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The author presents shortly, as they were discovered and proved, the most important routes of commerce in the Black Sea area during the XIII - XV-th century. He relies on the documents that have been conserved not only on the land of Dobrogea, but also in Italy by the Genovese ancient travelers. As all those documents that have arrived to us from that period state, The Black Sea was known as Mar Maggiore. The maps of the biggest routes of the Genovese trade in the Black Sea at the end of the XIII century arrived to us from M. Ballard, indicates three high populated zones of interest. The first one is the Little Asia's shore: Sinope, Synesso, Vatisa and other towns; than we have the Crymean-Meotic space between Kersones and Caffa.

The third area was between Athopo and Maurocastro and includes the nowadays Romanian ports Constanta and Mangalia. The most important ports at the time were Pera and Caffa.

Panait I. Panait shows that the Italian traders, Genovese, Venetians, Pisans, all saw the large amount of resources that the Pontic basin had to offer. The goods that the Italians bought were from the hinterland of the port cities but also from further areas. Towns like Vicina, Chilia-Lycostomo, Pangalia or Constantia had the functions of production and mediation of long distance commerce. They were collecting and trading goods arrived there by The River Danube or by land.

It is well stated that the most important urban-harbor collectivity was Cetatea Alba with a population of about 20.000 inhabitants. The river port Chilia as well as Vicina, had a population of 10.000 up to 15.000 people. In Pangalia, Constanta and Isaccea only lived 1.000 people per town and that gave to their inhabitants' profound agricultural habits.

The trade was seasonal and from Dobrogea left to Pera, Caffa, Istanbul or Genova great amounts of grains, fish, wine, honey, wood, leather, so on and so forth. But most of the items arriving from the Romanian space could have been found also in other parts of The Black Sea Basin. It seems that the Dobrogea copper was well appreciated in Trapezunt and the grains in Caffa.

The author of the document seems to give more importance to the trade practiced by the Mediterranean and ottoman merchants because, as he proves, it was on a larger scale, involving more ships and lots of cash. So we can say after reading Panait I. Panait's article that Constantinopol – Danube's flowing point – Moncastro has been the leading direction of the trade with Romanian goods in the XIII-XV centuries.