

**ABSTRAC LIST OF THE FIRST INTERNATIONAL CONGRESS OF EURASIAN
MARITIME HISTORY (5-8 NOVEMBER 2012)**

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**The visits of the Russian Fleet to the Ottoman Empire,
The results and lessons**

Aflatun ALIEV

Abstract not available in the time of print.

Multiple Aspects of the Development of Steamship Travelling in 1835-1855

Alain SERVANTIE

European Commission

alainservantie@yahoo.fr

Abstract:

Regular steamship travelling started in 1836 on the Danube (line Vienna – Istanbul) and in the Mediterranean from Marseille or Trieste (Austrian Lloyd – 34 steamboats in 1850) to Istanbul, and in 1841 to Trabzon. The number of travellers on the Danube increased from 47346 in 1837 to 278600 in 1843; it reached 216000 in 1850 on Trieste- Istanbul, The French pack boats of the Messageries Françaises offered both a regular postal service carrying 33.000 passengers in 1852. Trips were offered from Southampton to Istanbul by the Peninsular and Oriental Steam Navigation Company, founded in 1840 and in charge of mail delivering to the Ottoman Empire. Cruises were offered from the US (see Melville in 1856, Mark Twain in 1867). Steam boats of the Ottoman Government appear in Istanbul around 1836. Lamartine visited Istanbul in 1833 and 1850; in 1850, he notes a tremendous change in the harbour: nearly 150 steamboats from all Europe. In 1854-56, the French and British navies carried each more than 100.000 troops to Crimea. Steam navigation had thus a multifaceted aspect in development of relations between the Ottoman Empire and Western Europe: increased speed and quantity in transport of passengers, goods, news. It played an essential role in the Crimean defeat of the Russian empire. The presentation intends to examine the relations between development of mail and passenger transport on mail ships between 1835 and 1855 in the Mediterranean.

The Idea of a History of the Ottoman Red Sea

Alexis WICK

American University of Beirut

aw08@aub.edu.lb

Abstract:

My paper engages the current plethora of sea-centered analyses (thalassology), keeping in mind the specific temporality of Ottoman history and spatiality of the Red Sea. In six fundamental theses, running from the world-historical to the micro-historical, it shows why the Ottoman Red Sea does not exist as a subject of history. It proceeds from the axiom that for a history to be written, the possibility of its very idea must first be produced. In other words, before empirical data about a place can accumulate, that place has to be a part of the imagination, and before events can become historical, hierarchies must be established. The absence of the Ottoman Red Sea, based on a number of factors (discursive, conceptual, historiographical, archival, and linguistic), is suggestive for historical inquiry in general, as well as the history of the region in Ottoman times in particular. The analysis rests on a number of specific sources relating to each thesis, including contemporary scholarship (Mollat, Planhol, Inalcik, Genç); published sources (Rycaut, Baldwin, al-Jabarti, Sarhank); cartographical productions; and archival documents (concerning the coffee trade and navigation in the northern Red Sea in the late eighteenth century, the Napoleonic invasion of Egypt, as well as the closing of the French vice-consulate in Jiddah in 1849). More generally the paper reflects on the paradox of the generalized commonsensical understanding of the existence of the Red Sea and its complete absence from the Ottoman historical record, and what that rift may teach about history, its objects, and its writing.

New unpublished Genoese archival records about Constantinople and the Black Sea in the times of the Turkish conquest

Alfonso ASSINI

alfonso.assini@beniculturali.it

Abstract:

Demetrio Vivaldi, the future consul of Caffa (Feodosia, Black Sea), in a letter sent from Chios to Genoa in August 1453 relates to have heard the news of the fall of Constantinople by a sailor of a Genoese ship crossing his way off Cape Sant'Angelo. That event, which shook the whole world like few other ones in the history, ran on the waves through the sea before diplomatic dispatches.

This letter belongs to a group of important Genoese unpublished records written in the periods immediately preceding and following the fall of Constantinople. They are reports sent to the Genoese government from the colonies of Chios and Caffa in which the political, military and trade situation of the Eastern Mediterranean and Black Seas is explained. From them we got news on the movements of the Turkish fleet, on the organisation of a diplomatic mission to Mohammed II and on the situation inside the Genoese colony of Pera after the surrender. But, above all, it emerges the evidence that, before the military conquest, the Turks had ousted the Genoese from the control of trade in the Black Sea having opened new ports of call and courses.

Preveze Battle from a Naval Perspective

Ali Rıza ISIPEK

Consultancy on museology and naval history

ali.isipek@gmail.com

Abstract:

Naval strategy, which concerns the overall strategy for achieving victory at sea, including the planning and conduct of campaigns, the movement and disposition of naval forces by which a commander secures the advantage of fighting at a place convenient to himself, and the deception of the enemy, was successfully implemented by Barbaros Hayrettin at the Preveza Naval Battle. So far historians have argued about a treaty which was supposed to be done between Andres Doria and Barbaros Hayrettin. Of course there were so many different factors which affected the result of the battle.

This paper analyzes the Preveza Battle especially from the point of principles of war. All the principles of war like; aim, concentration of forces, intelligence, command and control, economy of forces, simplicity, security, flexibility and offensive action which were used by two sides of the battle are examined in detail. The analysis is based on the Ottoman, Spanish, French, Genovese and Venetian chronicles.

After discussing the naval tactics of the two sides, the paper presents general results of the battle, and enlighten the reality why the naval tactics which were used by Barbaros Hayrettin during the Peveza Battle were also implemented later by so many admirals during the naval campaigns. Subsequent sections of the paper focus on questions of more particular interest.

A SAMPLE OF AN INEBOLU BOAT BUILT IN THE END OF 19TH CENTURY WITH THE “SHELL FIRST” TECHNIQUE.

Ali Ruhan CUBUK

Tekne Yapim AS

alircubuk@gmail.com

Abstract:

The primary characteristic of the Inebolu boat which is also called "İnebolu Kütüğü", "Kütük Kayığı", "Taş Kayığı", "Denk Kayığı", "Pereme", and "Piyade" depending of their use, length and cargo they carry, is that they are built with the technique called "shell first".

Wooden Shell plating of a boat which was built with the “shell first” technique in the end of 19th century has managed to survive to present day and is in our possession*. Each plating is of 6.5-8.5 cm thickness, 32-37 cm width and 4.60 m length, made of chestnut tree and upholding treenails, slots for wedges and holes for four squared pins.

In this Work, "inebolu boat" that were drawn as "caboteur a livarde d'ineboli 1878" with maximum 18 m. LOA in the work of E.F.Paris named "Souvenirs de Marines Conserves" will be compared and scaled against the sample we have in hand.

* The Guest House made out of the wreck of the boat that was owned by Ali Reis(? - 1899) in his health, is still standing in the garden of his house and belongs to our family.

The chief astrologer of the Ottoman Sultan Osmân Sâ'ib Efendi and his book on the Application of the Globes (*Ta'lîm-ül-Kürre*)

Atilla BIR

Istanbul Technical University

atillabir@gmail.com

Abstract:

The chief astrologer of the Ottoman sultan Osmân Sâ'ib Efendi (Istanbul (?) – 14 March 1864) is an Ottoman scientist who studied medicine, astronomy and mathematics, translated books on medicine and geography, wrote books on calendars and applied geography.

Due to his success on medicine he was appointed on 1827 as *muallim-i evvel* (associate professor) to the *Mektebi Tıbbiye-i Adliye-i Şâhâne* (Forensic Medicine School at Istanbul -Tulumbacıbaşı). Since, he knows Arabic, Persian and French he assisted the lectures of the French professor Sade de Calere. The school was moved on 1838 to Galatasary and for a limited time he became the manager of the school. His rival on the medical school, Hekimbaşı Mustafa Behçet Efendi provided that he was assigned as the second astrologer of the Sultan on 1841. After the death of Sadullah Mehmet Efendi on 1849, he became to be the main astrologer. He teaches mathematics on the Male Teacher School (Dâr-ül-mu'allimîn) and since 1845 geography at the *Dâr-ül-fünûn-i 'Osmanî* (The Ottoman University).

His book *On the Application of Globes (Ta'lîm-ül-Kürre)* consists of materials he was teaching on the university and was published three times on 1848, 1850 and 1859. The book has 32 pages in traditional little format without any pictures and was written in a very compact stile. It is composed of one introduction, 10 chapters and one conclusion. The main subjects are the inclination of the ecliptic, the measurement of the Sun's longitude and latitude in ecliptic, as well as the right ascension and declination in equatorial coordinates. The determination of the longitude and latitude, time reckoning from the altitude of the Sun, finding the Kiblah direction and the determining the position of the fix stars on a given place of the world.

This is the unique Ottoman book written about the functioning and use of the star globes. Normally all classical authors prefer to use the widespread and well known Turkish quadrant for the astronomical mathematical measurements and the time keeping problems. This book gives an insight on the application and the education of the astronomy at the last period of the Ottoman Empire. Also, it exhibits the willing of the author to write and interpret the classical approach using a different instrument.

The technique used by the sailors for converting sea water into drinking water

Ayten ALTINTAS

Istanbul University

aytenaltintas@mynet.com

Devrim YAMAN

Researcher-Writer

devrim@maestro-tr.com

Abstract:

During their long journeys, when they ran out of water or when their water supply deteriorated, sailors had to convert sea water into drinking water. The technique used for that process is mentioned in Ottoman medical textbooks, in the chapter titled as “the amelioration of waters.” The most substantial information on that subject is found in a manuscript dating from the 17th century, “Gâyetü'l -Beyân fi Tedbîri Bedeni'l-İnsân”, a classical medical textbook of its times. The text mentions that sailors frequently ran out of water while on sea, and provides the necessary technical details for acquiring potable water from sea water.

Relying on old medical manuscripts, this presentation will introduce, orally and visually, the historical information about the simple technique for turning seawater into drinking water, The aim of the presentation is to clarify how a vital survival issue was addressed on board, during the classical period of the Ottoman Empire.

“About the ‘Cerrah Dükkanı’ (Surgery Workplace) Designed for the First Aid of Wounded Workers at the Ottoman Royal Shipyard in 1793”

Ayten ALTINTAS

Istanbul University

aytenaltintas@mynet.com

M. Kaan SAG

Istanbul Technical University

kaansag@yahoo.com

Abstract:

The “cerrah dükkani” (surgery workplace), most likely an infirmary commissioned to be constructed in the 1790’s at the Royal Shipyard is one of the interesting examples of the 18th century Ottoman medical institutions. There is scanty information on the building designed by Head Architect Mehmed Arif Ağa with the purpose of giving the first aid to the dock workers that were wounded, before the first hospital of the Royal Shipyard. This study is based on the construction survey register dated to 1793-1794 (H. 1208) at the Prime Ministry Ottoman Archives. The information obtained from the document has been evaluated by defining the location, function and purpose of its construction. In addition, a reconstruction of the building, which is based on the building materials listed in the construction survey register, has been laid out. The names, the amount and the prices of the materials in the register give concrete architectural information about the building. Thus the interior design and furnishing of it have also been revealed through the information stated in the register, related miniatures and literature on Ottoman hospitals. Moreover considering the materials and tools used in this building in the same period, the arrangement of these objects, an Ottoman surgeon’s manner of work and thereby the medical service in the Ottoman Shipyard in the 18th century will be clarified.

ON THE NAVAL HOSPITAL ESTABLISHED IN 1827 TO SERVE THE OTTOMAN NAVY

Ayten ALTINTAS

Istanbul University

aytenaltintas@mynet.com

Metin ATAC

Fleet Admiral of the Navy (R)

Abstract:

Personnel of the Ottoman Navy who worked on ships and in dockyards both received health services as patients at all times. Beginning with the reign of Sultan Selim III, hospitals were established for these patients. After serving for twenty years, the one constructed near the dockyard in 1806 was abandoned because it was thought that it would cause death due to its bacteria contaminated air after an epidemic. In an official letter written in 1827 by Mustafa Behçet Efendi – the then Surgeon General to Sultan Mahmut II, it was suggested that a new hospital be founded and the patients be moved to another location until the construction was completed to avert further losses in this hospital. The sultan approved this suggestion and ordered a hospital be built (wooden) in the vicinity of the main dockyard.

What we know about this hospital, which was completed in several months in the summer of 1827, has become clearer with a water colour painting that was found in the Ottoman Archives of the Prime Ministry. This picture depicts this hospital and its surroundings. We learn from documents that such paintings were made with the purpose of informing the Sultan. In this watercolor, the naval hospital built in 1827 is shown on a hill near the bakery of the main dockyard and the arsenal of the navy. It is understood from the painting that the two-story hospital was made of wood and it had a Turkish bath and a pier on the coast. As we support this piece of information with the documents in the archives of the prime ministry, we are then able to understand the second background of the hospital of the Navy better. This information will help us grasp the subject matter of health care provided for the seafarers of that era.

Law of Sea – Historical Aspect

Bulent ARI

Abstract not available in the time of print

PLACE AND IMPORTANCE OF THE MEDITERRANEAN IN OTTOMAN-AMERICAN RELATIONS

Cagri ERHAN

Ankara University

erhan@politics.ankara.edu.tr

Abstract:

Results of United States' policies towards the Mediterranean always occupied an important place in the course of Ottoman-American relations. Mediterranean basin and particularly the *Levant* region, where the Ottoman Empire was located, constituted a foreign policy priority for the United States since late 18th century. Growing trade with the Mediterranean ports and large number of American vessels passing through Gibraltar Strait are the essential causes of Washington's enthusiasm for the region.

Even before the United States' independence, having benefited from the advantages of carrying a British flag, trade vessels of British colonies in North America had established lucrative trade relations with Ottoman ports in the Mediterranean. After the independence, American ships lost most of their privileges stemming from capitulations granted to Britain. Therefore US governments intensively tried to re-establish stable trade contacts with the Ottoman territories, worked hard to conclude a trade and navigation agreement and accepted to pay tribute to Ottoman rulers in North Africa (Garp Ocaklari). However, conflict between Americans and Tripolitan and Algerian Deys (*dayı* or *bey*) paved the way for two phased armed conflict, which is named in American history as "Tripolitan and Algerian Wars". After overwhelming victory against Ottoman rulers in North Africa and conclusion of capitulatory treaties with them, American trade volume in the region gradually increased in the first quarter of the 19th century. Particularly, Ottoman-American Trade and Navigation Treaty of 1830 maintained American sailors with the same capitulations, which European counterparts had benefited. After this treaty Americans not only fortified their maritime existence in the Mediterranean but also searched the means for sailing for Black Sea. Nevertheless, status of the Dardanelles and Bosphorus which was shaped by international governance of the European powers after 1841, did not provide appropriate conditions for the American vessels in the Black Sea.

