

History/Social Studies Framework

Board Study Session
September 26, 2017
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Agenda and Outcomes



You are a Student- lesson

- Instructional Implications
- Implementation Plan
- Instructional Materials
Committee

Seventh Grade World History: Sites of Encounter

Trade & Conflict in the Medieval World



Maps of the Mediterranean



Background Information



*North Africa, the Mediterranean Sea and Sicily
from Weltkarte des Idrisi vom Jahr 1154 n. Ch.,
Charta Rogeriana / wiederhergestellt und
herausgegeben von Konrad Miller, Courtesy of
the Library of Congress,*

Instructions: Read the background information.

Background Information

To investigate the past, historians use the primary sources that have survived from that time period. There are very few surviving primary sources about merchants and trade in the medieval world, much less than there are for religion, war, and knights. Merchants' records were considered "ordinary" papers which were later thrown away.

There are two important collections of primary sources from merchants. The first is the Cairo Geniza collection of thousands of pieces of paper from the 10th-12th centuries, as well as later time periods. Jewish people saved the papers that had the name of God on them.

According to Jewish law, these papers were put in the geniza, or storehouse, instead of being thrown away. The Cairo Geniza was a large room next to the synagogue. In this synagogue, people could throw their papers into the geniza room through a slot in the wall just above the Torah. Because most Jewish synagogues did not have a lot of room in their genizas, they often cleaned out the geniza and buried the papers. But the Cairo Geniza was so large that it was never cleaned out. Through this accident, historians have a treasure chest of sources. In these papers, there are letters from Jewish merchants which give details about trade and travel.

The second collection is from the archives of the city of Venice, an important trade city in Italy. The excerpts you will read come from a petition from ambassadors of the Byzantine Empire to the government of Venice. The ambassadors were trying to get the Venetian government to pay for damages done to Byzantine citizens by Venetians.

Primary Sources

Historical Investigation Question: What risks did medieval merchants face and how did they try to reduce those risks?

Letter #1
From Joseph ben Samuel, known as al-Dry, in Palermo, Sicily to "my elder and master Abi Ibrahim Ismail b. Abraham," in Damis, Egypt, 1025



Image: *Alasayn-Bn Israq, Ten Treatises on the Sea*, c.1010 (Pagan 200, National Library, Cairo, Egypt. Photo by Zenoit, Wikipedia Commons.
<http://en.wikipedia.org/wiki/Image:Alasayn-Bn-Israq.jpg>

My elder and master, may God prolong your life . . . I am writing to you from Palermo . . . I was shipwrecked in Zahaqa (during a Byzantine attack on Sicily). . . and came out of it without a dinar or even a dirhem and no garment to wear; I arrived naked in Tripoli. By God, had I not met there a Jew who owed me a qintar of wax (sent to him) from Zawiila . . . I would have been destroyed. . . I sent you 20 pounds of silk with Haggay b. Saada and sent you also 6 dirnars gold . . .

Citation: "Shipwreck in Worme (Ca. 1025)," *Letters of Medieval Jewish Traders*, translated by S. D. Goitein (Princeton: Princeton University Press, 1973), #71, pp. 315-9.

Vocabulary
dinar = a gold coin
dirhem = a silver coin. 10 dirhems = 7 dinars.
qintar = a measurement of weight

Letter #2
From Abu Said, in Palermo, Sicily, to his brother Abu l-Barakat in Cairo, 1140

. . . [O]n the voyage to Sicily I was overcome by a disaster . . . A great storm seized us on the sea and we were forced to land on an island called Ghumur. We stayed there for twenty days with no food other than nettles. When we set out from there we did not have the look of human beings any more. The seas tormented us for thirty-five days and we were regarded as lost. For we set sail in four barges, but only ours survived. . . This is the reason which prevented me from coming to Egypt this year. . . If you intend to move, the best thing is to come to Sicily, for the spices of the East sell here well.

Citation: "The Honors and Amanties of Travel," *Letters of Medieval Jewish Traders*, translated by S. D. Goitein (Princeton: Princeton University Press, 1973), #74, pp. 323-327.

Vocabulary
nettles = a weed
Ghumur was a tiny island between Tunisia and Sicily. You do not have to mark it on your map.

