**Crash Course World History Notes-International Commerce, Snorkeling Camels, and the Indian Ocean Trade**

1. The Indian Ocean trade system was like the \_\_\_\_\_\_\_\_\_\_\_, in that it was a network of trade routes that connected people who had stuff to people who wanted it and were willing to pay for it; there were lots of Indian Ocean trade routes connecting various port cities around the Indian Ocean Basin, including \_\_\_\_\_\_\_\_\_\_\_ and Mogadishu and Hormuz and \_\_\_\_\_\_\_\_\_\_\_.
2. But Indian Ocean trade was bigger, richer, and featured more \_\_\_\_\_\_\_\_\_\_\_ players than the Silk Road, but it is much less famous probably because it does not have a snazzy name…how about the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_!
3. By about 700 CE, there was a recognizable Monsoon Marketplace, but it really blew up between 1000 CE and 1200. It then declined a bit during the \_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, when overland trade became cheap and safe, because---wait for it---The Mongols.
4. The Indian Ocean trade surged again in the 14th and 15th centuries when the trading partners included the \_\_\_\_\_\_\_\_\_\_\_coast cities, \_\_\_\_\_\_\_\_\_\_\_ empires in the Middle East, \_\_\_\_\_\_\_\_\_\_\_, China, Southeast Asia, but NOT \_\_\_\_\_\_\_\_\_\_\_.
5. The Indian Ocean is home to a set of very special winds called \_\_\_\_\_\_\_\_\_\_\_. These winds were so \_\_\_\_\_\_\_\_\_\_\_ that early maritime travel guides often listed ideal times of departure down to the week and sometimes the day.
6. This meant lower risk, which meant \_\_\_\_\_\_\_\_\_\_\_ trade, which meant more trade.
7. Indian Ocean trade incorporated many more people than participated in Silk Road trade. There were \_\_\_\_\_\_\_\_\_\_\_ people and people from \_\_\_\_\_\_\_\_\_\_\_ to Malaysia and India and \_\_\_\_\_\_\_\_\_\_\_, all sailing around and setting up \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_where they would act as middle men, trying to sell stuff for more than they bought it for and trying to find new stuff to buy that they could sell later.
8. The Western half of the Indian Ocean basin was dominated by \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_who had the money to build ships, although we will see that in the 15th century the Chinese state could have changed that balance completely.
9. In the Indian Ocean, the most amazing thing, except for a few pirates, all of this trade was \_\_\_\_\_\_\_\_\_\_\_. For the better part of \_\_\_\_\_\_\_\_\_\_\_ these merchant ships were free to sail the seas without the need for protection from any state’s navy.
10. For the first time we see the beginnings of goods being traded for a \_\_\_\_\_\_\_\_\_\_\_, instead of just luxury goods, like silk for elites.
11. The \_\_\_\_\_\_\_\_\_\_\_ city states imported finished goods such as silk and porcelain from China and cotton cloth from India. Spices and foodstuffs like rice were shipped from \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_ and especially Sri Lanka where \_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_was a primary export good and the Islamic world provided everything from coffee to books and weapons.
12. But it wasn’t just products that made their way around the eastern hemisphere thanks to the Indian Ocean. \_\_\_\_\_\_\_\_\_\_\_ spread, too. Like the \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_, came from China. Muslim sailors popularized the \_\_\_\_\_\_\_\_\_\_\_ which made it easier to navigate by the stars. Boats using stern-post \_\_\_\_\_\_\_\_\_\_\_were easier to steer, so that technology quickly spread throughout the Monsoon Marketplace.
13. The Islamic world also produced the triangular \_\_\_\_\_\_\_\_\_\_\_ sail, which became super important because it allowed for ships to tack \_\_\_\_\_\_\_\_\_\_\_ the wind. This meant that a skilled crew could make their way through the ocean even if they didn’t have a strong tailwind.
14. And just as with the Silk Road, \_\_\_\_\_\_\_\_\_\_\_ also traveled in the Monsoon Marketplace. For instance today, more Muslims live in Indonesia than in any other country; Islam spread to Indonesia via the Monsoon Marketplace.
15. After the 1200s, the region which had previously been heavily influenced by the Indian religions of \_\_\_\_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_ became increasingly Islamic as rulers and elites adopted the religion so they could have religious as well as \_\_\_\_\_\_\_\_\_\_\_ ties to the people they were trading with. But Islam didn’t spread as effectively to \_\_\_\_\_\_\_\_\_\_\_, Laos, Cambodia or \_\_\_\_\_\_\_\_\_\_\_because they weren’t centers of trade.
16. How do you become a center for trade? Let’s use the Strait of Malacca as an example. You can see how it could act as a \_\_\_\_\_\_\_\_\_\_\_ point for trade. Any city that controlled that strait could stop the ships from going through it, or more likely \_\_\_\_\_\_\_\_\_\_\_ them. And that’s exactly what happened, to such an extent that a powerful merchant state called Srivijaya rose up on \_\_\_\_\_\_\_\_\_\_\_.
17. *This brings up a key point about Indian Ocean Trade: which is that it was indispensable to the creation of certain city states. Without trade, those places wouldn’t have existed, let alone become wealthy and grand. Trade was a huge source of wealth for these cities because they could tax it; through import and export duties or port fees. But the fact that they are no longer powerful shows that trade can be a pretty weak foundation on which to build a polity, even a small one.* There are many reasons for this: like high taxes can motivate traders to find other routes, for instance, but the main one is this: Reliance upon trade makes you especially vulnerable to the peaks and troughs in the \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_.