

INFORMATION ON DOCTORAL THESIS

1. Full name: Do Thi Thuy Lan

2. Sex: Female

3. Date of birth: 14 December 1981

4. Place of birth: Hanoi

5. Admission decision number: 264/SĐH Dated: 5 November 2003 by President of Vietnam National University, Hanoi

6. Changes in academic process:

- Extension decision number 667/QĐ-KH&SĐH, dated 10 December 2008

- Announcement of research duration number 769a/SĐH by Rector of VNU - University of Social Sciences and Humanities, dated 27 July 2012

7. Official Thesis title: Port-city system along Tonkin River during Seventeenth and Eighteenth Centuries

8. Major: Vietnam Ancient and Medieval History

9. Code: 60.22.54.01

10. Supervisors:

Prof. Dr. Nguyen Quang Ngoc

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11. Summary of the new findings of the thesis:

Based on a variety of historical materials including Western maps and documents in the 17th - 18th centuries (Dutch, English, French, Italian and Portuguese materials), Vietnamese historical sources (maps, annals, monographies, land records, inscriptions, family records, folklore) in Han Nom characters or translated into Vietnamese, using the geo - historical/cultural approach method, this dissertation leads to the mains conclusions as follows:

Firstly, Vietnam during 17th and 18th centuries had witnessed the making of a system of three port cities (Thang Long - Pho Hien - Domea) along the Tonkin River in North Vietnam. "Song Dang Ngoai"

(Tonkin River) was named by the Westerners to indicate a compound of Hong river - Luoc river and Thai Binh downstream rivers, which connected Thang Long - Ke Cho with the East Sea. This system became a key water route connecting Bac Bo with the East Sea in the Age of Commerce in Asia during 16th - 18th centuries. The formation of this port-city system was a result of political, social, economic factors as well as the characteristics of natural geography of the Tonkin delta during 16th - 18th centuries.

Secondly, the scale, roles and functions of these three port cities along the Tonkin River varied, however they supplemented each other to form a complete system. Thang Long - Ke Cho port city between 17th - 18th century can be seen as a main commercial center of Tonkin and Dai Viet at that time. There were several important factors for it to become a main trading place in Bac Dai Viet, including infrastructure, population, handicraft industry, and entrepot position between South China and North Indochina with commercial route in East Sea

Pho Hien had played an important role of commerce only from the second half of 17th century under the impact of the Le - Trinh dynasty's policy to foreigners. It was an intermediate port between Ke Cho and Domea in terms of space distance as well as merchant and commodity transportation. More importantly, it played a key role in the control of foreign merchants and trading activities.

Domea was an anchoring place for foreign vessels. In addition, it can be seen as a border-port to control vessels, merchants and commodities coming from East Sea into the mainland. In this way, if Pho Hien was an inner-control site, Domea was an outer-control site along Tonkin River.

Thirdly, the formation, prosperity and decrease of this three port-city system of Thang Long - Pho Hien - Domea along the Tonkin River therefore needs to be viewed and explained from the geo - historical/cultural perspective. Tonkin River needs to be put into the context of a process of making of the Tonkin delta as well as in relation to geographical characteristics of the sea gate. The theories about river exchange network, and river planning or commercial system, proposed by Bennet Bronson, Tran Quoc Vuong, Charles Wheeler, explain the relationships between the sea and mainland, can also be applied to the case of North Vietnam. The differences that North Vietnam might have is not what to be become particular, separated it from Southeast Asia in the age of international commerce as Anthony Reid has argued, but to make the North Vietnam different in the way in which it integrated into the regional and international commerce. In other words, the relationship between the sea and mainland through the river system had been shaped through a unique way for the case of North Vietnam and therefore the Northern part of Dai Viet during these centuries have never stood outside economic and political changes of the region and of the world.

12. Practical applicability:

In addition to a collection and analysis of materials to explain the trade relationship in North Vietnam during the 17th - 18th centuries in particular, the social, political and economic situations of Great Việt by that time in general, the findings of this doctoral dissertation contain values and meanings for several practical activities. For example, the dissertation is a very useful material for teaching and study to different training programs in history at Faculty of History (VNU - University of Social Sciences and Humanities). It can also be a valuable reference for the building of a collection of historical materials on Biển Đông of Vietnam and offer historical evidences and arguments supporting the State's policy making on maritime trade economy as well as Vietnam's integration into the region and the world in the context of increasing globalization in the 21st century.

13. Further research directions:

- History of Vietnam Foreign Trade
- Industry and Trade Economies in the 15th - 18th Century Vietnam
- History of Vietnam Medieval Economy
- History of Vietnam Medieval City

14. Thesis-related publications:

1. Do Thi Thuy Lan (2006), "Tonkin River's Estuary in the Seventeenth and Eighteenth Century Vietnam: Its Location and Domea Harbor-Town", *Journal of Historical Studies* (367, 368), pp. 19-29 & 19-30.
2. Do Thi Thuy Lan (2008), "Tonkin River's Estuary in the Seventeenth and Eighteenth Century Vietnam: Batsha and Its Linkage to the Mac's Homeland", *Journal of Historical Studies* (381, 382), pp. 21-32 & 42-48.
3. Do Thi Thuy Lan (2008), "On the Existence of VOC Factory in Hien City in the Seventeenth Century", *Journal of Historical Studies* (388), pp. 64-75.
4. Do Thi Thuy Lan (2010), "Which Estuary did the Dutch Ship Grol Enter Tonkin in 1637?", *Journal of Historical Studies* (409, 410, 413), pp. 65-81, 65-75 & 66-75.
5. Do Thi Thuy Lan (2010), "Th"ng Long Forbidden Citadel's South and West Gates in Lý-TrÇn-L^a Dynasties", *Journal of Historical Studies* (411), pp. 34-52.
5. Do Thuy Lan (2010), "Kính Thiên Palace under the Late Lê", *Past and Present Magazine* (359), pp. 26-27 & 32-33.
6. Do Thuy Lan (2010), "At which point of time did "Đoan Môn" appear in Thăng Long Citadel?", *Past and Present Magazine* (365), pp. 13-16.

7. Do Thi Thuy Lan (2011), "The Hội Examination Campus in Thăng Long Citadel in the Lê Dynasty, the 15th - 18th Centuries", *Journal of Historical Studies* (424, 425), pp. 42-53 & 59-69.
8. Hoang Van Khoan, Do Thi Thuy Lan (2011), "Japanese Coins in Thanh Hóa", *Journal of Archaeology* (172), pp. 69-80.