ITSASOA MENDERATZEKO EGURRAK
Monarkia hispanikoaren baso politikak eta hornikuntzak XVI. eta XVIII. mendeen artean

MADERAS PARA DOMINAR LOS MARES
Políticas y suministros forestales para la Monarquía hispánica en los siglos XVI y XVIII

TIMBER TO TAME THE SEAS
Forestry policies and supplies for the Hispanic Monarchy in the 16th and 18th centuries

DU BOIS POUR DOMINER LES MERS
Politiques forestières et achats de bois pour la Monarchie hispanique aux XVIe et XVIIe siècles
TIMBER TO TAME THE SEAS. FORESTRY POLICIES AND SUPPLIES FOR THE HISPANIC MONARCHY BETWEEN THE 16TH AND THE 18TH CENTURIES

May 17th and 18th, 2018. Pasai Donibane Kulturgune

Rafael Torres Sánchez (University of Navarra)

Mercantilism and business. Imports of timber for Spanish Navy during the second half of 16th century

Abstract
The study of timber supply for military construction, principally shipbuilding, allows going ahead on the debate of historical reality of economic policy. For 18th century’s Spanish policy theorists, timber supplying was considered the proper field in order to develop mercantilism principles. With the stimulation of timber production and the maintaining of its extraction and circulation within the national economy, they could exemplify the advantages of mercantilist policy. The arguments used by coetaneous theorists in favour of this strategy has been repeated by historians and assumed to be historical truth. The aim of this research is to contrast the arguments which confronted mercantilist policy with the practical reality, where aforementioned pattern was much more flexible, and frequently even opposite to those mercantilist principles. This historical reality explains the tendency to include private, national, and international business in timber supply. Therefore, the implementation of mercantilism in timber supply was a utopia. Nevertheless, private entrepreneurs, who, paradoxically, turned into the most active agents of Mercantilism, put some principles of mercantilism in practice.

CV
Rafael Torres Sánchez (Cartagena, 1962) is Professor in History in the University of Navarre.

Álvaro Aragón Ruano (University of the Basque Country)

¿A chimerical project? Timber supplies from the Western Pyrenees (The Basque Country and Navarre) during the 18th century

Abstract
Throughout the 18th century, the forests of Western Pyrenees (North of Navarre, Gipuzkoa and Biscay) became strategic forest areas for the Spanish Royal Navy. Vast amounts of oak timber were used in the hull of Royal vessels, being exported towards the arsenal of Ferrol and other places. Pine trunks navigated across Ebro River or got Cantabrian Sea like masts for ships, whereas beech timber was used for manufacturing oars, casks for nails and for the obtaining of charcoal applied in Reales Fábricas de Armas. The aforementioned extraction was made through contracts between the Crown and some individuals or merchant institutions, such as the Royal Company of Caracas. However, these representatives, who perfectly knew the land they acted in, had to rely on other local agents and intermediaries and to negotiate, most of the times, with local institutions, as the way to extract as well as the payment for the use of commons and forest richness. This research tries to analyse who were those
agents, what kind of ties they established with local merchants and, ultimately, how they carried out that chimerical enterprise, in which they were forced to face geographical, political and economic challenges. Thus, we will try to analyse whether the established programme was really effective and to what extent all those tasks contributed to the generation of money and infrastructures that helped to the strengthening and development of Spanish State.

CV
Álvaro Aragón Ruano has a degree in History from the University of Deusto (1992) and PhD in History (2000) from the University of the Basque Country, and currently is Aggregate professor in the University of the Basque Country, where is part of the Department of Medieval, Early Modern and American History.