Up the mid-19th century, the United States built up a comprehensive consular network in the Ottoman territories and ports, in order to facilitate their trade and missionary activities. Meanwhile the number of American man of war in Mediterranean also increased, a European Squadron and a Mediterranean Fleet was established and Spanish harbor of Port Mahon became main base of American navy's operations in the region. Strong show up of American navy in Mediterranean constituted an element of pressure over the Ottoman capital, during political crises between the two countries in late 19th century.

This presentation mainly deals with economic, political and military encounters of the Ottoman Empire and the United States in the Mediterranean. Depending on the archival documents in the Ottoman and US archives, the paper aims to find out the Mediterranean's level of importance in early American policies, as well as searches the clues of direct contribution of Mediterranean dynamics to United States' leverage from a position of isolated, North American country to a Great Power status

THE IMPORTANCE OF THE MAPS OF MEDITERRANEAN IN 15 AND 16th CENTURIES

Candan NEMLIOGLU

Sakarya University

candannemlioglu@mynet.com

Yasemin NEMLIOGLU KOCA

Researcher

Abstract:

The interest in Mediterranean Region in geography and maps that had begun with **Ptolomeus** increasingly continued progressively in later periods and a unique map collections of the 15 and 16th century were assembled in museums, palaces and etc.

Many muslims and Christians scholars and sailors like Pirî Reis, Matrakçı Nasuh, El Hac Ebu Hasan, Ali Macar Reis, Battista Agnese, Giorgio Sideri, Giovanni Xenodocos etc. sailed in Mediterranean Sea for years and drew the maps.

These maps not only presented the geographical specials of the sides of Mediterranean. But also gave the knowledge about the view of the cities, mountains, rivers, and the life of the people who lived on these lands at near the seaside.

So we accept that they are very important historical documents not only maps.

I- The list of the maps about Mediterenian Sea in 15. and 16 th centuries

A-The maps drawn by Muslim scholars

- 1- Pirî Reis
- 2- Matrakçı Nasuh
- 3- Ali Macar Reis

B-The maps drawn by Christian scholars

- 1- Giovanni Xenodocos
- 2- Giorgio Sideri
- 3- Battista Agnese

II- Conclusion and advices

A-Conclusion

B-Advices

**A cargo of Iznik pottery from
the presumed Venetian shipwreck of Sv. Pavao,
isle of Mljet (Croatia).**

Carlo BELTRAME

Università Ca' Foscari Venezia

beltrame@unive.it

Igor MIHOLJEK

Odjel za podvodnu arheologiju, Hrvatski restauratorski zavod

Sauro GELICHI

Università Ca' Foscari Venezia

Abstract:

The Department of Underwater Archaeology of the Croatian Conservation Institute of Zagreb in collaboration with the Dipartimento di Studi Umanistici of the Università Ca' Foscari of Venice is excavating a shipwreck in the Sv. Pavao reef in the Isle of Mljet, the ancient Meleda. From the site, which lies from 33 to 45 m deep, bronze small ordnance of presumed Venetian production and a cargo of Iznik pottery have been recovered. The pottery of the crew, studied by S. Gelichi, would confirm a Venetian origin of the ship which is partially conserved. The quality and variety of the typologies of the Ottoman pottery, composed mainly by dishes and jugs, is an unique and very precious source to reconstruct the commerce of these kind of objects in the Adriatic in the late XVI century.

THE PANORAMA OF THE CITY OF VENICE IN THE 16th, 17th AND 18th CENTURIES THROUGH THE DRAWINGS OF TURKISH CARTOGRAPHERS

Cevat ULKEKUL

Abstract:

Two great maritime cities : One of them is Venice, situated inside a lagoon; the other is Istanbul that embellishes the shores of the Karadeniz Strait, a world-famous beauty. A republican capital and an imperial capital which had conflicts, rivalries and battles between themselves, yet which also had good relations in contrast with these. When sea transportation and sea trade were topics of conversation in the Ottoman Empire era, the Republic of Venice was the first country that came to mind. In this context, the Republic of Venice was the primary country among the ones that obtained economic concessions from the Ottoman Empire as in the time of the Anatolian Seljuk Empire. This situation, the rivalry and conflict between the two countries gave way to good relations at times.

The relations that began in this way and were not terminated although they were sometimes interrupted impelled the peoples, intellectuals and especially seafarers of the two countries to have an unusual interest in the two prominent maritime cities, namely Venice and Istanbul, reciprocally and to be acquainted with and introduce these places through inscriptive and visual methods. As a result of this, the Turks also wrote about, drew and tried to introduce Venice even though these may not be the same amount as the Venetians drew and wrote about Istanbul. On top of these works of the Turks that are not known adequately come the views of Venice drawn by Piri Reis and anonymous artists of the Naval Cartography School and the scripts that describe Venice.

Because of time limitations, we will not be able to talk about Piri Reis's "Bahriye" scribbles and the Venetian stories of the 16th, 17th, and 18th centuries that are in his "Bahriyeler"; however, we will try to introduce the view of Venice through the drawings of Turkish cartographers in a way that reflects the historical developments.

The commercial ships of the Ottoman subjects of Greek origin in the ports from the Danube mouths during the 16th–17th centuries

CRISTIAN LUCA

Lower Danube University of Galați

Abstract:

The Ottoman commercial navy, in which the ships of the Ottoman subjects of Greek origin hold a major role due to their number and the volume of goods transported, was determining within the larger picture of the whole maritime trade carried in the Black Sea basin in the 16th and 17th centuries. By controlling the Straits, the Ottoman Empire controlled the flows of commercial shipping in the Black Sea; thus, the metropolis of Istanbul was secured the position as main place of storage and redistribution of goods coming from the Romanian Principalities, goods which were exported through the ports from the Danubian maritime sector. A significant amount of 16th and 17th centuries Venetian documents puts into light the contribution of the Ottoman ship owners of Greek origin to the development of trade in goods between the Romanian Principalities, on the one hand, and the Ottoman Empire, Venice, Northern Italian Peninsula and Ragusa, on the other. In most cases, Greek subjects of Venice contracted Ottoman maritime carriers to secure their direct access to the ports from the Danube mouths, where they loaded raw materials coming from Wallachia and Moldova on vessels under the Ottoman flag. On the basis of such contracts and other contemporary documentary sources, we try to shed a light on the role of the commercial ships under the Ottoman flag in the export of goods coming from the Romanian Principalities to the markets from the Northern Italian Peninsula in the 16th and 17th centuries.

Sailing from the Ionian Sea: People, ships and trade in the island of Lefkada in the 18th century

Christina Papakosta

University of Athens

papakostaven@yahoo.it

Abstract:

The summer of 1684 the conquest of the island of Lefkada, in the Ionian Sea, by Francesco Morosini ended the two centuries ottoman occupation. Lefkada became part of the *Serenissima Repubblica di San Marco* and began the maritime and the commercial development of the island. In the same period began the upgrowth of the Greek-owned shipping in the Mediterranean Sea. In the paper will be examined the number of the arrivals and departures of ships and passengers in Lefkada, their destinations, the type of the ships, their flag, their owners and captains, their shipload. In a second level will be studied the type of the trade, the mercantile mechanism, the participation of the locals in the commercial dealing and the role of the mercantile consulates in the development of the commerce. Also will be examined if and how the development of the shipping and of the trade in a regional center affected the economy of the tumbledown commercial empire of Venice. The research is based on 45 unpublished registries of the Venetian administration during the period 1717 – 1797 from the Greek General State Archive in Lefkada. In these books the superior Venetian official in the island, the so called *provveditore straordinario di Santa Maura*, and the health officer (*Sanità*) had recorded the passports and the released, from the administration, documents for a man or a ship who wished to travel. Additional data derive from the Venetian notary registers from the Archive in Lefkada will complete the picture of the transport of people, ships and merchandises in the Ionian island in the 18th century.

Second Siege of Diu (1546) : a new appraisal

Dejanirah Couto

École Pratique des Hautes Études
Section des Sciences Historiques et Philologiques En Sorbonne

Despite taking into account the current historiographical contributions, the lack of a systematic survey of the sources concerning the battles between the Portuguese and the Ottomans in the Indian Ocean in the sixteenth century, as well as the lack of studies on the Ottoman presence in these regions (apart from the contact with the Portuguese), led to the traditional conception of these contacts and this presence, focusing particularly on specific aspects linked to privateering, or the great expeditions, such as that of Hadım Süleyman Pasha in 1538. It, in a sense, gave way to a false problem - in other words, to determine whether or not and on what terms, there was an Ottoman maritime policy for the Indian Ocean.

In fact, the expedition of 1538, for example, is somehow the tip of the iceberg. Henceforth, not only protagonisms, but also the underlying settings that allowed this role must be taken into account - and highlighted; in other words, historiography must pay more attention to the contexts that have been put together from a wide typology of contacts and cultural interactions and policies: maritime technology transfers, weight, action and impact of religious and economic social networks, formal and informal diplomatic negotiations. Bearing in mind this prior scheme, the presentation - according a wide range of European accounts - of the second siege of Diu (a port of great importance in Gujarat and in the trade within the Indian Ocean), organized and launched in 1546 by the merchant Hwaga Safar, whose connections were substantial to the Ottoman power, provides insight into how this Ottoman presence signed up for a long term in the Indian Ocean in the sixteenth century covering broader aspects than the simple maritime expeditions that have tended to monopolize contemporary historiography.

The Naval Academy and the Developments in Naval Training during the Reign of Sultan Abdülaziz (1861-1876)

Dilara DAL

University of Birmingham

dx000@bham.ac.uk

Abstract:

The 19th century is a period when significant advancements were made in the field of shipbuilding and sailing vessels dependent on wind power were replaced by the armoured vessels dependent on steam power. The Ottoman Empire endeavoured to keep up with such developments and tried its best to restore the navy, which had suffered substantial damage at the Navarin Invasion of 1827. Sultan Abdülaziz, attached particular importance to shipbuilding and pulled out all the stops to have a naval force as well-equipped as that of Britain and France. During this period, a large number of ironclads were ordered from European countries and Britain in particular and as a result Abdülaziz succeeded in raising the Ottoman Navy to one of the top three among the global navy fleets. However, the existing training methods were not compatible with the new naval technologies. For this reason, Sultan Abdülaziz placed a considerable emphasis on naval education and carried out important reforms. Accordingly, this paper will examine the consequences of the modernization of naval education by focusing on the naval schools and developments in the required training of naval officers. Giving a summary of the existing training methods inherited from the previous periods, the following subjects will also be detailed in this paper:

- The curriculum of the Naval Academy and the courses decided to be taught for the war, shipbuilding and steam engine departments.
- The conditions for the selections of students, their numbers and the alterations in the student placement quotas from 1861 to 1876.

The role of the foreign trainers in the planning of the courses and preparation of the school's curriculum and the influences of the naval officers who were sent to abroad for the practical training

An imperial capital city is mapping its seas. Ottoman nautical charting in the sixteenth and seventeenth centuries.

Dimitris LOUPIS

Harvard University

dimlou@yahoo.com

Abstract:

The consolidation of the Ottoman State enabled the first mapmaking attempts of the Ottomans under Mehmed the Conqueror. As the major threats during the subsequent centuries were maritime powers of the Mediterranean, hydrography seems to have dominated cartographic activities in 16th and 17th centuries. Istanbul as an imperial capital city was concerned with mapping of water territories, that is the seas it controlled, especially under Süleyman and Mehmed IV. Catalan, Italian, Spanish, and later other powers, were rivaling the Ottomans in the Mediterranean World making the need for nautical charting more intense. Aspirations of becoming a world power, expanded territories of interest, evolution of nautical technology were shared among these states. The Ottoman response to nautical charting during that era and its relation to other hydrographical schools of the Mediterranean is discussed in this paper. The perception of sea by the Ottomans and their desire to depict the water masses they controlled or wished to control can shed light on their self perception and their position among other Mediterranean powers in a field where politics and technological skills merge.

A NEW PROJECT: THE ISTANBUL NAVAL MUSEUM AS A LEISURE-LEARNING PLACE

Ece IRMAK

Abstract:

The role and functions of museums have changed greatly in the last couple of decades. Museums have become steadily more visitor-focused and are currently searching for ways to relate to their audiences and engage with the public. New museology emphasized the social role of museums and its interdisciplinary character, along with its new styles of expression and communication. Progress has been made in recent years towards making museums more visible as alternative educational environments for the public. While some visitors want a more educationally focused experience provided by the museum educators, most visitors appreciate museums as places in which to extend their experience and also to enjoy a social occasion. The learning experience for these visitors is likely to be informal, based on the public provision available at the time when they visit. It can be described as leisure-learning. Learning is influenced by motivation and attitudes, by prior experience, by culture and background. In museums, learning is influenced especially by design, presentation and the physical setting. In this context, the Istanbul Naval Museum, which is the most eminent naval museum of Turkey having one of the most glorious collections in the world, is conducting a new project. The Museum is designing a room for children in its new building to be an alternative place for leisure-learning. This project will be an interesting experience in terms of introducing an unusual physical setting and also providing a different opportunity for leisure-learning.

THE HEALTH CARE ORGANIZATION OF THE OTTOMAN NAVY IN 19th CENTURY

Eda Gulsen GOMLEKSIZ

Istanbul Naval Museum

gulseneda@yahoo.com

Abstract:

Health care service in the history of the Ottoman navy gained importance with the statute book “Bahriye Kanunnamesi” dated 1805. Until the mentioned statute book was adopted, a doctor and an operator had been serving on the battleships with a salary of 40 kuruş (a unit of currency of the Ottoman State). However, according to this law book, it was decided to appoint a doctor and an operator to the navy under the name of “Donanma-yı Hümayun Hekimbaşısı” and “Donanma-yı Hümayun Cerrahbaşısı” with a salary of 250 kuruş. Furthermore, it was decided to include lieutenants and students among the doctors and operators, to build a hospital for patient care and to include doctors and operators among the staff who went on a campaign. In the beginning of the 19th century, this statute book shaped the health care organization of the Ottoman navy.