ISSUE

Letter #4 From a Iberian merchant in Fez, Morocco, to his father in Almeria, al-Andalus, 1140

I arrived in Fez on Friday. . . At our arrival we were met by the informers and they found out exactly the number of the loads (belonging to us). They went to the superintendent of the customs and told him. . . After great troubles it was agreed that the governor would take 10 mithqals; the superintendent of the customs, 3; the informers, 2; and the employees, ½. I was sick for three days out of anger and sorrow. . . I should also like to inform you that I spread out the nisfiyya clothes, and the very first garment that fell into my hands was spoiled by water in all its folds. I went out of my mind, but God, the exalted, had willed that only this one was spoiled. This happened because we had much rain on the way, but God, the exalted, granted rescue. As of late today I sold ten pairs of them for a total of 80 dinars. . . I bought first-class, excellent antimony, about twenty qintars, each qintar for 1 dinar. If you think



Image: *Mosaics an interior of Dome of Maria dell'Annunziata (la Martorana), Palermo, Sicily*, photo courtesy of Alex Metcalfe. *The Medieval Mediterranean: Islamic and Norman Sicily* (800-1200); <http://www.medievalistilly.com/images/Palermo/annunziata-2.jpg>.

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*I should buy n
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Vocabulary
mithqals = the gov
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= a gold coi
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nony = koh, c
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= key ingredi
d in India, The

Historical Investigation Question: What risks did medieval merchants face and how did they try to reduce those risks?



North Africa, the Mediterranean Sea and Sicily from *Weltkarte des Islams vom Jahr 1154 n. Ch.*, *Charta Rogeriana / wiederhergestellt und herausgegeben von Konrad Müller*. Courtesy of the Library of Congress. <http://hdl.loc.gov/loc/gmd/g3200.ct001903>.

Item 2 from the Byzantine petition, 1319-1320

Item, in the month of March. . . Nascimbene, behaving as a pirate, took 36 men from a place called Cecori (on the island of Crete) and sold them in Rhodes. . .

Citation: "International Disputes over Trade, Constantinople and Venice, 1319-1320," in *Medieval Trade in the Mediterranean World: Illustrative Documents*, trans. and ed. by Robert S. Lopez and Irving W. Raymond (New York: Columbia University Press, 1955, 2001), #156, p. 316.

Historical Investigation Question: What risks did medieval merchants face and how did they try to reduce those risks?



Image: *Apse of the Palermo Cathedral, Sicily*, photo by Alex Metcalfe. *The Medieval Mediterranean: Islamic and Norman Sicily* (800-1200). <http://www.medievalistilly.com/images/Palermo/pal-cathedral-2.JPG>. Courtesy of Alex Metcalfe.

Letter #3 From Amalfi, Italy to Al-Mahdiyya, Tunisia

We suffered hardship [from pirate attacks and had to sail in the opposite direction] . . . We arrived in Amalfi after more than 70 days. This was not enough: We came to a town whose property had been confiscated and we did not find anyone who would buy any goods from us, if it was pepper or oilbanum, or anything else, not even one dirhem's worth. We put our goods in warehouses and are now waiting for God's help. I do not worry for my own things. I worry for you and your goods that I am unable to sell. I really regret this very much.*

*15-25 days was normal.

Citation: "From Amalfi, Italy to Al-Mahdiyya, Tunisia," *Letters of Medieval Jewish Traders*, translated by S. D. Goitein (Princeton: Princeton University Press, 1973), #4, pp. 42-45. The excerpt was slightly modernized by Shennan Hutton.

Vocabulary
confiscated = this means that some government or army had taken away the valuable property of the people in the town
oilbanum = frankincense (a fragrance used in rituals)
dirhem = a silver coin

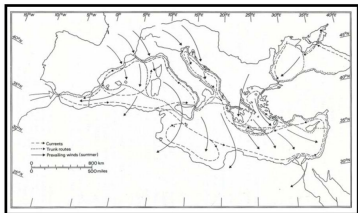
Note: This source is just one paper of a longer letter. There are no names on the surviving piece of paper. It describes a trip from Alexandria to Amalfi in the 11th century. Use Alexandria as the place of origin and Amalfi as the destination.