María Amparo López Arandia (University of Extremadura)
Among contractors, the Royal Timber Office and the Secretary of Navy. Timber supplies from the maritime province of Segura de la Sierra

Abstract
The promulgation of Forest Ordinances in 1748 established the category of Maritime Provinces, not only for those forest areas close to the coast, but also for those of peninsular inland close to navigable rivers, through which timber could be transport to the arsenals. Because of this the surroundings of Segura and Alcaraz Mountains, even though they were 300 km far from the sea, were included into the new department of Segura de la Sierra. Although, formally, it was since then when this geographic area, which included more than 50 councils during its main expansion, started being exploited by officers from Navy’s Secretary -in particular, from the maritime departments of Cadiz and Cartagena-, the fact is that from the 1730s the Spanish Royal Navy was supplied from this area through an indirect way that involved the acquisition of timber by the Royal Timber Office, under the authority of the Royal Factory of Tobacco in Seville, and, consequently, of the Secretary of Treasure, and through the action of contractors. We can observe, henceforth, a singular area - a maritime province in the inland, under the authority of two maritime different maritime departments-, whose forest supplies for the Royal Navy came from three origins: the timber exploitation and transport made by contractors, the acquisition of timber, used in advance by the Royal Timber Office, and the direct exploitation applied by the Navy’s Secretary. The aim of this research is to try to notice the existence of several phases in the process of timber exploitation throughout the existence of this politic and administrative demarcation, of analogies or differences in the exploitation and supply of raw material dependant on who was responsible for cuts. We will not forget too some of the aftermaths of these process, which in many occasions resulted, not only in the conformation of networks among those who controlled it, but also in the emergence of corruption, in light of the attractive that involved to dominate the use, transport, buying and distribution of so desired raw material, whereof we have several examples among local elites and members of royal administration.

CV
María Amparo López Arandia is PhD (with special European mention and extraordinary prize of doctorate) from the University of Jaen. Her teaching activity has been developed in the University of Jaen (2001-2006), l’École des Hautes Études en Sciences Sociales, in Paris (2006-2008), the University of Córdoba (2008-2011) and the University of Extremadura (since 2011), where at this moment she teaches as Assistant professor, in the area of Early Modern History, in the campus of Badajoz.

Ana Rita Trindade (CSIC-ForSeaDiscovery)
Timber from the maritime Department of Cadiz to the Arsenal of La Carraca: a regional supplying system for shipbuilding (1726-1759)

Abstract
The reorganization of Spanish Royal Navy in the frame of Bourbon reforms’ centralizer and protectionist policies originated a programme to spread the war fleet. In this context, the Government took a higher control over shipbuilding and raw materials’ supply, which lead to the creation of Cadiz, Cartagena, Ferrol and La Habana’s dockyards and their respective maritime departments, like territorial unities oriented to the supply of timber. Prioritizing the raw materials of regional access, as the best way to make it profitable, each department was shaped as a regional system of timber supply, which articulated forests, land and water transport, piers, ports and dockyards. Between the Navy’s direct commission and the contractor system, this network was managed by different agents, responsible for the organization and the surveillance of forests, visits in order to assess the potentiality of trees as raw material, timber cuts and piece making, along with the transport, connecting harbours and its hinterland. This research presents a case synthesis about the maritime department and arsenal of Cadiz during the period of first Bourbon reforms’ implementation, the reign of Philip V and Ferdinand VI, analysing the aforementioned aspects and its capacity of supplying different kinds of timber adequate for the production of specific elements for war vessels, built up and repaired in the arsenal of Carraca.

CV
Ana Rita Trindade is archaeologist from the New University of the Lisbon, Faculty of Humanities, where she also made a Master in Archaeology. From 2014 to 2017 she has been engaged with the Historical Institute of the Centre of Human and Social Sciences, CSIC, as pre-doctoral student in the ForSEAdiscovery – “Forest Resources for Iberian Empires: Ecology and Globalization in the Age of Discovery (16th -18th centuries)” project, granted by the European Union.