Another factor which affected the health care organization of the Ottoman navy in the 19th century was the regulation “İdare-i Tıbbiye-yi Bahriye Nizamnamesi” dated 1871-1872. According to this statute, the Meclis-i Sıhhiye-yi Bahriye (Naval Council of Health Care) was founded. The statute mentioned the numbers of the doctors and pharmacists in the Ottoman Naval Hospital (Asakir-i Bahriye-yi Şahane Merkez Hastanesi), Suda, Basra, İzmit, Gemlik, Ruse, Vidin, Tulçe Dockyard Hospitals, Naval Science Institute, Imperial Dockyards Factories, yarn factories, work craft related to ships rigging, cartridge factories, docks, naval industry and rifleman battalions. Moreover, while the statute book “Bahriye Kanunnamesi” dated 1805 includes the procedure of appointing doctors and operators on ships; the statute book dated 1871-1872 acknowledges the personnel that will be assigned to the different types of ships such as galleons, frigates, corvettes and brigs.

The 19th century had been a transition period from sailing ships to the armored ships in the Ottoman naval history. In this research, the aim is to introduce the health care organization of the Ottoman maritime and carry out the evaluation on the grounds of archive documents and muster rolls about the medical personnel working on ships. The personnel working on various kinds of ships and their jobs will be researched in parallel with historical developments.

Corsairs in the Service of the Grand Turk: Men of Frontiers

Emilio SOLA

Abstract:

Greek-Turkish Barbarosa brothers, the Bosnian Sinan Pasha, the Alexandrian Salah Pasha and Ahmet the Arab (Arab Amat), Sardinian Hasan Aga (Azanaga) and Ramazan Pasha (Ramadán Bajá), Hasan the Corsican, Hasan the Venetian, Yusuf and Ali Pasha of Calabria (Isuf y Alí Bajá), Kılış Ali Pasha (Uchalí), Cigalazade Sinan Pasha (Cigala) and many other *muladís* played a major role in the formation of the legends of the frontiers and creation of the myths in the Mediterranean. The saga of social ascension of the 16th century constituted the most significant part of the vox-pop and was immortalized in the *avisos* of the age. The profile of these corsairs, most of whom worked in the service of the Ottoman Sultan, can be perfectly traced with the informational and confessional style used in these documents of *cinquecento*

Cartography of Gallipoli and the Straits of the Black Sea in the collections of the Bibliothèque nationale de France.

Emmanuelle VAGNON

University Paris 1

evagnon@yahoo.fr

Abstract:

Cristoforo Buondelmonti, a priest of Florence, traveler and humanist, wrote circa 1420 the *Liber Insularum Archipelagi*, an erudite description of islands and ports of the Western Mediterranean, illustrated with small maps. At first, this book seems to be only a literary guide, with an archeological purpose, in which each island is described with historical and literary references to the Antiquity. Then, the book also deals with the contemporary political situation of the Greek empire and Latin colonies confronted to the progress of the Ottoman conquest. Some later versions of the text (kept in more than 60 manuscripts of the XVth and the XVIth centuries) refer to the fall of Constantinople and even give later details. Then, the manuscripts witness the geographical and political changes of the time.

The map of the port of Gallipoli, added in a “book about islands”, is a particular sign of the author’s interest for the strategic position of the Straits. By the way, the literary and cartographical genre of the *isolario*, invented by Buondelmonti, was a model for the book of Piri Reis and other XVIth century authors.

From these early examples to the numerous maps of the XVIIIth century kept in the Bnf collection, our paper will analyze the cartography of the Ottoman Straits and underline their political context and strategic details.

The Contribution of Ottoman corsairs for Ottoman naval efforts

Emrah Safa GURKAN

Georgetown University

esg23@georgetown.edu

Abstract:

The alliance between the Ottoman Empire and the Muslim corsairs that operated in the Western Mediterranean has generally been explained with political motivations. However, technological and logistical factors behind this cooperation are much more important than both sides' need for an alliance against their common enemy, the Habsburgs. This paper tries to illustrate these factors based on archival sources.

The realities of the Mediterranean galley warfare dictated the importance of logistical and technological factors that a superficial reading of political events could not effectively elucidate and without which the historian would fail to grasp the true nature of the cooperation between the Muslim corsairs and the Ottoman Empire. Corsairs needed the Ottomans' resources for building their ships, recruiting their crew and manning their garrisons in the North African shores whose ports provided them with marketplaces, safe harbors and necessary craftsmen. On the other hand, the Ottomans, in their omnipotent pragmatism, relied on corsairs' expertise when they needed to upgrade their Arsenal, enlarge their fleet and extend their naval operations to the waters of the Western Mediterranean of which they knew little before they decided to incorporate these self-made corsairs into their imperial system.

Archival Documents and Photos Navy (Kasimpasa) Military Middle School

Esmal IGUS

Mimar Sinan Güzel Sanatlar Üniversitesi

esmaigus@yahoo.com

Abstract:

Ottoman Empire had been going through in XIX. century. By the time of this transition many changes or a more accurate expression 'modernization' has experienced in areas such as, administrative, educational, health, judicial.

The society and all the public institutions were revised by the process of rapid change which the concept of education that had been considered as a major element of modernization and centralization were regarded as a value by the political powers and many radical changes in education had experienced in century. The Ottoman Empire, accomplished the first official arrangement about education with a petition in 1838. The next step for modernization of the education was the Maarif-i Umumiye Regulation in 1869. With the Regulation, the education system was classified into stages and defined by type of school. During these changes, the Military Secondary School, that has an important place in the Ottoman's education system, has opened for the first time in 1875 by the time of Sultan Abdülmecid. In the 1875 to first half of XX. Century, Military Secondary School were obtained in the education system from Istanbul to Monastery and Damascus. The education materials and the system can be considered as contemporary and modern in these schools.

Our main subject of this task, Navy (Kasımpaşa) Military Secondary School is one of the nine military Rushdiyyehes in Istanbul which were opened by the time of Sultan Abdülmecid.

The aim of this text is to express the functions of Navy (Kasımpaşa) Military Secondary School in both educational and marine history. From this point, historical process of the school will be explained through archival documents, photos and other sources. In addition to that determinations will be made on the plan of the Navy (Kasımpaşa) Military Secondary School building which is being used as primary school currently.

Key Words

XX. Century, Modernization, Education, Navy, Military Secondary School

TURKISH NAVAL HISTORY ARCHIVES

Fatih ERBAS

Istanbul Naval Museum

fatierbas@gmail.com

Abstract:

Archives are the most important resources that reflect the social, political and cultural structure of their own eras. In my presentation I will inform you how the Ottoman archives and naval history archives were established and what actually goes on in the Naval History Archives in Istanbul Naval Museum.

In the 19th century, record keeping accelerated in the Turkish Navy. In 1867, the Archives Examining Office was founded in The State Archives Office of Ministry of The Navy.

Today, Naval History Archives serves as a part of Istanbul Naval Museum.

Researchers have various opportunities in Turkish Naval Archives, including documents, Maps, Photographs and books. Processed archival collections are included in the catalogue and they are available to all researchers. Upon arrival in the archives, the researcher must apply for access to the archival collections, describing the research project. After permission to examine the related material, the researcher can conduct his/her research.

The effect of Crete War on the appointment of Köprülü as the Grand Vizier

Filiz ESLI

filizesli@gmail.com

Abstract:

This study was carried out to elaborate the Cretan War that takes an important place in the 17th Century Ottoman Maritime Century, and its importance in appointment of Köprülü Mehmet Paşa as the Prime Minister. It comprises of an introduction followed by two chapters.

The introduction is focused on the place and importance of Crete for the Ottoman Empire, Venice and the other states, and the reasons of the Ottoman involvement in the said war.

The first chapter covers the emergence and progress of the Cretan War for the both states (1644-1654). The second chapter however points out how Köprülü Mehmet Paşa took the power at a risky milestone of the war for the Ottoman Empire. The study refers, inter alia, to the Venetian diplomatic reports and correspondence, Mühimme Defterleri (State Archives), Tarih-I Naima (Naima's History), Katip Çelebi Compilation and similar resources for the same period.

**A treatise by the 16th century Ottoman Admiral
Seydi Ali Reis
on rub'ül-müceyyeb (sine quadrant)**

Gaye DANISAN POLAT

Istanbul University

gayedanisan@gmail.com

Abstract:

The scarceness of works on the history of Ottoman nautical astronomy, makes it hard to answer the many questions related to the astronomical instruments used by the Ottoman navigators. For this reason “How the Ottoman navigators did find their direction at sea and in what ways they used astronomical knowledge and instruments?” becomes the core question to be answered. This crucial question, led us to investigate the Ottoman Turkish treatise ‘Risale-i Rub’ül-müceyyeb’ (Treatise on the Sine Quadrant) compiled by the famous 16th century Ottoman admiral Seydi Ali Reis (d.1562). The treatise is a kind of user’s manual to account for the astronomical measurements such as altitudes, declinations and hour angles.

The sine quadrant was used to solve trigonometric problems in astronomy and mathematics throughout the Middle Ages, and it was usually found on the back of the regular quadrant designed for measuring the altitude of celestial bodies. The quadrant was popular in the 16th century European nautical astronomy and we know that it was also widely used by the Ottoman astronomers and timekeepers. It is not clear however, whether Ottoman navigators utilised the quadrant or not. An answer to why and for whom Seydi Ali Reis compiled a treatise on the sine quadrant is hoped to shed light on its use among Ottoman sailors and on the Ottoman nautical practices of the 16th century.

**"The dynamics of Eastern Mediterranean shipping and trade.
The expansion of the Ottoman-Greek fleet to the West, the western
Mediterranean and the Atlantic ocean and to the East, the Black Sea
and the Indian ocean, 1770s-1821"**

Gelina HARLAFITS
Ionian University
gelina@ionio.gr

Abstract:

The history of the Mediterranean trade 'after Braudel', in the seventeenth and eighteenth centuries, has attracted little attention from mainstream historians in the last decades with very few exceptions. The expansion of European trade in the Atlantic and Indian oceans and the wealth that this brought has overshadowed the importance of Mediterranean. The eighteenth century can be instead considered the "golden century" with great changes that brought the Mediterranean trade prominent to the European scene. It was characterized by the competition of the Great Powers for its control and the expansion to the East, to penetrate to the lands of the Ottoman Empire. From the end of that century the Mediterranean also profited from the opening of the Black Sea trade and from growing grain exports from south Russia: two factors which brought the Levant and Black Sea trades gradually to the central stage of European international trade.

While it is true that the French were the undisputable main seafarers and carriers of the Levant trade of the first half of the eighteenth century, the Greeks, Ottoman and Venetian subjects, were able to take advantage of the almost continuous wars between the French and the British. The fleet "dei Greci", as they are found in the archives, became visible in the western Mediterranean ports since the early eighteenth century. Greek shipping companies were based on what has been described as the "maritime city" consisted of the islands of the Ionian and Aegean seas in the northeastern Mediterranean. At the end of the Napoleonic Wars, the "maritime city" had become a substantial economic power. It included 1800 shipping families that owned multiple shipping firms on about 40 islands and handled a deep-sea going merchant fleet of about 1000 vessels of 120,000 tons, armed with 6,000 canons and manned by 18,000 men. It was an international fleet with experienced seamen, shipowners and merchants that followed the sea-routes of entrepreneurial networks that expanded from the Black Sea to the Iberian peninsula, the northern European seas and the other side of the Atlantic.

The concept of the "maritime city" is used to stress the unity of business beyond political boundaries. These Greeks were Ottoman, or Venetian/Ionian subjects who during the second half of the 18th century to the beginning of the 19th were able to compete successfully with Italians, Ragusans, French, Spanish, English and Dutch to such an extent as to establish themselves as the main carriers of the Levant and Black Sea trade. They had developed not only maritime transport but also land transport in southeastern Europe carrying the trade between the Ottoman, the Hapsburg and the Russian Empire with the West, the western Mediterranean and the Atlantic ocean and the East, the Black Sea and the Indian ocean. During the period of 1780-1821, particularly the Ottoman Greeks profited both from the neutrality of the Ottoman Empire and the use of the Ottoman flag combined with the support of the Sultan Selim III's which aimed at the development of the Ottoman maritime commerce.

This presentation will examine the dynamics of the shipping businesses of the Aegean and Ionian island communities of the "maritime city" via a model of sea transport systems. This model using the tools of maritime economic history, economic geography and institutional economics helps to identify the dynamics of the overall shipping and trade of the Mediterranean sea, the competitiveness of the local carriers, the unification of the Mediterranean markets and their integration to a globalizing economy. The above analysis is based on a long-term research in more than 20 archives in Mediterranean port cities (including research in the Ottoman Archives at Istanbul) in six countries that produced a database of 15,000 Greek-owned ships; the research was carried out in the Department of History of the Ionian University of Corfu, Greece.

From foreign to native: The Evolution of the Istanbul Sandal

Gencer EMIROGLU

American Research Institute in Istanbul

genceremiroglu@gmail.com

Abstract:

The main aim of this paper is to analyze the phenomenon of the introduction of a foreign design, namely the Sandal to Istanbul waters in the 19th century. In this research, the term sandal is used for the small sea going craft powered by oars probably derived from western models known as skiffs. Most existing analysis focused only on the documentation of sandal and other existing oar powered small craft in Istanbul in the 19th century.

However there is little to no research that aimed to analyze how the process was and what the consequences were of the appearance of a foreign design in Istanbul's cultural and technical maritime scene.

Sandal's appearance in Istanbul's waters marked a significant evolution in the practice of small scale fishing, in private passenger water transport and in pleasure boating. It also made competition and caused the extinction of native designs such as the Piyade.

