their functionality.

### **Biographies**

**Ana María Rivera Medina** is a professor of Medieval History at the Universidad de Educación a Distancia (Spain) where she obtained a PhD in Medieval History (2010). She also holds a PhD in American Modern Age History (1987) from the University of Seville and is the author of several scientific publications and her current fields of interest and work are Urban and Maritime History. She is currently a Senior Visiting Fellow for the ERC-funded AveTransRisk-Project and member of Spanish and European research networks and groups, among others: “La Gobernanza de los puertos atlánticos, siglos XIV-XXI”, “Gis d’Histoire Maritime & Sciences de la Mer”, “Castilla y el mar en la Baja Edad Media”, CITCEM – Centro de Investigação Transdisciplinar “Cultura, Espaço e Memória”.

**Enrique Ruiz Pilares.** Lecturer in Medieval Studies at the University of Cádiz (UCA). PI of the research project “Society-environment interaction in the Guadalete river basin in the Middle Ages (GUADAMED) (2020-2023)” co-financed by the European Union under the 2014-2020 ERDF Operational Programme and by the Department of Economic Transformation, Industry, Knowledge, and Universities of the Regional Government of Andalusia. He is a member of the Seminario Agustín de Horozco of Ancient and Medieval History (UCA) and Institute of Medieval Studies (IEM) at Universidade NOVA de Lisboa. His main line of research is the study of urban society, both in terms of power relations and economic activities. His research is characterised by the use of prosopographical methodology and the application of GIS.

## *The governance of slavery from the northern Portuguese ports at the beginning of the Early Modern Period*

AMÂNDIO BARROS (CITCEM)

### **Abstract**

The presence of the slave in the Northern Portuguese seaport societies was already noted during the 15th century. As a result of the Portuguese navigations across the Atlantic, the use of slaves in domestic services, in the cities' workshops and as men of arms at the service of nobles was effective and was debated by the municipal ordinances.

But it would be in the sixteenth century that this phenomenon had to develop and, in a way, mark the port life. Slavery became a lucrative business, and the seafarers in the Northern Portuguese ports devoted themselves to it, along with their growing interests in the Atlantic, namely the island's pastel trade and sugar mill economy, in the Archipelagos of Cape Vert and São Tome, and in Brazil. On the other hand, the games of political influence and the solidarity of interests between the Iberian maritime communities made possible the slave trade into the Spanish Indies, which became an interesting business segment for these ports and merchants.

This study aims to reflect on the effects of slave trade in the life of these ports. The issue is relevant since almost nothing is known about the so-called secondary ports and their participation in this process. The analyses have so far been centered on the imperial ports (Seville and Lisbon), leaving out a significant part of the dynamics of this traffic, precisely the one organized by and from the ports. Based on local documentation, this study will provide unpublished data and records that answer various questions about the trade: agents, ships, logistics, port administration, reflection on possible seaport space modifications and involvement in routes, relations with central authorities, capitals invested, slave transference, geography of slavery, etc.

### **Biography**

Amândio J.M. Barros, born in Porto. He is specialized in maritime and in maritime economic history. Phd degree in History in the University of Porto, Post-doctoral graduate in the University of Porto and University of Valladolid. Member of CITCEM (Transdisciplinary Research Centre-Culture, Space and Memory). He was awarded with prizes (Academia de Marinha and Fundação Engenheiro António de Almeida) for his research in Portugal, and participates in international transdisciplinary research projects. His fields of interest are the mercantile and maritime communities in the late medieval and Early Modern Period during the Discoveries

and Portuguese Expansion (15th-17th centuries) and he published books, book chapters and articles in Portugal and abroad. Most of his work is available in international databases and libraries.