Item 1 from the Byzantine petition, 1319-1320

Item, in the month of December. . . Giovanni Fratello, Venetian, while coming to Crete with a galley, met a vessel from Manemvasia (a place in Crete) which belonged to a man named Maurosimi, and captured it. And in it were cloth, oil, money, weapons, valued at 2,200 hyperpers, as well as thirty men, who were sold for 500 hyperpers. . .

Citation: "International Disputes over Trade, Constantinople and Venice, 1319-1320," in *Medieval Trade in the Mediterranean World: Illustrative Documents*, trans. and ed. by Robert S. Lopez and Irving W. Raymond (New York: Columbia University Press, 1955, 2001), #156, p. 315.

Vocabulary
hyperpers = a gold coin



Currents, prevailing winds (summer), and trunk routes (the routes most merchant ships sailed), from Geography, Technology, and War: Studies in the maritime history of the Mediterranean, 648-1371, by John H. Pryor. Past and Present Publications (Cambridge: Cambridge University Press, 2008), fig. 2, p. 14. Courtesy of John H. Pryor and the Past and Present Society.

Historical Investigation Question: What risks did medieval merchants face and how did they try to reduce those risks?

Item #3 from the Byzantine petition, 1319-1320

*Item, . . . as I was going to pay homage to my lord, the Sacred Emperor, I came across Righetto Bruno, Pietro Fauro, and Giovanni d'Armiria, who captured me and took from me everything I had, and then sold my own person. *these men were from Venice*



Image: *Mosaic decoration in Norman palace at Zita, Sicily*, photo by Alex Metcalfe. *The Medieval Mediterranean: Islamic and Norman Sicily* (800-1200). <http://www.medievalistilly.com/images/Palermo/zita-4.jpg>. Courtesy of Alex Metcalfe.

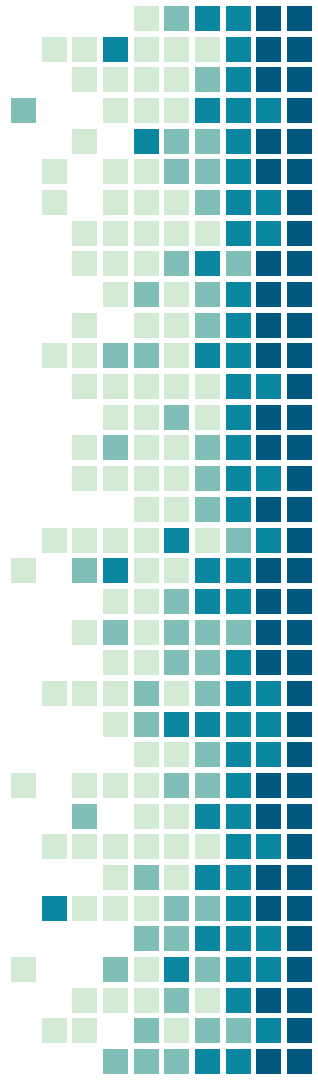
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Vocabulary
homage – visiting and paying respects to one's lord
the Sacred Emperor = the emperor of the Byzantine Empire

Inquiry Question?

What risks did medieval merchants face and how did they try to reduce those risks?

- **Task:** read, discuss, and summarize your source
 - Use the questions to help you summarize
- **Draw:** the route on the map
- **Present:** your information as a group



