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about these seafaring traders. B. Writing Expository Paragraphs On the back of this paper, explain the importance of the Aegean Sea, King Minos, and Knossos to the Minoans. CHAPTER3 1. Minoan cities had no fortifications. 2. Archaeologists excavating the Minoan capital city found the remains of wall paintings, seals, and the painted pottery. 3. Many works of Minoan art depict

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History Chapter 3- Sections 3 & 4- Seafaring Traders And The Origins Of Judaism. STUDY. PLAY. Minoans. A powerful seafaring people that dominated trade in the eastern Mediterranean. King Minos. A king who owned a half human, half bull monster called a Minotaur. Aegean Sea. The sea in which the island of Crete is located.

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Chapter 3 Section 3 Vocabulary. Minoans. A seafaring people who lived

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primarily on the island of Crete in the Aegean Sea. The Minoans dominated trade in the Eastern Mediterranean from 2000 to 1400 B.C. The Minoans are the first civilization of Ancient Greece.

~~Seafaring traders Extend Boundaries~~

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Dominated trade in the Mediterranean Sea from 2000-1400 B.C.

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-

- Lived on Crete, Map

 - Best pottery of the time.

 - Traded pottery with neighboring cultures,

 - This spreads culture around the area.

 - Ideas/beliefs influence future Greeks

 - Ended about 1200 B.C.

 - Natural ...

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CHAPTER Section 3 Date GUIDED READING Seafaring Traders Au Drawing Conclusions As you read about the Minoan and Phoenician civilizations, write notes to explain what each statement listed below suggests about these seafaring traders. 1. Minoan cities had no fortifications. 2. Archaeologists excavating the Minoan capital city found the remains of wall

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Section 3, continued Original content © Houghton Mifflin Harcourt Publishing Company. Additions and changes to the original content are the responsibility of the instructor. 30 Guided Reading Workbook As you read about the Minoan and Phoenician civilizations, write notes to explain what each statement listed below suggests about these seafaring

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This is the first full work since Hasebroek's Trade and Politics in the Ancient World to deal directly with the place of maritime traders in ancient Greece. Its main assumption is that traders' juridical, economic, political and unofficial standing can only be viewed correctly through the lens of the polis framework. It argues that those engaging in inter-regional trade with classical Athens were mainly poor and foreign (hence politically inert at Athens). Moreover,

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Athens, as well as other classical Greek poleis, resorted to limited measures, well short of war or other modes of economic imperialism, to attract them. However, at least in the minds of individual Athenians considerations of traders' indispensability to Athens displaced what otherwise would have been low estimations of their social status.

Written by a senior scholar and master mariner, *Sailors and Traders* is the first comprehensive account of the maritime peoples of the Pacific. It focuses on the sailors who led the exploration and settlement of the islands and New Zealand and their seagoing descendants, providing along the way new material and unique observations on traditional and commercial seagoing against the background of major periods in Pacific history. The book begins by detailing the traditions of sailors, a group whose way of life sets them apart. Like all others who live and work at sea, Pacific mariners face the challenges of an often harsh environment, endure separation from their families for months at a time, revere their vessels, and share a singular attitude to risk and death. The period of prehistoric seafaring is discussed using archaeological data, interpretations from interisland exchanges, experimental voyaging, and recent DNA analysis. Sections on the arrival of foreign exploring ships centuries later concentrate on relations between visiting sailors and maritime

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communities. The more intrusive influx of commercial trading and whaling ships brought new technology, weapons, and differences in the ethics of trade. The successes and failures of Polynesian chiefs who entered trading with European-type ships are recounted as neglected aspects of Pacific history. As foreign-owned commercial ships expanded in the region so did colonialism, which was accompanied by an increase in the number of sailors from metropolitan countries and a decrease in the employment of Pacific islanders on foreign ships. Eventually small-scale island entrepreneurs expanded interisland shipping, and in 1978 the regional Pacific Forum Line was created by newly independent states. This was welcomed as a symbolic return to indigenous Pacific ocean linkages. The book's final sections detail the life of the modern Pacific seafarer. Most Pacific sailors in the global maritime labor market return home after many months at sea, bringing money, goods, a wider perspective of the world, and sometimes new diseases. Each of these impacts is analyzed, particularly in the case of Kiribati, a major supplier of labor to foreign ships.