Iván Valdez-Bubnov (National Autonomous University of México) and Jorge G. Loyzaga (Architect)
The use of timber from Philippines and the Spanish shipbuilding in the Pacific Sea (16th-18th centuries)

Abstract
Spanish shipbuilding in Asia is a almost unknown topic and missing from the mainstream researches about Spanish sailing ship technology. The importance
of this industry, though, was crucial, not only for the constitution and maintenance of Imperial trade system -through the building of Manila-Acapulco galleons-, but also for the consolidation of Spanish presence in Asia -by the way of small vessels for the coastal navigation in the Philippines and of different sorts of war unites with the purpose to face Asian and European rivals. In order to assure the development of this industry, the Spanish Crown developed, from the very beginning of Philippines' colonisation, a series of administrative norms for the exploitation of timber resources, intimately bound to the Repartimiento. Concurrently, different Spanish sources, written by missionaries and Crown’s administrators, showed a changeable technical perspective about the quality and utility of islands’ timber. This way, the aim of this paper is to confront the documentation produced as a result of both process: on the one hand, the legislation published in order to regulate the mobilisation of workforce for timber cutting; on the other hand, the technical documentation regarding the quality and utility of timber types, capable of being used for shipbuilding. The combination of both studies tries to draw the evolution of administrative and technological infrastructure, which made possible, through the Spanish shipbuilding in the Pacific Sea, the articulation of the first Globalisation.

CV
Ivan Valdez Bubnov is doctor in Early Modern History from Queens’ College, University of Cambridge. He is specialist in Spanish Shipbuilding, from a technical, administrative and financial perspective and in Military and Naval Historiography. He is full time researcher of the Institute of Historical Researches in the National Autonomous University of Mexico, where he is a professor.

Rafal Reichert (Centre of High Researches of Mexico and Central America (CESMECA))
*From Julián de Arriaga to Antonio Valdés, a revision about the straight trade of timber supplies coming from the South of Baltic Sea to Spanish shipyards and Arsenals (1754-1795)*

**Abstract**
The Spanish Navy passed through different phases of development during the 18th century. One of them was the opening of the great reformist project of the Navy, after the grievous defeat in the Seven Years’ War (1756-1763). Since then up to 1791, the Bourbon Monarchy invested enormous amounts of money in an attempt to recover its naval power, which was assigned to shipbuilding. As a result, the demand of forest raw materials for every kind of boats increased significantly, which started being obtained from not only the peninsular forest, but also from other parts of the Empire, such as Spanish America. However, the Spanish ship industry’s demand grew year by year, and in order to fulfil it other options were found; the solution was to import it from the Baltic Sea, the area with abundance of pines, firs and oaks. This contribution, by means of Sound Strait toll’s registers (Denmark), aims toanalyse and quantify the shipments of timber from the south of Baltic region (current Germany, Poland, Russia and Lithuania) to Spain, for the purpose of demonstrate the importance of forest resources from the aforementioned area in the overcoming and development of Spanish naval power during the second half of the 18th century.
CV
Rafael Reichert has a degree in archaeology from the University of Warsaw, Poland. He is doctor in History from the Faculty of Humanities, National and Autonomous University of Mexico. He is full time researcher in the Centre of High Studies of Mexico and Central America (CESMECA) University of Sciences and Arts of Chiapas (UNICACH). He is professor in the Institute of Iberian and Latin American Studies, Faculty of Modern Letters, University of Warsaw, Poland.

María Intxaustegi Molina (University of the Basque Country)
The supplying of timber for the shipyard of La Habana during the 18th century