RISKS	RISK REDUCERS
<p>RISK 1: Merchants were worried that their goods or their money would be stolen. Bandits (robbers on land) or pirates (robbers at sea) stole goods and money from merchants whenever there was no government to stop them. Merchants also feared traveling into war zones, where they might be attacked by one side or the other.</p>	<p>RISK REDUCER 1: It was cheaper to send goods by sea than by land. Land transportation used wagons and animals, such as horses, mules, and camels. Because there were almost no paved roads, rain turned the dirt roads to muddy pits and slowed travel to a crawl. Sea transportation used boats, which were faster. The weight of goods didn't matter as much as on a boat as it did on an animal's back. For these reasons, it was almost always cheaper to travel by sea than by land, if a sea route was available.</p>
<p>RISK 2: Pirates also stole people and sold them into slavery. Christians were not supposed to make fellow Christians into slaves, and Muslims were not supposed to make fellow Muslims into slaves. So Christians enslaved Muslims, and Muslims enslaved Christians. However, some pirates broke these rules. Many of the slaves had to row the galleys, a very dangerous and miserable job. Pirates would release a slave if his relatives or partners paid a ransom.</p>	<p>RISK REDUCER 2: Ships did not sail directly across the Mediterranean Sea (or any other sea or ocean.) Instead, the ship followed along the coastlines, and crossed from one island to the next. Captains wanted to keep the land in sight so that they could land on shore if a storm threatened. Ships did not sail at all from November until March, to avoid the bad weather of winter.</p>
<p>RISK 3: Some governments dishonestly squeezed merchants, confiscated [took away] their goods, held them for ransom, or charged them outrageous taxes to trade.</p>	<p>RISK REDUCER 3: Merchants wanted protection and security from governments. Merchants expected governments to charge them taxes. Naturally merchants wanted low taxes, but they also wanted protection and security. They wanted governments to make and enforce laws against stealing, breaking contracts, and cheating.</p>

RISKS	RISK REDUCERS
<p>RISK 4: Merchants worried that they would not make a profit on their trade. In order to make a profit, they had to buy goods for a low price and sell them for a higher price. They worried about the costs of transport and taxes. If their costs were too high, or people did not want to buy their goods, the merchants would lose money.</p>	<p>RISK REDUCER 4: To avoid carrying money, a travelling merchant used bills of exchange, which worked like cashier's checks do today. The merchant handed over money to a moneychanger or bank in his home town, got a bill of exchange, and cashed it with the moneychanger or bank's representative when he reached the trade city.</p>
<p>RISK 5: Communication and travel were very slow and uncertain. There was no telephone or other fast method of communication. Letters had to travel by ship or by land. Ships were faster, but in the 1100s, a ship sailing from Marseilles (in France) to Acre (in the Crusader Kingdoms) would be at sea for 4 to 6 weeks. The trip home would take 8 to 12 weeks.</p>	<p>RISK REDUCER 5: Partnerships: Merchants often had partners or agents. In order to be partners, merchants had to trust each other closely. This was hard. Merchants chose partners or agents from their own families, close friends, and people born in the same home towns. Merchants did most of their business with others of their own religious community, but they also traded with merchants of other religions. Agents would travel around to different cities, sell the merchant's goods and return home with the merchant's money. Often merchants wrote down their agreements in contracts.</p>
<p>RISK 6: Travel by sea was very dangerous. In the 1100s, galleys and round ships were not as well-designed as in later times. (In fact, one of the major developments we will see in this unit is the development of very well-designed ships that could sail across the middle of oceans in every kind of weather without sinking.) To position the oars close to the water, the sides of galleys were very low. During storms, high waves often swamped galleys, filling them with water, and sinking them below the waves. High winds could blow a galley or a round ship onto a rocky shore where it would break apart. Shipwrecks were common.</p>	<p>RISK REDUCER 6: Because so many ships sank and their cargoes were lost, merchants spread their risk by shipping small amounts of goods on many ships. They invested a little of their money in many voyages rather than risking all their money on one voyage that might fail.</p>