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This book explains why the 2030 UN Sustainable Development Agenda for "Transforming our World", including 17 agreed sustainable development goals, requires transforming the UN and WTO legal systems, as well as international investment law and adjudication.

This book analyzes the role of Việt (Vietnam) in the maritime Asian trading network of the thirteenth through the eighteenth centuries as it systematically integrates the results of archaeological investigations. The first half of the book consolidates reports from excavations conducted at Vân Đồn and Phố Hiến, trading ports of Việt, incorporating sophisticated archaeological techniques distinctive of Japan in the presentations of the data. These are accompanied by precise scale drawings, detailed classifications, and quantitative analyses of unearthed artifacts. The latter half of the book discusses the materials discovered in archaeological investigations, specifically ceramics and coins, in terms of the relations among sites and networks of production, distribution, and consumption, from a broader Asian geohistorical perspective. To this end, the diplomatic policies and trading activities of each era in Vietnam are discussed, integrating the results of archaeological investigations with studies of historical documents. Expanding beyond Vietnam, results of the archaeological

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investigations in other maritime Asian countries, such as Japan, Indonesia, Laos, and the Philippines, are introduced, to inform a comparative study that combines all such data from both archaeology and history in a single volume as materials for broader discussion. This book is expected to contribute to international academic discourse on the history of maritime Asia and help open a new phase of scholarly endeavor in this field.

Challenging the stereotype of premodern China as an agricultural nation, this book examines the development of the maritime sector, maritime institutions, and sea power in the premodern era. Initially discussing topics related to China's exports, such as ship design and construction, goods produced for export, and investment in the maritime sector, the work goes on to consider the impact of maritime institutions. It then shows how China obtained technological, economic, and naval supremacy in Asian waters until the 18th century and discusses the reasons for its decline in the 19th century.

This book examines the concept of port state jurisdiction in the context of international maritime law. In particular the book focuses on situations where port states have used their jurisdiction over visiting foreign-flagged vessels to apply unilateral domestic law, as

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compared with the internationally-agreed standards enforced by regional port state control organisations. To illustrate the legal issues involved three recent pieces of legislation are analysed in detail: the United States' Cruise Vessel Security and Safety Act 2010, the EU's liability insurance directive of 2009, and Australia's Fair Work Act 2009. Key issues include the legality of port states' attempts to regulate aspects of a vessel's structure or equipment, or even certain activities that may take place before a vessel's arrival in port. The author argues that examples of unilateral measures being imposed by way of port state jurisdiction are growing, and that without active protests from flag states this concept will continue to expand in scope. As international law currently presents very few restrictions on the actions of ambitious port states, such developments may have a significant impact on the future of international maritime regulation.?

For centuries the island of Taiwan, 100 miles off the Asian mainland, has been a crossroads for traders and settlers, pirates and military schemers from around the world. Unlike China, with its long tradition of keeping foreigners out, Taiwan has a long history of interaction, both hostile and friendly, with other seafaring nations near and far. "Maritime Taiwan" captures the full drama and details of this

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remarkable history. It's filled with fascinating stories of foreign adventurers and echoes the bitter songs of Taiwan's aboriginal population, confronted by the convergence of different maritime cultures and values on the island. Here are accounts of the legendary pirate Koxinga, the Chinese junk trade, the mighty Dutch East India Company, British opium traders and Scottish tea merchants, Jesuit priests and Presbyterian missionaries, A French fleet commander, a Japanese colonial administrator, an American aid official, and many more. Here too is an extraordinary view of Taiwan over the centuries, as its distinct identity, culture, and values were shaped by its unique history. Today, with a population of only 23 million, Taiwan is the world's nineteenth largest economy, a vibrant, relatively free society on the strategic route between China and Southeast Asia. Maritime Taiwan also discusses the significant impact of American military, economic, educational, and technological aid on Taiwan's developments and addresses the island's continued importance in maintaining the U.S. hegemony in East Asia.

Now in its second edition Maritime Economics provides a valuable introduction to the organisation and workings of the global shipping industry. The author outlines the economic theory as well as many of the operational practicalities involved. Extensively revised for the

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new edition, the book has many clear illustrations and tables. Topics covered include: * an overview of international trade * Maritime Law * economic organisation and principles * financing ships and shipping companies * market research and forecasting.

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