

al instigators of rebellion and, similar to the aftermath of Bacon's Rebellion (1676-77) in Virginia, racialized enslavement became the norm in the Danish Caribbean.

Heinsen's approach to the *Havmanden's* mutiny takes courage. He notes in the conclusion, "to make it all the way to the lower deck, we [historians] need to put our own imaginations at work" for "we cannot listen in on the worlds of convicts and sailors without taking a leap of interpretation" (177). In light of George Floyd's appalling murder and the groundswell of resistance and protest, I cannot help but postulate that this way of listening to oppressed people in the past can open our ears and eyes to the injustices of today. Heinsen's *Mutiny in the Danish Atlantic World* demonstrates that great historical writing resonates, and it deserves a wide readership.

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Manuel-Reyes Garcia Hurtado (ed.) *Soltando Amarras. La costa noratlántica ibérica en la Edad Moderna*. La Coruña, España: Universidade da Coruña, www.usc.es 2019. 398 pp., illustrations, maps, tables, notes. Euro 25,00€, paper; ISBN 978-84-9749-750-3.

The maritime history of northern Spain, and in particular of Galicia, is strictly connected to the government decision to establish the naval arsenal in Ferrol in 1724, making it the most important Spanish port overlooking the Atlantic Ocean. Before that, Ferrol was only a small fishing village. The establishment of the arsenal of the Spanish Armada also determined the urban growth of other cities in Galicia, such as Vigo and La Coruña, the latter of which be-

came the main port connected to the Americas and Asia, after the establishment of commercial maritime routes in 1763.

This interesting book is a collection of articles, written in French, Portuguese and Spanish, by professors and scholars from France, Poland, Portugal and Spain. Their main objective is to investigate the economic and social dynamics that characterized the northwestern part of the Iberian Peninsula during the Modern Age, including the northern provinces of Portugal and the Spanish region of Asturias.

As the editor asserts in the introduction, Spain's maritime history is not as rich as that of France or England, and until the 1980s, the scope of national maritime studies was limited to foreign policy, without considering the economic and social implications of nautical history. Further research was complicated by a failure to fully catalogue documents collected by the General Archive of the Spanish Navy, rendering the work of historians and researchers more difficult.

The thirteen essays can be grouped into seven main areas: the geographic description of the North Atlantic coast of Spain considered in this book; commercial relations between Spain and Portugal, based mainly on the salt trade; the role of harbour captains; contraband in goods and precious metals; the figure of the corsair; Spain's foreign policy adopted during the eighteenth century of acquiring wood from the Baltic area for its ships; the religious practices connected to fishing activities; and, the system of public communication during the Modern Age.

The maritime history of a country is always related to commerce of goods and natural resources. For centuries, salt has represented one of the most important trade goods for the Iberian Pen-

insula, and the displacement of salt pits has determined the development of nearby locations. Two essays in this book are based on the study of the commerce of salt, covering a lengthy historical period that begins in the Middle Age and concludes with the commercial relationship between Galicia and Portugal during the seventeenth and eighteenth centuries. During the Middle Ages, the salt trade drove the re-foundation of the city of La Coruña by Alfonso IX and contributed to maintaining a strong relationship between Galician cities and Portugal.

The friendship between these two territories is another feature characterizing the maritime history of northern Spain. For example, the article by Jorge Martins Ribiero, explains the role of corsairs, who were always present in zones with low economic development. The activity of Galician corsairs, operating on the Atlantic coasts between Galicia and Northern Portugal, relied on the complicity of the Portuguese villagers, who suffered under the monopolistic role played by the city of Porto in the importation of goods.

Historical events, such as wars and invasions, played a key role in the strategic development of Galician ports, generating a huge variation in the attention paid by royal authorities to certain coastal towns. Research into the development and strengthening of some ports in the region of Asturias reveals the critical importance of local fishermen's guilds in drawing the attention of the royal authorities to the local communities' needs. Pressure from these groups prompted the development (or, as in some situations, in the repair) of a safer pier for all local fishermen. On the other hand, some local communities in such Asturian coastal towns as Cudillero or Lastres had to wait decades to see their port issues corrected, not to

mention bearing all the attendant costs.

The book also addresses the social and cultural changes in Galicia after the Council of Trent (1545-1563), a transformation that occurred simultaneously elsewhere in the south of Europe, especially in all main coastal localities. The Counter-Reformation drove the attention of the ecclesiastical class in displaying Catholic dogmas in a spectacular way, through processions and religious events, in which both the population and the urban environment played an active role. In this period, the so-called baroque liturgy developed in four interesting aspects: the economic, the symbolic, the socio-political and the aesthetic one.

During the seventeenth and eighteenth centuries, many sanctuaries sprung up throughout Galicia, dedicated to the figure of the Virgin Mary under different names. In Pontevedra, the Madonna was called "Divina Peregrina" (divine pilgrim), in La Coruña, the cult was dedicated to "A Pastoriza" (the shepherd), while in Muxía, there was the "Nuestra Señora da Barca" (Our Lady of the Boat), revealing the strict connection between the economic and the religious dimension of local communities.

The value of this book lies in its interesting multi-dimensional view of life in all of the main coastal localities in Northwestern Spain. It also includes a good number of maps, which help the reader to better understand the geographical context. This book represents an important resource for all scholars and people interested in the maritime history of Galicia and Asturias, and it contributes to the revival of Galicia's maritime history and identity, a region strongly connected to the Atlantic Ocean.

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