SE I.12 Mediterranean Trade & Conflict Map



Standards



Social Studies

- 7.2.5
- 7.2.6
- 7.6.1
- 7.6.6
- 7.6.8
- 7.9.7

ELA/ELD

- RH 1, RH 3, RH 4, RH 5, RH 6, RH 7
- WHST 8, WHST 9
- ELD Part I.B.6
- ELD Part I.B.7

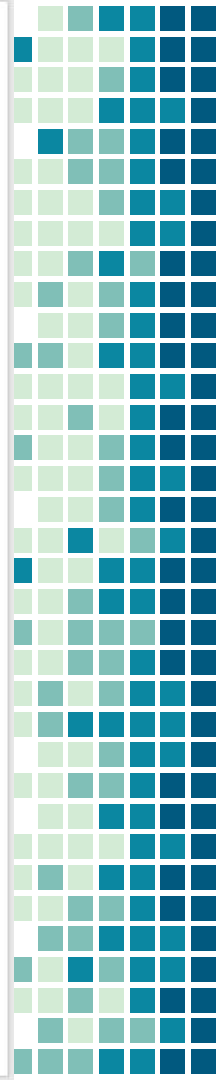
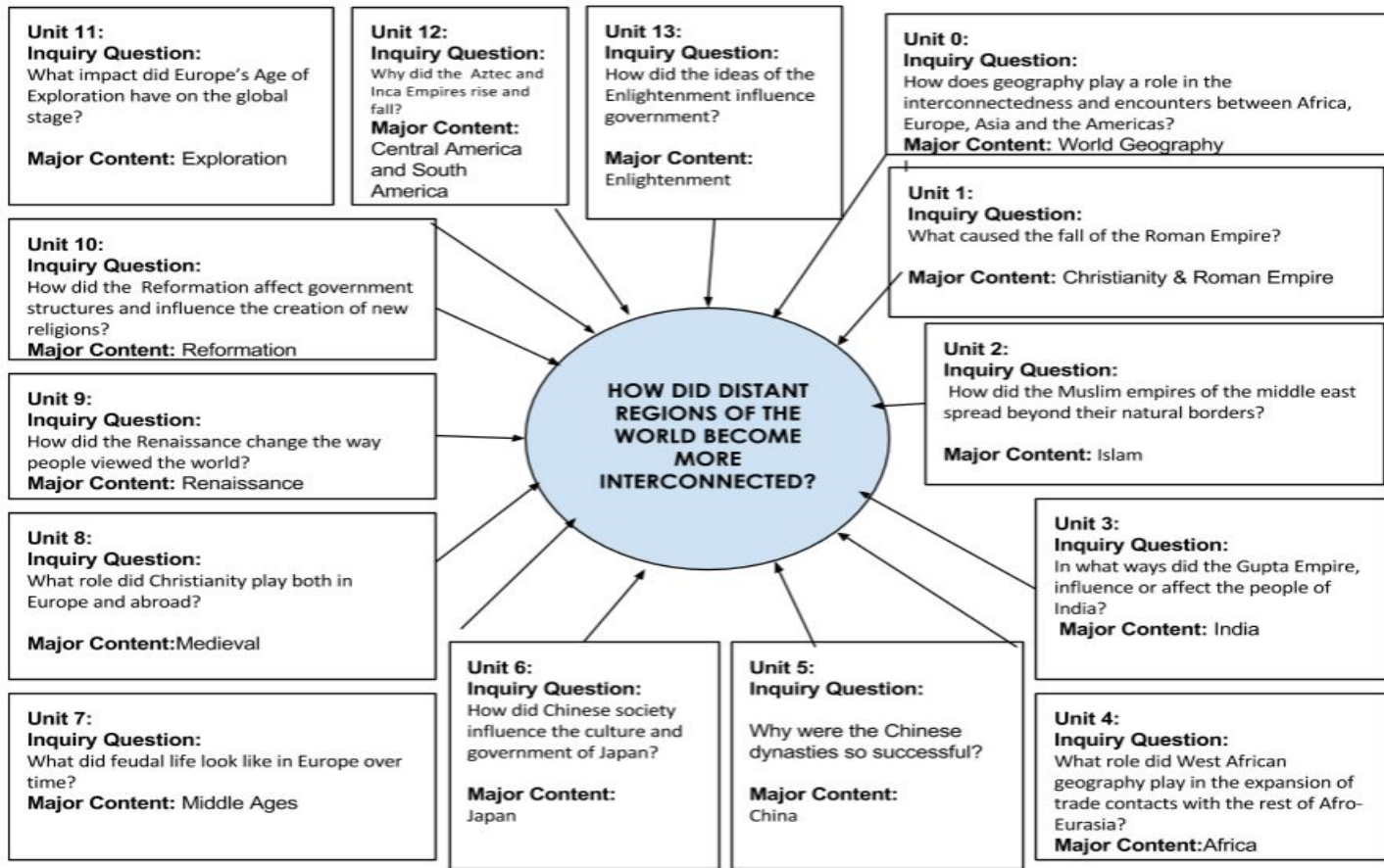
Framework: Early Modern Times

1. How did the distant regions of the world become more interconnected through medieval and early modern times?
2. What were the multiple ways people of different cultures interacted at sites of encounter? What were the effects of their interactions?