Although it is about a small boat, the study deals with Sandal's being among the latest evolved traditional boats that are still in use today. Based on sources both written, photographic and of surviving examples of 19th century sandals both in museums and in private collections, the study claims that careful analysis of sandal's story yields rewarding outcomes that can contribute to the knowledge of transfer of technology across cultures and to the adaptation processes and consequences of traditional water craft.

Ottoman Warship Construction in the 16th-Century Red Sea, Arabian Sea and Persian Gulf: A Statistical and Qualitative Analysis

Giancarlo CASALE

University of Minnesota

casale@umn.edu

Abstract:

This paper provides a statistical and qualitative analysis of warship construction in the sixteenth-century Ottoman arsenals of Suez, Basra, and Mocha—the principal shipyards used for the outfitting of Ottoman vessels in the Indian Ocean theatre. This analysis is based on a combination of textual descriptions in contemporary Portuguese chronicles, visual depictions in both Ottoman and Portuguese illuminated manuscripts, and documentary sources from the Başbakanlık Archives. For comparative purposes, this data will also be combined with statistics relating to the construction of warships in the shipyards of the contemporary Portuguese *Estado da Índia*, as well as the Ottoman fleets of the sixteenth-century Mediterranean.

The principle aims of the paper are threefold: To measure the proportion of oar-powered galleys to tall-sided sailing ships in Ottoman fleets of the Indian Ocean; to examine how this proportion changed over time; and to explore the ways in which such changes in fleet composition reflected larger transformations in Ottoman naval strategy and tactics. In so doing, the paper will present a challenge to the existing scholarly consensus that, because the Ottomans “failed” to adopt tall-sided sailing ships in the Indian Ocean region, they were consequently incapable of mounting a successful naval challenge to the Portuguese. Instead, an examination of surviving records from the period demonstrates that the Ottomans did in fact experiment with European-style tall-sided sailing ships, but then gradually abandoned them in favor of small, fast and lightly armed oar-powered galleys. Moreover, this trajectory proves to be, rather than a point of contrast with the Ottomans’ European rivals, essentially similar to the developmental path followed by the Portuguese of the *Estado da Índia*.

Families of Shipowners and Merchants in Ragusa (Dubrovnik) between 16th and 17th Century

Gianluca MASI

University of Florence

gianluca.masi2@alice.it

Abstract:

In Ragusa, between 16th and 17th c., a family of seafarers, shipowners and merchants, especially De Stefanis (Stjepović-Skočibuha) and Facenda (Fačenda), though of humble origins, managed quickly to rival the aristocracy in wealth as much as in splendor.

Thanks to a considerable number of documents, some already published, others unpublished, which I consulted in person in the State Archive of Dubrovnik (ASD), I was able to reconstruct the genealogical tree and much of the history of these families. Anyway, even some letters kept by the State Archive of Florence (ASF), which, to my knowledge, were never mentioned in this regard, concur to shed light on some people gravitating around these families.

For many years, in fact, the ships belonging to the Republic of Ragusa had followed routes passing through South Italy, in order to mediate the trade of silver, wheat or wool with Western Europe. When, in the 16th c., the political, economic and cultural influence of Spain begins to gain strength in Europe, South Italy inevitably becomes the main intermediary between the Dalmatian coast and the territories belonging to the Spanish crown. During the years of Spain's economic growth, largely due to the American colonies, the ships owned by merchants' families of Ragusa find a situation particularly suited to maritime trade. So, those families can acquire wealth and prestige by putting themselves at the service of Spain or by taking advantage of the resources accessible through the western Mediterranean. In any case, at that time, the routes which ensured the trade with Sicily, Naples and Spain, as well as with North Africa, Central-Northern Italy and Northern Europe, played a larger role than Adriatic routes. In fact, in this narrow sea, the small Republic of Ragusa had to deal with competition from the fleets belonging to the Republic of Venice and to the Ottoman Porte

Maritime activities in 16-th century Istanbul as reflected in the work of Marino Sanudo

Gisele MARINE

Bilkent University

marien@bilkent.edu.tr

Abstract:

The early- 16th century Venetian notable and scholar Marino Sanudo collected reports, letters of foreign correspondents and personal notes in his famous 58 volumes, called *I Diarii*. Although he himself never traveled beyond Italy, his extensive network of acquaintances and prominent position in the Venetian administration assured him of first-class information on various countries, including the Ottoman state. This, and the fact that Marino Sanudo was closely involved in the management of the Venetian Arsenal, and therefore keenly interested in the maritime affairs of the Venetian republic, make his work a valuable source of information for the history of the maritime activities of the Ottoman state.

This paper uses the information of this source to highlight the commercial traffic of the various Ottoman ports with a clear emphasis on Istanbul and the activities of the Venetian merchant fleet. Furthermore, the naval Ottoman activity as observed by the Venetian official and merchants is discussed, including the way this information was gathered, interpreted and gathered by the Venetians. Special attention is also given to the reporting of disease and epidemics aboard the Ottoman vessels. Finally, the interactions and occasional conflicts between locally settled Venetians and Ottomans in the field of maritime trade are investigated and their evolution in function of bilateral and international relations followed.

The period under investigation covers the years 1496-1533 during which Marino Sanudo held the diaries.

The first Naval Operation of sultan Abdülaziz. The role of the Ottoman Navy on Karadağ revolt.

Gokhan ATMACA

Istanbul Naval Museum

muze.istanbul.editor@dzkk.tsk.tr

Abstract:

Sultan Abdülaziz who received a just-modernized navy from his father Sultan Abdülmecit encountered the first political problem of his era in 1861; Karadağ revolt. This revolt was incited by Russia and Austria in Balkans and quelled by the troops under the command of Commander-in-Chief Ömer Pasha, and also the great efforts of the Ottoman navy under the command of Real Admiral Dilaver Bey who was the commander of the Flagship Saik-i Şadi. The revolt spread as an international crisis and the navy conducted an important logistic activity by transporting soldiers from İzmir and Beyrut. They also run the risk of conflicting with the Kingdom of Italy, which was just founded and had some political desires for the region. The Ottoman navy blockaded the seaboard (especially Bar, İspiç and Çan Harbors) from Draç to Austria in order to prevent the interference of the third countries in the region. Therefore, they directly supported the operation carried out on land. By means of Karadağ revolt Sultan Abdülaziz, who will follow a consistent policy for the effective usage and reinforcement of the navy, became aware of the power of the Ottoman navy. In the presentation the role of the Ottoman navy in the quelling of Karadağ revolt will be explained via some documents and findings obtained from the Naval History Archive of the Istanbul Naval Museum and the Office of the Prime Minister Ottoman Archives.

The Piri Reis Map of 1513: Art and Literature in the Service of Science

Gregory C McINTOSH

Abstract:

The Piri Reis Map of 1513 is one of the most beautiful, most interesting, and most important artifacts in the history of cartography and geographical explorations. Though Piri Reis gives some details concerning the sources for his map depictions in the inscriptions on the face of the map and in statements made in the *Kitab-ı Bahriye*, many of his authorities and references are not explicitly identified. With a detailed examination of the map, however, we can identify many of the possible sources and other documents with close affinities. The examination of the geographical depictions, place names, inscriptions, and illustrations will identify immediate sources or, in some cases, the ultimate sources, which are often in ancient, classical learning. The map will be approached as an artifact, a text, and a map, for both the illustrative and the textual content. A reconstruction of the world map will be suggested. Some of the place names used by Piri Reis will be found to have their earliest known use on his map.

Historical, literary, geographic, and cartographic sources used by Piri Reis that we can identify or deduce include: Ptolemy's *Geographia*; Pliny, Solinus, and other ancient writers; the legendary tales of Alexander the Great; the maps and geographical works of al-Idrisi; medieval mappaemundi; Persian geographers, such as al-Qazwini; an Arab map of India; Italian portolan charts of the Mediterranean Sea and the Atlantic; Portuguese maps of India and China; Italian maps of the New World; Spanish maps of the Caribbean; Portuguese world maps; reports from Arab, Indian, Javanese, and Chinese traders; and the first-hand reports of a Spanish sailor who had been to the New World. The copying by Piri Reis of a map of the New World drawn by Christopher Columbus is one of the most important aspects of the map. Throughout his life-long career at sea, Piri Reis continued updating his geographical and maritime knowledge and sharing it with the Ottoman Navy and the Turkish people.

In our examination we will discover that Piri Reis's manuscript transcends the idea of a map to become a beautiful work of art and cultural icon based upon an encyclopedic, comprehensive, and vast scientific knowledge, including mathematics, oceanography, ethnography, zoology, and, of course, nautical science; upon an intimate familiarity with classical Greek, Arabic, Persian, and Ottoman literature; and upon the latest geographical and cartographic information from the Portuguese, Spanish, and Italians. The blending, fusing, and harmonizing by Piri Reis of ancient history, medieval literature, and renaissance science has created an enduring symbol of the interplay of two of the world's great civilizations — those of the Western European and the Ottoman Turkish. The Piri Reis map is a cartographic, artistic, and scientific achievement of the highest order.

U.S. and Ottoman Naval Interactions in the Early 19th Century: The Foundations of American and Turkish Strategic Culture.

Gregory D. YOUNG
University of Colorado, Boulder
gyoung@colorado.edu

Abstract:

I am a Political Scientist and not a historian; I therefore approach the study of Turkish and Ottoman naval history from a significantly different perspective. The international relations discipline is more concerned with the theory behind historical events rather than just telling the rich detailed story. My most recent book delineated how Strategic Culture influenced and therefore explained threat perception between the U.S. and the USSR during the Cold War. Additionally, as a former U.S. Naval Academy faculty member, I have studied in detail about how American culture has influenced US naval strategy throughout American history. In these areas of research I have established a significant and well-known track record. Turkish Strategic Culture and Turkish civil/military relations are the new research area for me that I only recently undertaken with great excitement.

Scholars in this area have defined strategic culture as "the sum total of ideas, conditioned responses and patterns of habitual behavior that members of a national security community have achieved with each other with regard to national defense strategy". In more common parlance strategic culture is that subset of political culture containing those shared ideas, heritage and geography which guide foreign and defense policy. This study will use key elements of American and Turkish Strategic culture to explain naval and thus, diplomatic relations in the middle of the 19th century. My nascent investigations are heavily influenced by Mehmet Aydin's, Malik Mufti's and Kadri Renda's work on Turkish Strategic Culture. American Scholars such as Colin Gray, Jack Snyder, Elizabeth Kier and Peter Katzenstein have written extensively regarding the impact and salience of culture on the US and other militaries. To demonstrate this impact of strategic culture from the Turkish historical perspective, this study will examine the Ottoman naval modernization and westernization (including the Tanzimat reforms) that indicate a unique duality; both an admiration and loathing for all things from the West. An additional duality of alternately looking east for policy and looking west for modernization impacts Ottoman naval strategy as well. The unique Turkish geography and a fear of Russian dominance/Western abandonment are also important cultural elements which can be predictive in foreign and naval policy. In contrast for American history the key elements of U.S. strategic culture that have an explanatory effect are American exceptionalism, reliance on economic innovation and or U.S. isolationism or the desire to stay out of European conflict.

This research studies the first American naval interactions with the Ottoman Empire. The fledgling United States' desire for Mediterranean trade led to the first contacts with the Ottoman Empire. The first diplomatic relations were established on the 7th of May, 1830 with their initial trade agreement. The nascent diplomacy carried out by the two nations to reach this milestone was largely through naval interactions in the early years. U.S. Secretary of State, John Quincy Adams sent Commander of the U.S. Fleet and hero of the wars with the Barbary pirates, William Bainbridge to establish these trade relations. Later successful secret negotiations were conducted in Istanbul with Admiral of the Turkish Fleet Husrev Pasha and an American business man in Izmir, David Offley. Further contacts, included Lieutenant William Lynch's expedition to the Ottoman controlled "Holy Lands" in 1847/1848 which required that he receive a "Firman" from Sultan Abdul Mejid prior to undertaking his exploration. Lynch's demonstrated arrogance with regard to the Ottomans during this period is highly visible. He refers to the empire and its Sultan and "rotten, wrinkled and feeble". And he refers continuously of the notion of American right to explore the lands of Palestine without Ottoman consent which fits well with the notion of American Exceptionalism or the special place that should be given to the United States. Other encounters demonstrate an American desire to largely ignore the weakened "Sick Man of Europe". The American assistance in Ottoman naval modernization and the U.S. visit by Ottoman Naval Academy professor Emin Efendi in 1850 also demonstrate the key importance of naval diplomacy in Ottoman/American relations, but also reflect how cultural perceptions influenced these interactions. My initial research shows convincingly that the first interactions between the Ottoman Empire and the US Navy in the early 19th century very much reflect the important cultural perceptions and misperceptions on both sides.

THE MAHMUDIYE GALLEON IS ONE OF THE SYMBOLS OF TURKISH NAVAL HISTORY

Hacer BULGURCUOGLU

Istanbul Naval Museum

hbulgurcuoglu@mynet.com

Abstract:

Following to the invention of new geographical territories, the invention of new routines to America and India and the invention of fixed-controllable rudder had played a very important role on transition from the rowing powered galleys to the sailing vessels navigation history of the world. The victory of rowing and sailing powered big galleys in Ottoman Empire Fleet against the galleys of Crusaders Fleet in “Lepanto (İnebahtı) War” in 1571 was the key turning point in the history of shipbuilding industry. This war has been resulted with the end of rowing galleys era and start of sailing galleys era. The transition from galleys to galleons in Turkish naval history was happened quite late after the European countries. The building of galleons for Ottoman Navy was started with arisen necessity decision right after the Crete War in 1645. In spite, these activities were kept on hold during time of Fazıl Ahmet Pasha starting from 1662, the galleonship organization has been established decisively with the affords of Admiral Mezemorta Hüseyin Pasha in 1682.

“Mahmudiye Galleon” as one of the major symbols of Turkish Naval History and accepted as the biggest warship of the Ottoman Empire and world during some periods in XIX century; it was considered in the group of Galleon class vessels with three holds, three masts and sails. It was built by the Turkish engineers and architects Mehmet Efendi and Mehmet Kalfa as the first class warship. “Mahmudiye” was awarded with the rank of “Ghazi” (victorious fighter for the Islamic faith) after the Crimean War. It was very popular in the public and the legends about were told everywhere. It had created a wondering admiration in the public in each harbor it was seen. This Majestic Vessel had also taken its place in the social art environments and in the hearth of public. As a result of this, the popularity of Mahmudiye was subject to some literature and painting.

