

are profuse and include very high-quality photographs, as well as plans and drawings. Many photographs are from non-official sources, showing daily life, such as the “regatta” at Murmansk. Some are colourised, like the picture on the front cover looking forward over the snow-covered foredeck of a battleship. Colourisation confers a positive benefit in transmitting information about the ships.

Perhaps it succeeds so well because the author’s search for sources began with people who were related to the actors and only ended in the archive and library. The fact that descendants were literate and owned cameras make them more able to transmit the story. This work is a high-quality product and especially so for such a small team of people. In the case of the author, he is an expert communicator telling a story that is engaging because it draws a clear line to the significance of the actors in the overall tactical and strategic outcome.

At CA\$36, this book is a bargain. It belongs in every library of naval affairs and history. Finally, it is an academic treatise. With a creditable, clearly organized bibliography, the author gives us tools to follow and explore his work. Scholars in modern history will want this in their library as a concise description of the strategic and tactical situation at sea in the Arctic during World War Two. Anyone with an interest in Scottish history will also want to read it.

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Medina, Ana Maria Rivera, ed. *Ports in the Medieval European Atlantic: Shipping, Transport, and Labour*

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Increased colonization of the Atlantic littoral in the 12th and 13th centuries brought about concurrent commercial development because of a shift in activities from the Mediterranean to the Atlantic and European expansion into Atlantic spaces. Ports and their associated maritime communities that developed in the Medieval period were generally born, evolved, and functioned in similar ways as both in earlier and later periods – with available opportunities and local needs.

Port spaces typically had facilities for cargo handling, ship repair, and/

or customs control. They facilitated the development of maritime- and port-specific occupations such as cargo handlers, coopers, basket makers, and shipwrights. Ports also centralized other maritime activities such as fishing and fish marketing and the warehousing of shipped goods.

The ability for any centralized or traditional control of port spaces appears to have been highly variable, consequently guilds, merchant associations, and trade confraternities served needs that local authorities could or would not satisfy. They attempted to remove impediments to navigation, create health policies, create logistical services, develop port infrastructure, and undertake other enhancements. This effort stimulated the development of maritime amenities such as lodgings, hospitals, and taverns.

Ports were rarely located within cities. They were often demarcated by walls that both served as protection and functioned as customs facilities. Larger port cities usually had distinct mariner neighborhoods, and the presence or absence of services determined the ranking on spaces within port hierarchies. Ports often specialized in certain activities and goods, and port sizes were variable. Some medieval Atlantic ports became mercantile centers controlling the Atlantic system. Others, smaller in size or capacity, serviced local or regional economies and were considered secondary ports of call, yet supported the movement of bulk goods throughout the system.

As per the Preface and Introduction, this edited volume focuses on two primary aspects of port development. First, the loading, movement, unloading, and storage of cargo, and the associated infrastructure and regulations developed to manage it, including commercial transactions from ships, cargo owner(s), intermediaries (such as warehouses, wholesalers), land transportation, and purchaser(s), as well as the labor market and occupational associations. Second, spatial and social influences on port development including natural conditions of the littoral and the relationship between the local and regional physical and political geography.

Chapters 1 through 7 focus on case studies of European Atlantic medieval ports in France, Portugal, and the Spanish Basque Region, Asturias and Galicia, Andalusia, and Tenerife. While most of the chapters focus on regions of Spain in the Medieval period, the development of ports, their infrastructure, and management is quite different between these autonomous regions and warrants the individual attention provided in this text.

Chapter 1 asks which ports fell under the jurisdiction of which actors and how did spatial authority overlap. The analysis is based on 612 sites that made up the port network of Atlantic France between the 11th and 15th centuries. Holdings and rights related to the coastline of medieval France was a complicated mix of prerogatives and privileges involving lay and ecclesiastical

seigneurs, princes, and urban communities. In medieval France, this authority remained local and was not subject to wide-reaching law.

The aim of Chapter 2 is to identify the relationship between port infrastructures, maritime transport, and the organization of stevedoring tasks in the ports of the Atlantic periphery in the Late Middle Ages and Early Modern period with a focus on the Basque coast. The author notes that there has been a previous lack of interest in this geographical area due to a lack of medieval documentation (a common statement in this edited volume).

Chapter 3 describes cargo handling as an occupation in Asturias and Galicia during the 13th through the 16th centuries. Asturian port spaces were under direct control of urban councils or seaman confraternities. The chapter concludes with a long quote from the late 12th century English diplomat Roger de Howden describing his impression of Asturian ports. The quote is in Latin and is not translated. All other non-English quotations are translated in the text's footnotes, so this reviewer assumes that this is an editorial oversight.

Chapter 4 discusses the participation of northern Portuguese ports in the slave trade in the second half of the 16th century. The author's main objective is to identify, describe, and analyze the slave trade logistics mobilized by these ports, whose scholarship have long been overshadowed by that of major ports such as Lisbon and Seville. The chapter also investigates the presence of enslaved people in Portuguese port society and the relationships between port labor and slavery including the Atlantic slave trade and the people engaged in it.

This reviewer thought that chapter 4 was the best in this edited volume; it was well organized, well structured, had a good narrative flow, and to be frank, it was the most interesting. However (unfortunately?), it covered the Early Modern and not the Medieval period.

Chapter 5 approaches transport and shipping operations in the Portuguese northern border during the 16th century, centered on the seaport of Caminha, and the relations established between border communities. The chapter discusses maritime landscapes, port infrastructures and navigational constraints, navigation and trade circuits, competitive and cooperative behavior between border communities, and customs and port administration. As with Chapter 4, Chapter 5 covers the Early Modern and not the Medieval period.

Chapter 6 discusses the 15th-century development of maritime commerce on the coast of Atlantic Andalusia. Andalusia was located at a strategic position along the international commercial routes between the Mediterranean and the Atlantic. It was also a primary exporting region of staple goods including cereals, oil, and wine. Its littoral had good conditions for natural harbors. The most important city in the region, Seville, did not have adequate port services

due to shoals and sandbars impeding fluvial navigation, hence the development of the coastal ports.

As Tenerife is an island, all trade and communications in the medieval period were done by sea, and the island was a fundamental port of call for vessels traversing the region. Chapter 7 discusses the role of port labor in the island's economy. In the Medieval period, the island became a commercial center for first sugar and later wine.

Unfortunately, this edited volume offers little for a comparative or a summary conclusion. The editors do offer this statement:

The study of medieval Atlantic ports compels us to formulate an analysis with a transnational and comparative approach. Port towns and cities have played an essential role in the economic integration of Europe and the process of globalization. In this manner, this volume offers answers to several questions that arise regarding the importance of the port phenomenon along the Atlantic coast, without which it would not be possible to understand the Atlantic expansion of Spain and Portugal during the modern period, or the specific contribution of Europeans to economic globalization.

This edited volume is heavily focused on the Iberian Peninsula; however, the two chapters that discuss Portugal discuss ports and port activity in the Early Modern period; therefore, it is not possible to understand the "Atlantic expansion of ... Portugal during the modern period" based on an analysis of Portuguese ports in the Medieval period using what is presented here. Additionally, the only chapter that discusses the early Medieval period is Chapter 1 which is also the only chapter that discusses medieval ports in France, and these ports and their activities are not compared to activities elsewhere in the European Atlantic (with 612 ports, they are marginally compared with each other as anything other than quantitative data points). There is a lot of interesting information in this edited volume; for the general reader, much of it will be found in the preface and introduction.

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