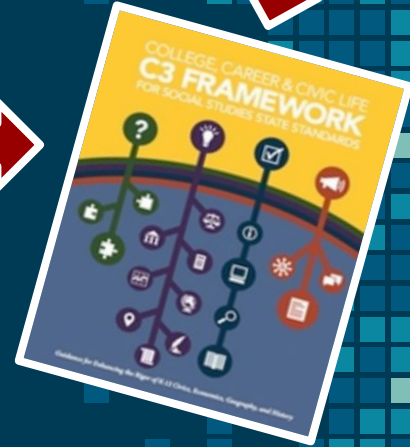
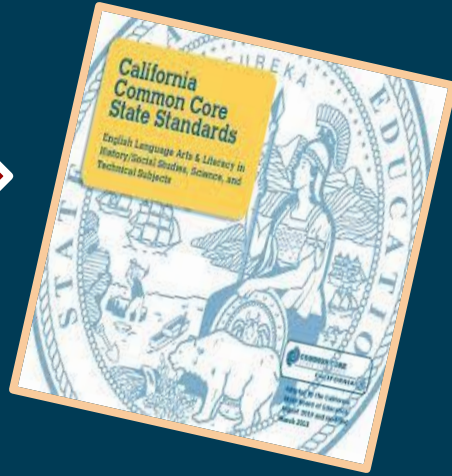
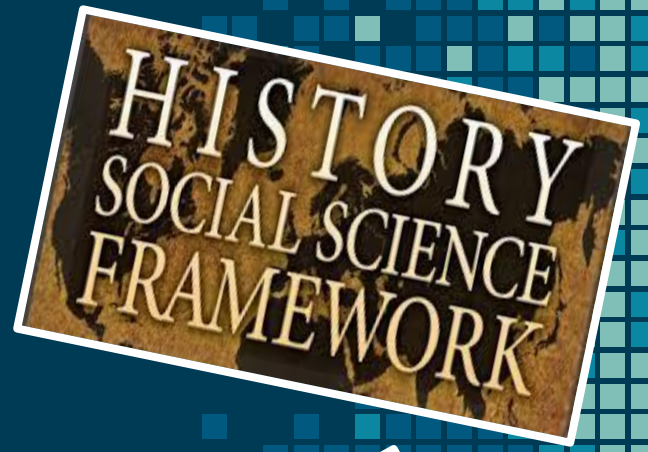


Students approach history not only as a body of content (such as events, people, ideas, or historical accounts) to be encountered or mastered, but as an **investigative discipline**. They **analyze evidence** from written and visual primary sources, supplemented by secondary sources, to form **historical interpretations**. Both in writing and speaking, they cite evidence from textual sources to support their arguments. “