Seljukid and Ottoman Sea Power and Maritime Heritage in the East Mediterranean

Halil INALCIK

Abstract not available in the time of print

HYGIENE ON BOARD: INSTRUCTIONS FOR OTTOMAN MARINERS IN THE LATE 19TH CENTURY

Halil TEKINER

Yogunburc Eczanesi
haliltekiner@gmail.com

Muharrem UCAR

Gülhane Askeri Tıp Akademisi
muharremucar@yahoo.com

Adnan ATAC

Gülhane Askeri Tıp Akademisi
aatac@mynet.com

Abstract:

Second half of the nineteenth century promoted greater understanding of *hygiene* in preventing infections: John Snow traced the epidemiological source of cholera outbreak of 1854 in Soho, London; Louis Pasteur and Robert Koch proved that diseases were spread by micro-organisms; Joseph Lister introduced his antiseptic procedures in surgery; and so forth. In addition to their tremendous contributions to public health, these inventions were also significant in terms of naval medicine in order to protect mariners' health.

While some scientific papers have focused on the military and technical aspects of nineteenth-century Turkish naval history, our knowledge to Turkish navy health care during this period is rather limited. Considering this gap in the field, this paper aims to introduce the sanitary instructions given in the following military healthcare books published in Istanbul: *Hifz-ı Sıhhat-i Bahriye* (Navy Healthcare, 1888 AD), *Hifz-ı Sıhhat-i Askeriye Dersleri* (Military Healthcare Courses, 1890 AD), and *Hifz-ı Sıhhat-i Askeriye Notları* (Treatise on Military Healthcare, 1899 AD). These instructions will be discussed in detail under the following subtitles: Personal hygiene, laundry hygiene, culinary hygiene, and place hygiene.

THE OTTOMAN-RUSSO ALLIANCE AT THE BALKANS AND THE SEVEN ISLANDS NAVAL OPERATION

Hanife OZTURK

Istanbul Naval Museum

[han er17@hotmail.com](mailto:haner17@hotmail.com)

Abstract:

In 1797 the Treaty of Campo Formio was signed and seven Greek islands in the possession of Venice were captured by France. This was a chance for France to enter to the Balkans. However, the Ottomans were disturbed as that action threatened the Ottoman sovereignty in the region. The Russian desires at the Balkans were prevented as well. As a consequence of capture of Egypt by France in 1798, Russia established intimacy with the Ottomans and offered them an alliance. Before that alliance the Russians brought their navy to the Straits. Immediately after, a common Ottoman-Russo operation for the seven islands was decided. On 19 September 1798 the mentioned operation started. The Russian fleet was commanded by Ushakov and the Ottoman fleet was commanded by the Captain Abdülkadir Bey. Çuka (Kythera), Zante (Zakynthos), Kefalonya (Kefallinia) and Aya Mavra (Lefkada) Islands were easily captured by the allied navy. Then they besieged Corfu, which had the most strategic importance among all the islands. Vido Island was positioned in front of Corfu and strongly fortified by the French. An over-all operation was conducted on 1 March 1799 to siege that island. While a naval attack was being conducted on Vido, Corfu Fort was attacked as well. The aim of my research is to bring up the details of the Seven Islands naval operation conducted by the Ottoman navy and to present the unknown aspects of the Ottoman-Russo alliance. The documentaries (Hatt-ı Hümayun) that I examined in the Office of the Prime Minister Ottoman Archive were presented in accordance with the political events. This common operation has also a great importance in order to be the first practice of the new policy, which is going to be followed by the Ottoman State in the international area. With this alliance the Ottoman State gave an end to the policy of isolation in the international politics and put the balance policy that will be followed throughout the 19th century into practice for the first time.

Ottoman Period Shipwrecks Discovered along Aegean Sea Coast of Turkey

Harun OZDAS

Dokuz Eylul University

harun.ozdas@deu.edu.tr

Abstract:

The traces of the sailors in the past can be detected by means of underwater archaeological surveys which investigate the cultural heritage under the sea and have been recognized as a profound sub-discipline in Archaeology. This research aims to create inventory and documentary of the sunken ships especially in the Marmara and the Black Sea, the Aegean and the Mediterranean, in the Ottoman period. With this project, it is possible to reach indicator of tangible evidence of the Ottoman maritime sector. A general distribution map of the Ottoman period underwater cultural heritage and also the "Geographical Information System of the Ottoman Period" are the main outputs for this study. The overall picture of the Ottoman maritime in the Turkish seas can be better understood with the new discovery of the shipwrecks. Other than the shipwrecks, sea battle sites and anchorage areas are investigated. The collected shipwreck information will be possible to compare with the Ottoman archive data (manifest, etc). Some previous surveys on the Ottoman shipwrecks were carried out by foreign teams, both in our country, and in other seas. With this project, for the first time, a Turkish university by discovering traces and uncovering remains of shipwrecks and bringing them into the daylight aims to provide new knowledge to the international scientific community, particularly in the fields of history and underwater archeology.

AN EXTRAORDINARY SAMPLE OF THE OTTOMAN NAVAL ARCHITECTURE BELONGING TO MIDDLE OF THE 17th CENTURY: "MELEK PASHA SHIP" 1651

Ibrahim Basak DAGGULU

Yıldız Technical University

daggulu@gmail.com

Abstract:

In the first half of the 17th century large three-masted ships were using only freight and passenger transportation in the Ottoman world. At the beginning of the century, galleys were still the most prestigious vessel class in the navy due to ability of movement in both rowing and sailing. When large three masted vessels were needed for transportation, they were leased from the traders or other sources. There were also small numbers of large sailing ships in the navy. Cretan war changed everything. There were large numbers of three masted sailing war ships carrying twenty to fifty guns in enemy navies. Ottoman Navy was forced to build large three masted war ships. During this period, these type of vessels did not go beyond 800-1000 tons in order to take advantage of the wind and be easily pulled by the galleys at windless times in Mediterranean region. According to Ottoman authors ships carrying a forty-two canon were considered as a very strong one in those days. Two deckers were being built for ages. So naval architects had sufficient experience to be able to build such ships. But In 1651 Ottoman naval architects had to design a four-decker on request of the Grand Vizier. Designing and building a four decker battle ship was something that has not been tried before. Except reasoning and trial and error, there was not a scientific method to design a gigantic ship like this. For this reason the royal project was too risky for naval architects. The ship went down in history as a highly unusual example of Ottoman naval architecture. Building launching and sailing caused many problems. Lessons learned from this ship influenced the decisions of the shipbuilding in Ottoman Navy for a long period.

Keywords:

Ottoman naval architecture, Sailing ships ,First rate ship, Four decker, "Melek Pasha"ship.

Maritime History Research

Ilber ORTAYLI

Abstract not available in the time of print

Some geographical and nautical comments on the *Muhit* and related works of Si'di' Al Chelebi

José Manuel Malhão PEREIRA

Academia de Marinha, Lisboa

Abstract:

Si'di' Al Chelebí, being the commander of the Turkish Indian Ocean Fleet during the middle of the 16 century, has bravely fought the Portuguese naval forces of that period in several occasions, and his activity is well known and mentioned by the Portuguese sources. Nevertheless, he is principally famous today on account of his contribution for geography and for the better knowledge of the development of nautical art and science in that part of world.

In fact, owing to his professional experience in the area and on account of his naval confrontations with the Portuguese, he had return from India by land, having spent three years in that journey. This experience gave him the opportunity to write the *Mir'ât ül Memâlik* (*Mirror of Countries*, 1557), which contains the report of his overland journey from the western Indian coast to Constantinople.

Besides that he wrote, among others, a very important work on navigation and astronomy, called *Kitâb ül Muhit: El Muhit fî İlmi'l Eflâk ve'l Buhûr* (*Book of the Regional Seas and the Science of Astronomy and Navigation*). The composition of the original manuscript has been made in Ahmedabâd by the end of the year 1554 and a copy of it was bought in Constantinople in 1832 by the famous Austrian orientalist Baron Joseph Von Hammer. The book contains in its 239 pages, according to the authors Preface and the translation of Von Hammer, a compilation of "... not less than ten Arabic works on Geography and Navigation of India, three ancient and seven modern ones."

The divulgation of this work made by Baron Von Hammer in successive numbers of the *Journal of the Asiatic Society* and also of the *Mirror of the Countries* in a literary publication in Bombay, allowed the subject to be studied and commented later by other scholars, among them we can refer the German philologist Friedrich James Diez (who translated to German the *Mirror of the Countries*), and already during the 20th century, James Princeps, Gabriel Ferrand, the Portuguese Naval Officers Julio Gonçalves and Moura Brás and G. R. Tibbets.

Being my areas of interest and research the history of high seas navigation, astronomy applied to maritime navigation and related matters, the purpose of my paper will be to make a more modern approach to the contents of the above referred documents, because of the availability nowadays of very efficient astronomical computer programs which allow a more accurate interpretation of ancient astronomical and geographical data.

Besides that, and in accordance with some of my previous works, I have found that Portuguese maritime expansion and the necessary navigation techniques and geographical information needed for its accomplishment, was always made in straight cooperation with the sailors of the areas navigated. And Indian Ocean navigation techniques were used by the Portuguese during the first decades of the 16th century. Being the *Mohit*, for example, a compilation of previous Arab works on navigation, its contents are extremely useful for clarifying many aspects of the above referred exchange of information.

The Moroccan and Algerian coast in the Kitâb-i bahrîye of Pîrî Re'îs

Jean-Charles DUCÈNE

Université libre de Bruxelles

jean-charles.ducene@ulb.ac.be

Abstract:

Among the nautical cartography of the sixteenth century, the place of Pîrî Re'îs is noteworthy because the two versions of his *Kitâb-i bahrîye* are without equal in the portulans charts of this time, although one can find Western nautical guides among his sources for the European Mediterranean coasts. In my paper, I would like to draw the attention on the descriptions of the Moroccan and the Algerian coasts that Pîrî Re'îs knew well through his personal experience, because he had sailed there with his uncle Kemâl Re'îs at the beginning of the sixteenth century. If his description is similar in the two versions of his *Kitâb-i bahrîye*, it focus mainly on the geographical elements that can help the sailors (landmarks, rocks, reefs, fortified ports). The layouts of the harbours are particularly near to the geographical reality, which allows us to suppose that Pîrî Re'îs used his personal notes, because none of the nautical charts of this time is so precise. Although he had spent a certain time in Jerba, his work is more detailed than the nautical atlas drawn later in the sixteenth century in Sfax, and the comparison of this Ottoman maps of the North Africa with the Arabic maps of the same period shows that the Turkish maps are more realistic. For this analysis, I have taken advantage of the collaboration of professor Bacqué Grammont.

NOTES ON THE IMAGE OF AMERICA ACCORDING TO PİRİ REİS AND KATİB ÇELEBİ

Jean-Louis BACQUÉ-GRAMMONT

Mélanges de l'Ecole française de Rome *Italie et Méditerranée*

Abstract:

The first obvious traces that the Ottomans were aware of America are found in the works of Piri Reis. But the contrast is striking between the approximate accuracy of the drawings and captions of his famous 1513 Map and the corresponding chapter of the second version (1524) of his *Kitab-ı Bahriye*, with a wealth of anecdotes instead of nautical or geographical details. In fact, the first work in Turkish in which an Ottoman reader could draw some information on America is the *Cihân-nümâ* of Katib Çelebi. The account on America is mainly a translation of the Atlas Minor of Mercator. Yet, what Katib Çelebi has selected or dismissed deserves a detailed investigation that we propose to undertake.

A window on Muslim traders in the Mediterranean through Maltese archives

Joan ABELA

Malta

Abstract:

This first part of this presentation aims to give a general overview of the documents found at the Notarial Archives, Valletta, and their relevance to Ottoman activity in the Mediterranean. Focus shall than be directed to the activities of sixteenth-century Muslim traders and how these found ways and means to extend commercial exchanges with Christian lands especially while conducting redemption services in North Africa and the Levant. These strategies shall be evidenced through a number of safe conduct certificates and by means of other instructions given to the galley captains of the Order's fleet which were meticulously recorded in chancery documents entitled *Liber Bullarum*. On the other hand, notarial deeds held at the Notarial Archives, Valletta, have lent themselves splendidly to serve as a mirror on various transactions dealing with the sale, ransom and manumission of slaves in Malta during the mid-sixteenth century, including "Turkish" slaves. Such documents are testimony to the island's prominent role in corsairing activities. The facilities offered by Hospitaller rule to fit out ships for the *corso* made Malta a rendezvous for adventurers who came from various parts of the Mediterranean.

The Ottomans in the Indian Ocean

Khal TORABULLY

khaltorabully@gmail.com

We often think that the maritime Age of Discovery of the 15th Century is solely to be associated to exclusive nations like Spain, Portugal, France or Britain, to name the most visible ones. This is undoubtedly due to the efforts of Henri the Navigator, driving the Lusitanians round the Cape of Good Hope, into the Indian Ocean, so as to chart an alternative maritime route to the coveted spices of the East. Spain went to the West for the same reasons, and Colombus set foot in the New World in 1492, which led to the discovery of America and unprecedented wealth for Isabella and Ferdinand of Aragon and Castille. However, the spices, namely pepper, cinnamon and nutmeg, also prompted another major event in the Indian Ocean : the Age of Discovery of the Ottomans, who, after the monopoly of the Portuguese over those commodities, following Vasco da Gama's arrival on the West Coast of India in 1498, also stepped in the first ocean of globalization. Therefore, as for the other nations, the riches of the East triggered a real move of the Ottomans in this area, which was once dominated by Arab and Persian navigators and traders. Indeed, the Ottomans were, in two ways, at the helm of both Ages of discovery. First to respond to the Mameluks' call for help following the Portuguese blockade on the Spice Route in 1517. From Egypt, the Ottoman fleet sailed East and as far away as Aceh.

