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World Civilization I

Research Writing

Changes in the seas between Asia and Europe will have a major impact on the trade routes and networks connecting these continents with Africa. The trade routes that existed before the transformation were primarily based on the Silk Road, a network of land and sea routes linking China, India, the Middle East and the Mediterranean. The Silk Road facilitated the exchange of commodities such as silk, spices, gold and porcelain, as well as ideas, culture and technology. The Silk Road was made possible by the growth of empires such as Song China and the Abbasid Caliphate and the development of new technologies such as caravanserais, bills of exchange, and banking.

If the seas were replaced, it would be much more difficult and expensive to maintain the Silk Road. Land routes would have to traverse more deserts, mountains, and hostile territories, while sea routes would have to circumnavigate Africa or pass through the Arctic Ocean. Trade volume and frequency will likely decline, impacting the economic prosperity and cultural diversity of the regions concerned. Demand for luxury goods will also decline as their scarcity and prices rise.

Sea changes will also affect technological and scientific progress in China and Europe. China led innovation and invention during the Song Dynasty (960-1279 AD), bringing advances in papermaking, printing, gunpowder, compasses, shipbuilding, and agriculture. These innovations were partially facilitated by trade and cultural exchanges along the Silk Road. With the seas switched, China would lose access to some trading partners and knowledge sources. China could become more isolated, inward-looking, and develop at a slower pace .

Europe experienced a period of technological and scientific progress during the Middle Ages (AD 500-1500), especially after the Crusades (AD 1095-1291) exposed Europeans to new ideas and products from the Islamic world. Europe benefited from learning about Arabic numerals, algebra, astronomy, medicine, optics, and philosophy. Europe also imported commodities such as silk, cotton, sugar, spices, and paper from Asia and Africa. If seas were exchanged, Europe would face similar challenges to China in maintaining trade and cultural ties. Europe may become more dependent on its own resources and innovation or seek alternative routes to Asia. Sea changes will also affect religious and philosophical diversity and tolerance in China and Europe. During the Song dynasty, China was relatively tolerant of different religions and philosophies. Buddhism, Taoism, Confucianism, Islam, Christianity, Judaism, Zoroastrianism, Manichaeism and Nestorianism coexisted in varying degrees in China. The Silk Road facilitated the spread of these beliefs throughout Asia. With the seas replaced, China could become less open to religious diversity and more susceptible to dominant traditions. Medieval Europe was diverse both religiously and ideologically. Christianity was the dominant faith in Europe, but split into several branches.

Catholic in Western Europe; Orthodox in Eastern Europe. Coptic Christianity in Egypt; Nestorian Christianity in Central Asia; Armenian Christianity in Armenia; Sahel), and parts of East Africa (Swahili Coast). Judaism was practiced by minority communities throughout Europe. The Silk Road allowed some degree of dialogue and interaction between these faiths. If the sea were upside down

Europe could become less tolerant of religious diversity and more vulnerable to conflict and persecution.

One scenario that could result from a sea change is that Zheng He's fleet would meet Columbus' fleet in the Atlantic. Zheng He was a Chinese admiral, and from 1405 to 1433 he led seven naval expeditions that explored Southeast Asia, India, Arabia, East Africa, and more. Columbus was a Spanish explorer who, between 1492 AD and 1504 AD, made four voyages where he found a route west of Asia, but reached the Americas instead. How do these two fleets of his compare in terms of size, composition, equipment, and purpose?

Zheng He's fleet was much larger, more diverse, better equipped, and more ambitious than Columbus's. Zheng He's fleet consisted of hundreds of ships, some of which were over 100 meters long, and tens of thousands of sailors, soldiers, officials, merchants, translators, etc

One of the main differences between Chinese and European maritime activities is their strategic objectives and motivations. China has long sought to exert control over the waters off its eastern seaboard, especially in the South China Sea, where it claims sovereignty over most of the area within its self-proclaimed "nine-dash line". China's maritime activities are driven by a combination of economic, security and political interests, such as securing access to natural resources, protecting its territorial integrity and maritime rights, enhancing its regional influence and projecting its great power status. China has invested heavily in developing its maritime capabilities, including its naval and coast guard forces, its merchant fleet and port infrastructure, its maritime intelligence, surveillance and reconnaissance (ISR) assets, and its maritime militia. China has also engaged in various forms of maritime cooperation with other countries, such as the Belt and Road Initiative (BRI) and the 21st Century Maritime Silk Road (MSR), which aim to expand China's connectivity and influence across the Eurasian continent and beyond. In contrast, Europe's maritime activities are more diverse and decentralized, reflecting the varying interests and priorities of individual European Union (EU) and NATO member states. Europe's maritime activities are primarily focused on ensuring the security and prosperity of the continent and its overseas territories and contributing to world peace and stability. Maritime activities in Europe include:

Facilitate the global trade and movement of goods and people across the world's oceans, accounting for 90% of all international trade in raw materials and products. protecting the environment and marine and coastal biodiversity; promoting scientific research and innovation in the maritime sector; improving maritime security and combating various threats such as piracy, terrorism, smuggling, illegal fishing and immigration; Supporting humanitarian aid and disaster relief. Participate in crisis management and cooperative security missions. Compliance with international laws and standards, such as freedom of navigation and the United Nations Convention on the Law of the Sea (UNCLOS). Europe has also developed various tools and frameworks for coordinating marine activities. AMS) and NATO's Alliance Maritime Posture (AMP).

Had China discovered Mexico and the Aztec Empire before Europeans, the results might have been different from actual historical events. may have taken a more peaceful and respectful approach to China may also have been more interested in establishing commercial and cultural exchanges with Mexico than in exploiting Mexico's resources or proselytizing its population. China may also have faced less resistance from other European powers that were more focused on competing in other parts of the world. However, these scenarios are speculation and hypothetical, as there is no evidence that China had the intention or ability to explore or colonize the Americas before Europeans did.

<https://www.youtube.com/watch?v=HIUiSBXQHCw>

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