Abstract
The Royal dockyards of Spanish Monarchy during the 18th century were one of the strategic places to understand the deep transformation underwent by Spanish Empire under the Bourbon Monarchy. The creation of a new Navy to deal with the English one was one of the key points of Bourbon policy, due to who got the maritime supremacy, and above all, the control of oceanic routes between America and Europe, would consolidated the Empire and put in danger the survival of the others. In this context, the organisation and productivity of the shipyard of La Habana, stood out thanks to its efficiency building vessels and launching more than the 50% of the new Spanish Navy. In order to carry out such an ambitious plan, it was essential to develop a complex management of timber. Despite of being more famous due to its high quality timbers, being a island in a tropical location, Cuba lacked of other kind of timbers essential for shipbuilding, such as rigging. The scarcity of timber was a recurrent problem along the history of shipyard, which as local contractors as money from New Spain and Madrid tried to relieve as much as possible. In turn, above all during the first half of the 18th century, anchors, hemp, tar, nails and other equipment for the shipbuilding were brought from the metropolis and, in many cases, from other countries. The aim of this paper is to demonstrate the complexity of the raw material coming from different geographic regions, such as Cuba, Veracruz, New Orleans, the Baltic countries and the Iberian Peninsula, in order to build a vessel under Spanish flag. The Cuban shipyard turned into a microcosms and a reflection of a more and more globalised trade.

CV
María Intxaustegi Molina is a subaquatic archaeologist and historian from the University of the Basque Country. Currently is doctoral student and member of the department of Medieval, Early Modern and American History, University of the Basque Country, and responsible for the department of subaquatic archaeology of INSUB. Throughout 2018 is getting ready to defend her PhD entitled The Royal shipyards of La Habana during the 18th century.

John T Wing (College of Staten Island, The City University of New York (CUNY))
Persistence of Habsburg State Forestry in an Age of Naval Decline and Dynastic Change
Abstract
Historical debates surrounding the issues of economic crisis and naval decline in the history of Spain during the middle to late seventeenth century tend to indicate that a great deal of pressure was eased off the forests of the Iberian Peninsula until a Bourbon revival early in the eighteenth century. Shipbuilding declined, population growth declined or slowed, and measures for defending forest resources seemed to recede from view, resulting in an apparent gap in forest projects and policy from the Spanish crown between about 1640 and 1740. However, this essay, which is based on research in Spanish state, municipal, and colonial archives, explores the idea of territoriality in the context of Spain in the later seventeenth century in order to study an aspect of forestry history that does not necessarily involve resource extraction and deforestation. Instead, the resource control strategies of the crown aimed to maintain and improve access to forests for crown interests. Such strategies included the continuation of the bureaucratic network of forest superintendents, who were first appointed in the late sixteenth century in the provinces of northern Spain. Also, the crown continued to rely on the production of forestry advice based on local-level experience. The monarchy continued to issue more stringent forest legislation that enhanced royal control over behavior in forests even in times of dwindling demand for royal naval shipbuilding. Finally, forest reconnaissance missions aimed to locate new domestic and accessible timber areas into which the crown could project greater authority. Such inspections had been a pillar of state forestry policy from immediately after the Armada disaster of 1588 at the latest.

The first part of the essay examines conditions in Habsburg Spain, while the second part discusses parallel examples in colonial contexts near important shipyards, such as Havana, Guayaquil, and Manila. Finally, the essay examines the importance of Habsburg precedents in the formation of a Bourbon naval revival that relied on an advanced and expanded political forestry. The significance of forest territorialisation rests not so much on the sheer quantity of timber that wound up in the ships of the Spanish navy, but rather on the ability of the state to direct human behavior towards achieving state goals ahead of the goals of traditional local land use practices. The considerable continuity from one reign to the next also indicates the fruitfulness of studying the Habsburg and Bourbon periods together, rather than ending or beginning a study at the conveniently round date of 1700.