Secondly, the conquest of the Byzantine capital by the Ottomans under the command of Sultan Mehmed II, in 1453, was one of the turning points of History. It sent a profound shock throughout Christian Europe. In the Mediterranean, the Ottoman sea power grew. The Fall of Constantinople, coupled with the Arabs' stronghold on many landroutes to the Indies, had one effect that cannot be overlooked : the Age of Discovery of the Europeans was intensified to avoid the control of the Silk and Spice routes by Arabs and Ottomans on land and sea. Therefore, in view of the challenges of those routes, Ottoman Sultan Selim started devising his Indian Ocean countermoves. He knew that prior to any action, intelligence of those distant regions was essential, as the entire Empire was ready to counterbalance the Portuguese monopolistic trade aims over the spice trade. If the Turks were acknowledged as the foremost naval power in the Mediterranean Sea, for them, the Indian Ocean was an unknown territory even though the Turks knew well that from India came the precious spices or baharat.

These facts are brought to the limelight by Dr Khal Torabully, who made the award-winning documentary film *The Maritime Memory of the Arabs*. He is a renowned specialist on indentured migrations and poetics, through his concept of coolitude, a meeting of the imaginaries of the Indies, the West, China, Africa and the Arab and Muslim worlds. He highlights this interesting relation between the Ottomans and his native Indian Ocean and the spice route.

Study of ancient ship-graffiti from the Black sea and the Aegean

Kostas DAMIANIDIS

KONSTANTINOS DAMIANIDIS, ARCHITECT

kdamia@tee.gr

Abstract:

Ship-graffiti are usually simple drawings representing ships, among other symbols, incised often with a hard pointed instrument on the stones or plaster of a building. Ship-graffiti usually appear in churches and deserve to be considered as votive offerings. However they have been identified in other buildings like temples, catacombs, wayside churches, parish, palaces, fortifications, prisons cells, cisterns, and fountains as well as in other public or private buildings. They have been recorded in many countries especially around the Mediterranean. There are many ship-graffiti on the walls of several monuments both in the Aegean and the Black sea. The periods of their executions vary from ancient times (Delos, Athens) to the Byzantine period (Athens, Istanbul, Corinth, Trabzon, Amasra) and even later in the Ottoman period until the early 20th century (Chios, Alanya). Several of these ship-graffiti were published by scholars during the last decades, but certainly there are many more unpublished and laying on the walls of monuments and old buildings. In this paper we present selected ship-graffiti, some of them unpublished, from various areas of the Aegean and the Black sea. We try to introduce a comprehensive classification of their appearance concerning some of their key features. It is truth that most of them are very schematically drawn, but since they are identified as ships they should have some relevant characteristics. So we classify these graffiti according to their hull proportions (some of them belong to the galleys' family and others to the round sailing ships), according to the number of their masts and the type of rigging (shape, size and number of sails) and according to the forms of the bow, the sterns (pointed or transom stern or counter form) and the steering devices

Le Maroc au temps de la course

(Morocco at the time of corsairs)

Leila MAZIANE

Université Hassan II Mohammedia-Casablanca

Abstract:

Dès le XVII^e siècle, il est possible d'invoquer tout un foisonnement de villes portuaires marocaines dont le destin est intimement lié à la mer. La crise du commerce saharien et l'effritement politique du Maroc à la suite de la mort du sultan Al-Mansour en 1603 avaient fait de l'ouverture sur l'économie atlantique une nouvelle réalité pour le pays des Chérifs. L'effacement progressif de la présence ibérique sur le littoral à partir du milieu du XVI^e siècle va libérer ses potentialités maritimes, notamment à travers une guerre de course active. Les corsaires marocains multiplient prises de bateaux de marchandises et de captifs. La course, à son apogée dans la première moitié du XVII^e siècle, sort de son champ habituel d'intervention pour aller vers la haute mer atlantique, faisant de l'espace entre le cap Vert et le cap Finistère un véritable terrain de chasse. Beaucoup plus que leurs émules maghrébins, les corsaires marocains ont su bénéficier de leur position géographique et deviennent la terreur des mers du Ponant. Cette assurance allait inquiéter de plus en plus les pays européens situés sur la côte atlantique qui se sont sentis menacés dans leurs propres «Manches », voire même sur leurs terres. De ce fait, ils envisagèrent de réagir en pratiquant une contre-course active visant à purger l'océan du « fléau barbaresque ». Une nouvelle ère de la lutte européenne contre la course maghrébine s'ouvre, et qui devait se poursuivre jusqu'au lendemain du congrès de Vienne.

Dans les lignes qui suivent nous allons donc essayer d'appréhender le destin du Maroc maritime à l'époque moderne, à travers le commerce mais surtout à travers la course et la grande course océanique

Hasan Pasha of Algiers (1713 - 1790) The Last Visionary Ottoman Grand Admiral

Levent KIRVAL

Istanbul Technical University

lkirval@itu.edu.tr

Abstract:

This paper focuses on the life and the achievements of Hasan Pasha of Algiers, who lived between 1713 and 1790, and served the Ottoman Navy in several positions. Besides being a very important figure within the Ottoman Naval Forces and the South-Eastern Mediterranean, Hasan Pasha also played a key role in the modernisation of the Turkish Navy and the advancement of a scientific approach to warfare within the Empire (with the help of François Baron de Tott, a French officer and advisor to the Ottoman military during those years); as both the establishment of Turkish Naval Academy and the Istanbul Technical University dates back to the years when the Ottoman Naval Forces was under his command. Furthermore, Hasan Pasha also tried to minimise the political influences of the Western powers to the decision making mechanisms of the already declining Ottoman Empire and worked for re-establishing the Ottoman dominance in the Mediterranean and the Blacksea. The declining Naval power of the Ottomans, particularly following the Cesme disaster of 1770 (which was indeed predicted by Hasan Pasha), would be restored under Hasan Pasha's command. However, the possible supplementary reform steps would soon be interrupted by the political clashes between Abdulhamid I, Selim III and the Grand Vizier Halil Hamid Pasha (as well as the French/Russian and British interferences to domestic politics). Furthermore, the speedy, but yet highly untimely and greatly West driven, reform steps of Selim III and Mahmud II would indeed decrease the political and military power of the Ottomans in the coming years. With the death of Hasan Pasha in 1790, the Ottoman Empire would lose its last visionary grand admiral; and following the unsuccessful British naval attack to Istanbul in 1807, the upcoming Navarin disaster in 1827 greatly ends the Ottoman Naval presence in the Mediterranean. In this context, this paper will analyse Hasan Pasha's steps to revitalize the Ottoman Naval power in the Mediterranean and Blacksea following the Cesme disaster of 1770, and also focus on the highly unstable political atmosphere of his admiralship years.

Keywords: Hasan Pasha of Algiers, Naval Power, Modernisation of the Ottoman Empire, Balance of Power, Decline of the Ottoman Empire

The Malta Maritime Museum Highlights from the collection 1530-1798:

Liam GAUCI

Heritage Malta

liam.gauci@gov.mt

Abstract:

The purpose of this paper is to tell the story of the Order Of St John's quest to survive and defend their new home, the island of Malta exclusively through artefacts housed within the Malta Maritime Museum. This story is told through the selection of a number of objects. Some of the selected items have been carefully designed, made, used and coveted to this day, others discarded three centuries ago and retrieved lately. Most have been admired and preserved for years; some have been used to shape Maltese history and identity whilst others were used to actually defend what Malta and the Religion stood for and were thus protagonists in making history. Preserving, studying and telling history through such artefacts, whether it's a beautifully cast bronze cannon, or the remains of a meal consumed hundreds of years ago, it's the reason why museums exist. Visitors naturally tend to choose what they see in museums, making their own journey through time. As Curator I believe that what visitors should see, reflect upon and find within the Malta Maritime Museum is Malta's unfolding history as one 'journeys' from one hall to the other. This particular journey into the Order's sojourn on Malta shows not only a particular history, but it has a story of endless connections of a small island shaped by the sea. The speaker will concentrate on charting the history of the Order of St. John at Malta through artefacts. The importance of the Order's navy is described through two 18th century models, and paintings. The military might of the Knights of St. John is described through the examples of bronze cannon cast at Malta. The social aspects of life at sea will be also described through archaeological excavations conducted by the Museum.

Peter Zelalich and the Mutiny of the Corona Ottoman. The origins of a Corsair captain in 18th century Mediterranean

Liam GAUCI

Heritage Malta

liam.gauci@gov.mt

Abstract:

Pietro de Giovanni Zelalich was born in Kotor sometime around 1731. Nothing is known of his early life, only that by 1760 he was a slave of the Ottoman navy. Zelalich was a slave on board the Corona Ottomana. The Corona was a magnificent ship fully armed with bronze cannon, stables, commodious quarters including tapestries and mirrors in the officers' cabins. Zelalich a lowly slave organised a mutiny against his captors with the help of his fellow slaves. Among them Maltese corsairs who most probably convinced Zelalich and others that Malta was the best place for them to escape to. The plan was to overpower the crew, take command of the ship and sail her to a Christian port. The plan went smoothly, the ship was captured and within hours the grandest ship the Ottoman Navy possessed was in the hand of muteness slaves. The Corona Ottoman which was in the Aegean sailed out towards the western Mediterranean. On the morning of 6 October 1760 the coastal towers of Malta signaled the approach of a huge ship. Within hours all the island got to know the story of the mutiny. The Grand Master was overjoyed and also decided to make the ship part of his navy. What followed was the last major crisis in Ottoman – Maltese relations. The paper will concentrate on the documents found at the Malta archives along with painting about the subject found at Malta. This is the origination of the story of Pietro Zelalich the slave who became a corsair captain.

Malta Siege

Liam GAUCI

Heritage Malta

liam.gauci@gov.mt

Abstract not available in the time of print

Islands, pirates and the state. The Ottoman example in a global perspective.

Louis SICKING

Leiden University

l.h.j.sicking@hum.leidenuniv.nl

Abstract:

As maritime historians focus on the seas and global historians on the landmasses of the world, insular history is easily left out or marginalized. This paper will consider insular history as a bridge between maritime and global history by taking the world archipelago as a point of departure. The aim of this paper is to study the role of islands for pirates and the supposed reduction of insular piracy by the inclusion of islands within empires or states. The focus will be on the Eastern Mediterranean, especially the Cyclades. What were the conditions for pirates (mainly North Africans and Europeans) operating from these islands? How and to what extent did these conditions change with the inclusion of these islands within the Ottoman empire? Taking the Cyclades and pirates and Ottoman insular policies of the 16th and 17th centuries as points of departure, they will be put in a global perspective by making comparisons with “pirate islands” along both the west- and southwest coast (Hebrides, Channel Islands, Gotland, Rhodos, Nisyros) and, to a lesser extent, the east-coast (Tsushima and Iki, Zhoushan islands, Nan ao Dao) of Eurasia in the late medieval and early modern era. This will allow not only to better understand the impact of empire building and state formation on insular piracy but also to distinguish similarities and differences in insular piracy along three important parts of Eurasia: the eastern Mediterranean, Atlantic Europe and the Far East.

Venice and Istanbul Arsenals and the emerging of modern management. Opening up the perspective

Luca ZAN

University of Bologna

luca.zan@unibo.it

Bulent ARI

Abstract:

Amongst many perspectives under which history can be approached (social, political, military history etc.), our paper will take a different viewpoint, *administrative history*. Both Venice and Istanbul were at the heart of a huge economic empire, to run which rather sophisticated administrative solutions had to be put in place, given the complexity of economic and administrative life, and, in different forms, problems of controlling “at distance” a large part of assets and settlements. Controlling the sea and its trade was an essential parts of both parties. More particularly, however, for both of them the capabilities in producing and maintaining a fleet of high standards have been crucial, for centuries.

Given the importance of administrative solutions in shipyards production for both parties, this paper will address some of the general issues inside a broader research projects which looks in comparative terms at the ways in which complex production sites as the Arsenals were “managed” on the two sides of the sea, on the two sides of the “conflict”. More explicitly, we are interested in the evolution of modern forms of managerial discourse on the two sides of the Mediterranean sea. Well beyond an emphasis on wars and their ideological, religious, political and military justifications, we are interested in investigating how this element of “context” were shaping in similar or different ways solutions to managing problems (technical, organizational, resources etc.) which for a large extent were probably not so different on the two sides

OTTOMAN LIGHTHOUSES IN THE RED SEA

M. Taner ALBAYRAK

Piri Reis Maritime University

talbayrak@pirireis.edu.tr

Abstract:

In early times people set fires at the edge of the water or on hilltops to warn boats of dangerous rocks and shores. The Egyptians were the first people to build lighthouses to use light to guide ships. In 283, the Egyptians completed the tallest lighthouse ever built which guided ships for over 1,500 years. Lighthouses were also constructed by the Phoenicians, Greeks, and the Romans. The Phoenicians, trading from the Mediterranean to Great Britain, marked their route with lighthouses. These early lighthouses had wood fires or torches burning in the open, sometimes protected by a roof. After the 1st century, candles or oil lamps were used in lanterns with panes of glass or horn. Lighthouses have always been good indicators of not only the art of navigation but also cultural and maritime development as a part of our history. The first works on lighthouses in the Ottoman Empire which borders were extending from Asia to the shores of Europe and Africa and covering several islands and islets in the Aegean had only started in 1839. This paper intends to discuss the importance of lighthouses as a part of our maritime culture and history while emphasizing the foundation and development of Ottoman Lighthouse Agency by Captain Blaise Marius Michel who was also known as Michel Pasha and historical significance of the lighthouses in the Red Sea from maritime perspective based on the archive sources of the Maritime Museum.

Key Words: Lighthouses, Red Sea, Michel Pasha, Maritime culture and history

Venetian ancient ordnance in Istanbul.

Marco MORIN

mmvefors2@alice.it

Carlo BELTRAME

Università Ca' Foscari Venezia

beltrame@unive.it

Abstract:

When the French rabble, that invaded and ransacked the Venetian territories, departed leaving to the Austrian the ancient republic (Leoben pacts and peace of Campoformido, October 17, 1797) not a single piece of ordnance was left of a total of 5293, 2518 of them cast in bronze and 2775 cast in iron. It is interesting to observe that in the maritime territories (Istria, Dalmazia, Corfù, Cefalonia, etc.) Venice at the same date had other 4468 pieces, 1924 in bronze and 2544 in iron.