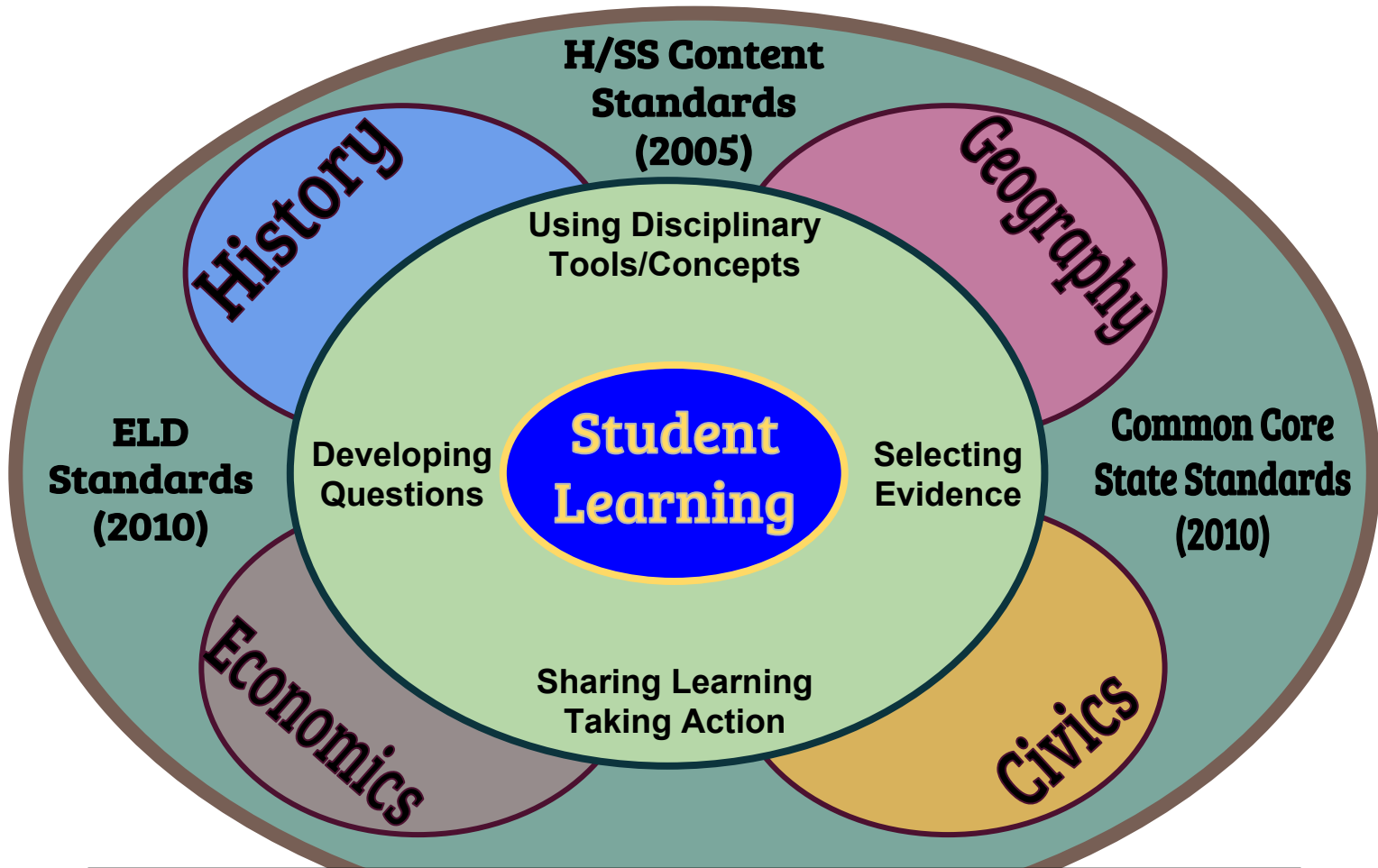
- Chapter 1: Social Studies Framework



Instructional Implications



History/Social Science Framework Overview



The 4 Key Shifts: Content, Inquiry, Literacy, Citizenship

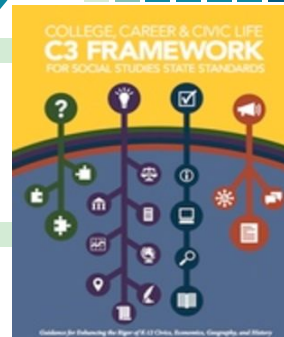
Dimensions of Inquiry

One:
Developing
Questions
and Planning
Inquiries

Two:
Applying
Disciplinary
Tools and
Concepts

Three:
Evaluating
Sources and
Using
Evidence

Four:
Communicating
Conclusions
and Taking
Informed
Action



Themes in US History



1. Citizenship
2. Movement
3. Identity



- Interconnection
- Environment
- Religion, Philosophy, Democracy
- Power relations



Themes in World History

UCI History Project Partnership

TK-5

Inquiry & Primary Sources

- January 11
- January 18
- January 25

6-8

History Blueprint: Medieval World

- October 30

Civil War

- March 13

9-12

Inquiry & Citizenship

- December 5

6-12

Inquiry Lessons

- Oct. 16
- March 20

Instructional Materials Adoption Process





THANK YOU!

Questions?