CV
Associate professor, member of the department of College of Staten Island, in the City University of New York. Doctor in History from the University of Minnesota in 2009, thanks to a PhD entitled Roots of empire: State formation and the politics of timber access in early modern Spain, 1556-1759, which resulted in the book Roots of Empire: Forests and State Power in Early Modern Spain, c.1500-1750 (Leiden: Brill, 2015).
Alfredo José Martínez González (University of Seville)
*The institutional activity in forest and naval sphere during the reign of Philip II, new perspectives*

**Abstract**
This research aims to demonstrate how the naval and forest policy that lasted until the 19th century, being adapted to the different juridical and social conjunctures, actually, took shape and was settled during the second half of the 16th century. Cristobal Barros, who was chosen by Philip II to promote the shipbuilding and to encourage the tree plantation, led such genesis. This activity, which was characterised by the programmes of Estate and War Councils, along with patronage relationships, affected on diverse Cantabrian local and territorial jurisdictions and merchant institutions, in addiction to develop a normative framework destined to the timber development and exploitation, whose realisation finished falling to the local towns in the North of Iberian Peninsula.

**CV**
Lecturer doctor (accredited,) is member of Law and Institution History area, department of Basic Juridical Sciences, University of Seville.

Koldo Trapaga Monchet (University of Juan Carlos I, Madrid)
*The analysis of Portuguese royal forests through the forest legislation during the Avis, Habsburg and Braganza dynasties (c. 1435-1650)*

**Abstract**
It is well documented that the Avis Portuguese Monarchy was pioneer during the so-called “Age of Discovery”, which led Europe to spread around the world. This event has stimulated the scientific curiosity about how such a small Monarchy could have had a pioneering role and, along with it, kept on it throughout the Early Modern period. That was unimaginable, without, among other factors, an effective and continuous policy that allowed to ensure timber supply for shipbuilding and ship reparation.

Thus, this lecture aims to approach to forest legislation in Portugal between the 16th and the 17th centuries, along three dynasties: Avis, Habsburg and Braganza. This research advocates for stating that, despite of dynastic changes, Portuguese monarchs took advantage of previously legislation, even though the interests of the new Braganza dynasty were opposite to those of the Habsburgs. This dynasty brought with it administrative innovations from the Castillian Crown, that influenced the Portuguese forest legislation.

Along with it, it aims to show the administrative framework established by the different forest regulations implemented in order to preserve and use Portuguese forest reserves, with the purpose of guaranteeing the existence of hunting reserves and the continuous timber supplies of cork oak and pine for shipbuilding in Lisbon.
Abstract
The 18th century’s vessels were, of course, built on timber. Apart from non-structural elements of a warship (such as artillery), between 90 and 95 per cent of all components were made of different timber. This means that timber was not just the essential and basic material, but also was a decisive factor in the technic-technological progress of shipbuilding. However, the access to timber was not always easy, due to it was a material needed and demanded by the majority of population. The high demand and chronicle lack of access and road infrastructures in places producers of timber, turned this factor of shipbuilding into a strategic objective, in both Spain and Cuba.

On the other hand, the quality of Cuban timbers was not a secret for anybody. In fact, during the first decades of the 18th century it was the main reason to locate the unique great Spanish shipyard in La Habana. Nevertheless, at the end of the 17th century and at the beginning of the 18th century, the general crisis also affected the use of Cuban forests with naval objectives. Since Patiño and his Nueva Planta for the Navy, it was essential the recovering of Cuban forests and the canalisation of its timber toward the shipbuilding, which generated an increasing legislative concern on this strategic element.

Forest demarcation with naval objectives was, consequently, the main concern of political authorities, which were aware of its enormous impact on the local inhabitants, especially with respect to La Habana. This way, what was an indispensable supply for the Navy, progressively became a political and social problem of enormous consequences in Cuba. Nonetheless, unlike the Iberian Peninsula, Cuban timber had a double purpose. On the one hand, it had to feed the own shipyard in La Habana, but, on the other hand, timber must be redistributed toward Spanish dockyards, as a result of its quality. This promoted a bitter controversy with the local population, in general, and with landowners in particular, especially evident at the end of the century. However, the relative harmony between private contractors, landowners, inhabitants and the needs of the Navy was abruptly broken by two consecutive events.

CV
José Manuel Serrano is professor in the department of History, University of Antioch (Colombia). He has a degree in History, being specialist in Early Modern and Modern History from the University of Seville.