The great part was broken in pieces and sold as metal scrap while about two hundred between ancient and beautiful bronze culverins, cannons and mortars of Venetian, Ottoman and German origin kept in the Arsenal as an historical collection were loaded on a warship to be transported in France. This ship was intercepted near Corfù by the English and sunk with its precious cargo in a still unknown position. Now in Venice, in the Museo Storico Navale, there are only seventeen bronze pieces, the largest nine being a late XIX century generous gift of the Turkish Government to Italy: six of them were in Famagusta and three in Candia. The other eight pieces are small falconets and perriers salvaged from the Adriatic sea usually by local fishermen.

For this reason the most important collection of Venetian bronze artillery is the one conserved in the Askeri Museum of Istanbul. It is a luck for the military historians that such a large number of pieces, war booty of the Ottoman Empire, were preserved and outlasted wars and revolutions.

All the pieces have an high historical interest and some of them, as the mortar with six horizontally linked barrels signed S A (Sigismondo III Alberghetti) and dated 1689, are also of outstanding technical relevance.

The general survey of Venetian artillery still existing in the east Mediterranean area, organized by the Cà Foscari university and financed by the Regione del Veneto, Direction of International Relations, has already catalogued in 2011 the material that remain in the Venetian fortresses in Greece. In 2013 it is in program to end the task in Croazia, Albania and Montenegro: at the end we shall publish a catalogue and a report complete of the historical and technical information on the subject.

Recovering voices from the past: using archive material in galleries

Margarette LINCOLN

National Maritime Museum

mcolin@rmg.co.uk

Abstract:

This paper explores new methods of using maritime archives in galleries to attract new audiences and reflect current trends in scholarship.

Maritime history or 'oceanic studies' is becoming an increasingly popular area of study. New, interdisciplinary approaches exploit the fact that maritime history can unite the arts and sciences. Scholars emphasize the need to integrate sources in a broad 'conversation' in order to draw out interconnections between various objects and so illuminate the contemporary context. They also focus on the need to recover individual voices and consider events and situations from different perspectives and in different languages.

While these new trends enable 'pan oceanic' insights, they offer opportunities to deepen our study of maritime history. However, much of this contextual information comes from archival material, notoriously difficult to display in galleries due to issues of legibility and impact.

The National Maritime Museum in Greenwich has recently built a new on-site archive store and library reading room. This increased focus on paper-based material has encouraged staff to consider how best to open the archives to the visiting public. This paper describes three exciting projects using new technologies that effectively introduce archives into the visitor experience.

Ottoman ships and Venetian craftsmen in the 16th c.

Maria Pia PEDANI

University Ca' Foscari, Venice

mpedani@unive.it

Abstract:

In the first years of Süleyman the Magnificent's reign, when the great vizier was a Venetian subject, Ibrahim pasha, the Most Serene Republic and the Ottoman Empire shared the same interests against the Portuguese who marred their trade with Indian lands. Even if «unofficially» Venetians helped Ottomans to build their ships in the Red Sea arsenals and some of their men went there just with this purpose. Probably the idea of digging again the ancient Canal which united the Mediterranean to the Red Sea, proposed by the Venetian Council of Ten in 1504, followed the same way: at the end of the 1520s' Ottomans began to dig it even if their enterprise was not successful.

Also in the following period masters, who had worked in Venetian arsenals, went to Istanbul. Some of them were taken prisoners during wars or made slaves during sea voyages, but some decided freely to become «Turk». They brought with them Venetian craft of building ships. For instance, the great galleon designed by the humanist Vettor Fausto was made again in Istanbul in 1572, just one year after the original ship was burned by a lightning.

Moreover, in the same period, many galleys lamps, made in Venice, were given as diplomatic gifts to sultans and great admirals by Venetian ambassadors and bailos.

Corsair Diplomacy between Netherlands and Ottoman Algeria: Treaties and Documents from the Netherlands Archives

Mehmet TUTUNCU

SOTA Research centre for Turkish and Arabic World

m.tutuncu@quicknet.nl

Abstract:

We are celebrating this year, 400 years of the start of relations between the Netherlands and Ottoman Empire and as a part of it the Regency of Algiers: The young Dutch republic who declared its independence from Spain in 1581 was seeking support against the Spanish subjugators. And The Netherlands found in the Ottoman Empire and especially the the autonomous Regency of Algiers a natural ally against the common Spanish enemy.

In 1509 Spain after expelling the Jews and Muslims of Grenade crossed the Mediterranean and invaded the coast of North Africa. From 1516 Algeria became an autonomous region which was formally part of the Ottoman Empire. But the regency has obtained the right to develop its foreign policy as long as it was in line with the Ottoman Foreign policy. So as a consequence Algiers could conclude make peace treaties with European powers. One of the most important ally against Spain was The young Dutch republic. Algeria and Netherlands shared heritage of to be a seafaring nation, and exchanged much knowledge and people.

This very special relationship produced from the year 1612 until 1816 some 12 peace and friendship treaties between Algiers and Netherlands. Treaties were signed in 1612, 1617, 1622, 1662, 1680, 1708, 1713, 1726, 1757, 1760, 1794 and 1816. All the originals of treaties are preserved in the National Archives of the Netherlands.

The Dutch Algerian treaties were mainly dealing with treaties of peace and trade but they are very important because they contain unique material for the diplomatic history between a Christian and a Muslim Nation. These treaties they contain also regulation and codification of sea law as it developed between the Mediterranean corsair states and northern trading nations like Netherlands.

In my contribuion I will present a survey of these treaties with a special emphasize on specific regulations of trade and privateering and how to solve the quarrels between the two nations.

Shaping an Officer: Institutional and Spatial Transformations of the Ottoman Naval Academy (1770s-1900s)

Meltem AKBAS

Istanbul University

akbas.meltem@gmail.com

Darina MARTYKANOVA

Potsdam University

darinamartykanova@yahoo.es

Abstract:

In the late 18th century, the Ottoman Empire initiated a substantial reorganization of its military forces -the navy and land armies. To train navy officers, a course-school - *Hendesehane* (1775)- was established in the naval shipyard where the attendees would be trained according to the new European methods. First lectures of this school took place in a room. The growing number of attendees led changes in location and, construction of new buildings. From the late 18th to the end of the 19th century, the Naval Academy was moved on several occasions between the two main locations: the environs of Naval Arsenal at Kasımpaşa and Heybeliada. These changes occurred parallel to the reform processes prepared by the Great Admiral or by foreign experts addressed to the problems observed in the educational process. With this paper we analyze how the educational reforms included structural and spatial solutions, how the location, the spatial organization of the buildings of the Naval Academy, its environs and their use according to the regulations were deliberately chosen and designed in order to impose certain impression and behaviour on the students, staff and visitors. The space was used consciously to create conditions for shaping men of a desired profile. Nevertheless, the authorities were obviously unable to efficiently control the way the space was experienced, negotiated and conceptualized by the staff, students or even by the general public. Therefore, we will also deal with the multiplicity of the meanings attributed to the space and to their conflicting character.

ANTI-OTTOMAN ACTIVITIES OF THE ORDER OF THE KNIGHTS OF ST. STEPHEN DURING THE SECOND HALF OF THE SIXTEENTH CENTURY

Mikail ACIPINAR

Ege University

mikail.acipinar@ege.edu.tr

Abstract:

It has been accepted that the pirate wars had begun in Mediterranean after Ottoman Navy right after the Battle of Lepanto, lost its decisive superiority in the sixteenth century which they gained by the Battle of Preveza in 1538. At the end of the century, a new kind formation established namely *The Order of St. Stephen* that took part in the pirate wars under cover of Duchy of Florence (from 1569 Grand Duchy of Tuscany). The friendly relations between the two countries that had established in the fifteenth century, started to rupture at the beginning of the sixteenth century. In this period, Florence, who tried to take a part for itself in the struggles between the Ottoman State and Spain in Mediterranean, was aiming to dominate the Tyrrhenian Sea by becoming an ally of Spain. The main aim of this order, which was established as a military-religious naval force, by the member of famous Medici family of Florence, Cosimo I in 15th March 1562, was to fight against the Ottoman naval power and to cover the trade activities of Florence between Leghorn Port and Tyrrhenian Sea. These kinds of activities of the Order of the Knights of St. Stephen were increased especially during the second half of the sixteenth century, who took part in the Christian pirate wars against Ottoman naval power since its foundation and at times, keeping company with the other coreligionist orders. They made annual predatory raids not only along the North African coasts, but also the territories along the coasts of the Aegean Sea and Mediterranean. These incursions were affected the Ottoman maritime commerce negatively and this situation caused Ottoman Porte's eyebrows to rise. One of the other reasons of these raids made by Florence/Tuscany, in which offering capitulations, was to put pressure on Ottoman Empire. In this paper, the military and political reactions of the Ottoman Porte against the above-mentioned order's incursions will be discussed, besides the pirate activities of the Order of the Knights of St. Stephen and its effects on the relations with Ottoman Empire in Mediterranean during the second half of the sixteenth century.

Fisheries in the Northern Black Sea Since Ancient Times Till the Early 20th Century

Mikhail KUMANTZOV

FSUE -Russian Federal Research Institute of Fisheries & Oceanography
0407mik@mail.ru

Abstract:

Fisheries is an essential part of economics in the Black Sea coastal communities, which not only provide subsistence, but are also connected with development of shipbuilding, navigation, construction of ports, and commerce. The intensity of fishery has always depended on population density; natural environment which determines the fish stock abundance and species composition, and social and economic environment which influences the population as well.

This paper is an historical analysis of fisheries for more than two and a half millennia with the objective to study natural, economic, and social environment which determined the fisheries intensity, as well as to identify most efficient fish production and processing techniques.

We identify four evolution periods for the Northern Black Sea fisheries: **I.** Since ancient times till Middle Ages; **II.** Middle Ages (the 6th —15th centuries); **III.** The Osman domination (the 15th—18th centuries); **IV.** The 18th– early 20th centuries.

Historical analysis of the fisheries development could provide understanding of primal causes of the modern crisis and a basis for development of comprehensive strategy of fisheries development in the region, as well as the clue to the problem of restoration of efficient economics in the Black and Azov sea basin.

The Kingdom of Naples and the Ottoman Empire during the Napoleonic wars: diplomatic and commercial relations.

Mirella MAFRICI

University of Salerno

mimafrici@libero.it

Abstract:

This paper focuses on the diplomatic and commercial relations between the Kingdom of Naples and the Ottoman Empire. At the beginning of the XIX century the Porte showed the need to have a general consulate in Naples to favour the enhancement of commercial exchanges with that kingdom.

In this international frame, mastered by Napoleon, who occupied the Kingdom of Naples in 1806, a new start was complicated not only by the presence of the British fleet and the Barbary vessels in Neapolitan waters, but also by the internal situation of the Ottoman Empire, culminating with the substitution of Selim III with Mustapha IV due to Russia that, in 1807, had declared the blockade to the Ottoman harbours. The Neapolitan Foreign Minister Maurizio Mastrilli, Marquess de Gallo, tried to reorganize the diplomatic structure at Constantinople: the recognition of Joseph Bonaparte as king of Naples by the sultan and the ambassador Guglielmo Costantino Ludolf's refusal to serve under the French brought the Marquess to grant his trust to a certain Mr. Renard, Secretary of the French Legation, and to the merchant Biagio Francesco Salzani with the aim of arranging trades between the two States.

Very interesting for the improvement of the Neapolitan trades with the Levant proved to be Renard's *Reflexions*. Significant, in particular, were the efforts made by Biagio Francesco Salzani, who was named consul in April 1812, to increase this trade in the main Ottoman ports of Mahmud II. He was the only inhabitant of Constantinople from the Kingdom of Naples and he wrote 'Plans for development' for the growth of Neapolitan commerce in the Levant.

In the end, the exclusion of Murat by Napoleon only proved advantageous for the Kingdom: in fact, the decree on neutral commerce (November 1813) favoured the opening of the ports "to all friend and neutral powers".

Timeo Danaos et dona ferentēs:
**Why Russian privateer presented the Ottoman governor of
Acre with prize ship?**

Mitia FRUMIN

The Hebrew University of Jerusalem

mitiaf@gmail.com

Abstract:

In 1794 a special committee was established by decree of Empress Catherine II in order to deal with various complains against Lambros Katsonis, who acted in the Eastern Mediterranean during the Russo-Turkish war of 1787-1791 as a Russian privateer. Besides numerous protests of merchants from different countries, who lost their ships and cargo, Katsonis was accused also in non-payment of prescribed percentage of prize money to the Russian treasury. Coping with these allegations, Katsonis provided detailed explanation regarding taken prize ships, gained money and from other hand on his squadron's expenditures, which were covered without the treasury assistance. One of the paragraphs of Katsonis's explanation was related to the puzzling gesture toward Ahmed Bey al-Jazaar, the governor of Acre. In 1789, in the middle of the war, al-Jazaar was presented with 20-gun ship. According to Katsonis's explanation, this motion was done as a gift according to direct order of General Ivan Zaborovskiy, a special Russian envoy in the Mediterranean. Reasons for such doubtful donation are unknown; however some speculations could be made on this regard. Most probably this episode reveals secret efforts of the Russian government to save a life of its agent - Colonel Conrad von Thonus, who arrived in 1788 to Cairo and tried to persuade Mameluk leaders of Egypt to rebel against the Sublime Porte. Von Thonus was imprisoned in Cairo for a year and then killed.

The Sadana Island Shipwreck: From the Red Sea to Ottoman Istanbul

Muhammed Mustafa Abd EL_MAGUID

momaquid@yahoo.com

Cheryl WARD

Coastal Carolina University

cward@coastal.edu

Abstract:

International markets and consumption expanded traditional regional trading routes to systems that spanned half the globe by the later 18th century. In the Red Sea, Ottoman control limited direct European access to ports and maintained a seasonally timed sailing schedule for large ships owned and operated by Egyptians, religious foundations, and the Ottoman government. These vessels served a community predominantly of Arabic-speaking people who shared a common cultural background that included Islam. Our understanding of this system is enhanced by a contemporary European description of the construction and operation of some of these ships, historical documents that describe state-level Ottoman efforts to build ships, and excavation of two 18th-century ships at Sharm el Sheikh, at the tip of the Sinai peninsula, in 1969 by Avner Raban and at Sadana Island near Safaga, in the mid-1990s, by Cheryl Ward and the Institute of Nautical Archaeology.

Investigation of the c. 1765 CE Sadana Island shipwreck provides an opportunity to examine its north-bound luxury cargo, an assemblage of wares and raw materials that is typical of the period and illustrative of far reaching international economic interactions. Excavated artifacts include Chinese export porcelains such as Chinese Imari wares, blue-and-white, molded, and green and brown glazed types. Additional material classes include the remains of a coffee cargo, aromatic incense, coarse earthenware and copper artifacts from shipboard activities, especially food preparation and storage; cargo items such as high-fired earthenware water juglets; and personal items such as tobacco pipe bowls. The ship itself provides insights into regional shipbuilding practices of the second half of the 18th century in the Red Sea.

The Ties that Bind: Ottoman Sea Ghazis from the Mediterranean to the Indian Ocean

Nabil AL-TIKRITI

University of Mary Washington

naltikri@umw.edu

Abstract:

In the first decade of the sixteenth century, several sea *ghazis* with little known prior experience grew active in the Indian Ocean, and came to be known as the “Rumis” in their new theatre of action. At first the active combatants appear to have acted somewhat independently, arriving in the Red Sea with Ottoman logistical support, Mamluk financial backing, and uncertain knowledge of what lay ahead. In time what began as an uncertain partnership grew into a regular Ottoman intervention designed to explore, exploit, and trade within the Indian Ocean basin.

In this paper, I plan to explore the first “Rumis” to venture into the Red Sea and Indian Ocean, particularly examining their connection to their Ottoman backers and their prior Mediterranean careers. In the course of this prosopographical examination, I hope to uncover what trends may have emerged between such individuals as Kurdoğlu, Hussein al-Kurdi, Şehzade Korkud, Kemal Reis, the Barbarossa brothers, and others who made a name for themselves in either theatre of operations. In so doing, one of the primary questions I hope to explore is the degree to which early moves from the Mediterranean to Indian Ocean theatres was a centralized effort.

SHIPS AND SAILORS IN BLACK SEA TRANSPORTATION (1700-1800)

Necmettin AYGUN

Aksaray University

lezgioglu_a@mynet.com

Abstract:

In this study, it is aimed to contribute to “XVIII. Century Ottoman Maritime Culture” by providing information about ships and sailors which operated transportation between the ports in Black Sea in the XVIII. century. The subject will be handled at the heart of topics such as ports that the ships used frequently, types of ships, their lengths or weights, belongings of ship owners, sailors’ partnerships and the tasks they take in trades, the ships that take part in military expeditions and their transport capacity, and cruising routes. The study will be structured on information obtained from Kadi Registers of Trabzon and Various Registries and Documents in Prime Ministry Ottoman Archives.

THE RELIGIOUS FACTOR ON THE OTTOMAN NAVAL STRATEGY AND ITS EFFECTS ON TURKEY- EU RELATIONS

Nejat TARAKCI

Naval College of Turkey

ntarakci@gmail.com

Abstract:

It is necessary to examine the Ottoman's Mediterranean policy in two way, as the Ottoman-Mediterranean policy and the Ottoman-Europe relations. Because the two policy reflect very different strategies and results. The fact that the existing Islamic countries in the south and east part of the Mediterranean cause a restriction impact on Ottoman's policy. As contrary, in the other part of the Mediterranean and also the Red Sea and Indian Ocean, the religious factor encouraged the Ottoman to implement the more determined and impressive strategies. The word of Turco, in the early new age of the Italy was using to mean all Muslims. The Turks generally were deemed as a hymn tool of the God to punish the sinful Christians. Therefore, in the Mediterranean or in continental Europe, wherever the Turks become successful was perceived as Islamic World's victory.

The Islamic expanding toward the west which targeted the Christian countries made easy to bring back the soul of the crusade in the Christianity world. In this context, both sides used the religious factor on their political and military strategies. It was inevitable. Because the religious factor was the only cement to bring together the kingdoms, tribe chiefs, feudal lords and etc. Vatican especially was the leadership of the Christian campaigns. The Ottoman Sultan was also in the same impulse as caliph of the Muslim world.

After six century today, when we look at the Turkey-Europe relations, we can observe that the impacts of the Ottoman's naval strategy is still alive. This presentation aims to put forward the real reasons of the religious factor on the Ottoman's naval strategy and its reflections and the effects on the Europe's social-cultural which are still going on.

Ottoman Naval forces in the Red Sea according to a report dated 1536

Nicola MELIS

University of Cagliari

nmelis@unica.it

Abstract:

Due to the lack of Ottoman sources on the Red Sea in the first half of the sixteenth century, we are forced to make use of European documents of the time.

In my paper, I'll explore the importance of a report about the Ottoman fleet in the Red Sea, written by a Venetian observer in 1536, a time in which Hadim Suleiman was reinforcing his forces in Suez involving hundreds of Venetian expertise. The report was taken from the Laurentian Library in Florence (**Biblioteca Medicea Laurenziana**).

Views of Admiral A.T. Mahan on the naval history of Turkey

Nikolay FEDOROV

Saint-Petersburg State University

nfedorov@yandex.ru

Abstract:

American admiral Alfred Thayer Mahan is one of the most prominent naval historians and strategists. In 1890 he published a book "The Influence of Sea Power upon History, 1660-1783", in which he stated his theory of "sea power". A.T. Mahan insisted on the importance of navy for the development of any great power and connected naval strategy with the issues of imperial expansion. The period of end of 19th-beginning of 20th centuries was an epoch of imperial struggle and naval arms race. That's why the ideas of Mahan were urgent and he became one of the most famous naval experts. Admiral Mahan wrote 20 books and more than a hundred articles, dedicated different issues of naval history, strategy and international relations. He paid more attention in his works to naval history of England and the USA, but at the same time he considered some episodes connected with Turkish naval history. Mahan stressed on the importance of sea power for the development of Ottoman Empire in the different epochs. The analyze of views of prominent American strategist can give better understanding of some key questions of the Ottoman naval history and geopolitical meaning of maritime issues for Turkey. But the attitude of Mahan to Turkey was not always objective, it was marked by biased position of Anglo-Saxon and Europe-centered thinker of 19th century towards Asian and Islamic state. That's why the critical research of Mahan's views is necessary for the objective evaluation of Turkish naval history.

Practice of Quarantine in the Bosphorus

Nuran YILDIRIM

Istanbul University

Abstract:

In the years the epidemic cholera prevailed, the transportation through the Bosphorus was first regulated by the Quarantine Administration, and the General Directorate of Borders Health, founded during the World War I.

The practices of quarantine in the Bosphorus began after the first cholera epidemic in Istanbul in 1831, with the assignment of Istinye Bay as a quarantining point for the foreign ships from the Black Sea, and Büyükliman Bay for the ships of the Ottoman Empire. Quarantine stations were then established on both sides of the Bosphorus, in Kuleli, Sarıyer, Büyükdere, Manastırağzı, Beykoz, Umuryeri, and Serviburnu-Anadolukavağı. These stations were kept under control by the Naval Ministry from the sea side and by the Imperial Artillery Directorate from the land side; and entries and exits were not allowed.

Since 1840, the shipmasters of the arriving ships, according to the regulations by the Quarantine Administration, were obliged to present a bill of health obtained in the departure point to the station officials. There were three kinds of these bills; safe, suspicious, and infected. Ships with a bill of health indicating an infection were put into quarantine. Ships in quarantine raised a yellow flag in the foremast and put an apparent yellow pennant on the life boats. The articles in the ship were disinfected, and the crew and passengers were sent to the quarantine station in the bay where the ship moored.

In 1893 when cholera was prevalent across Europe, a sterilizer was placed on a buoy built in the Hasköy factory of the Imperial Arsenal; and disinfection was conducted with its movement toward the ships held in quarantine in the Bosphorus.

In the light of the Prime Minister's Ottoman Archives, and the archives of the Naval Forces Command, this paper will discuss the methods of quarantine applied to the naval vehicles to pass through the Bosphorus, and the quarantine stations established on its both sides.

THE CHANGE IN THE SHIP-BUILDING TECHNOLOGY IN THE OTTOMAN NAVY IN THE 19th CENTURY: THE AGE OF STEAM-POWERED SHIPS

Nurcan BAL

ISTANBUL NAVAL MUSEUM

nurcanball@yahoo.com

Abstract:

19th century became a critical era for the Ottoman Navy and sailing-ships were replaced by steam-powered ships. In the beginning, small-scale steam-powered ships were built and purchased to support the maneuvers of the ships which were used in transportation, trade and battle. Additionally, owning steam-powered battleships in the Navy was thought to be essential (at that time), the Ottoman Empire gave priority to their construction. At first, the hulls of those ships were built by the American and British architects, and then they were built by Ottoman architects in the Imperial Dockyard by importing their machines from England. After examining the steam-powered battleships which were the main power of the European States' Navies in the middle of the century, the Ottomans worked on the design of new three-deckers, galleons and frigates which were suitable to be refitted with machines and also worked on the transformation of the existing sailing-ships into steam-powered ships. But, before this technological innovation was applied masterfully in the Ottoman Empire, a new development had occurred in the West; armored-ships had emerged. In that century, the Ottoman Navy could not manage to transfer the ship-building technology and as a result, the Navy became dependent on abroad, especially on England.

THE EIGHT OBJECTS NEEDED FOR A SHIP IN ASHIQ PASHA’S WORK ENTITLED GARÎB-NÂME

Nurgul SUCU

Selcuk University

nurgulsucu@selcuk.edu.tr

Abstract:

The work entitled Garib-Name, which the 14th century Ottoman scholar, poet and mystic Ashiq Pasha completed in 1330, is a compilation of 10.000 couplets. Being a work of exceptional quality by virtue of its content and form, Garib-Name also holds a distinguished place in Turkish Literature in terms of the wealth of subjects it deals with. The work is organized into 10 chapters and each chapter provides information about the number of that chapter. One of the subjects that is dealt with in the eighth chapter of the book with mystic point of view concerns eight objects needed for a ship. These objects are listed in the work as a strong mast, sails, wind, a captain, water, an anchor, passengers and goods and the duty of each is explained in detail. Ashiq Pasha first dwells on the explicit meanings of these objects, which we believe are important in terms of the history of shipping and then talks about their counterparts in mysticism. While making these explanations, he refers to the Quranic verse “Don’t you see, God has placed all that is on earth and the moving ships at sea at your service by virtue of his order...” (Hajj, 65/22).

In this paper, after giving brief information about Ashiq Pasha and his work Garib-Name, we will discuss the eight objects required for a ship mentioned in the eighth chapter of the book and the mystical meanings of these objects will be explained in detail besides their explicit meanings. Our purpose here is to reveal components of shipping that are mentioned in this book after a thorough investigation, draw attention to how elements connected with ships are reflected in cultural, literary and mystical fields and thus contribute to the history of shipping.

PROVISIONS OF THE NAVY IN THE PERIOD THAT THE MEDITERRANEAN WAS A TURKISH LAKE

Onder BAYIR

T.C. Başbakanlık Osmanlı Arşivi

Abstract:

After the Sea Victory of Preveza, the Mediterranean had been completely a Turkish inland sea, the Ottoman domination and superiority had shown itself in every area of the region. In this period coinciding to the second half of the 16th century, four Ottoman rulers succeeded to the throne. They are Suleyman the Magnificent (1520-1566), Selim II (1566-1574), Murad III (1575-1595), and Mehmed III (1595-1603).

It draws attention that the provisions (orders) relating to the navy had been more, in accordance with domination of the sea in this period. There are 75 Mühimme books belonging to the second half of the 16th century. It is seen that nearly 2,000 provisions are present related to the navy when decisions in Mühimme books are examined. It is understood also apparently that the importance had been attached to domination of the sea as well as superiority in the land in this period having included the orders about almost every subject related to naval and maritime activities.

Orhan KOLOGLU

Abstract not available in the time of print

EXPERIMENTAL NAUTICAL ARCHAEOLOGY FOÇA-MARSEILLES A TRAVEL TO HISTORY

Osman ERKURT

360 Degree History Research Association
osman.erkurt@360derece.info

Sidar DUMAN

360 Degree History Research Association
sidar.duman@360derece.info

Abstract:

At 600 BC in Anatolia on the Aegean shore Symrna and Phokaia were the foremost cities of 12 Ion settlements . Out of this cities Phokaia has established a lot of colonies in the Mediterranean and also brought all kind of knowledge and culture into the Mediterranean , namely into todays Europe , through these colonies.

On the brass plate , which is located in the Marseilles harbour, it is written “ This city was founded by the Phokaians who came from Anatolia at 600BC.”

This writing is very important as being the starting point of our Project.

A ship model of that era , a bireme , called KYBELE was constucted based on the iconographic information and consultant advices.

The target was to maket he historical voyage of the Phokaians from Phokaia to Marseilles with harbour stops at the Aegean and Mediterranean colonies ,like Elea , Nice and Antibes by using our 600BC ship ,that was constructed according to the ancient forms and shipbuilding techniques.

This voyage was done only by sail and oars. Along the voyage we made impotant experiments about ancient routes , sail techniques, nautical knowledge and navigation methods.

The Great Siege of Malta

Osman ONDES

Abstract:

The purpose of this study is summarize the Great Siege of Malta took place in 1565 when the Ottoman Empire attempted to invade the island, then held by the Knights Hospitaller .

This siege was the third episode between naval power of Ottoman Empire and the Knights Hospitallers having united support from all European Christian alliances as all.

This episode goes back to the Sieges of Rhodes Island almost the resounding victory of the Knights Hospitaller over the Ottoman Sultan Conqueror Fatih Mehmed in 1480, and lastly defeat by Kanuni (Magnificent) Süleyman in 1522.

The Great Siege of Malta is another chapter after Rhodes and Tripoli which twenty - one years held by the Knights. Only after 1551 did the Order begin to reconcile itself to Malta Island. The measure of the reconciliation was to be the Great Siege of 1565.

In particular, Admiral Turgut Reis was proving to be a major threat to the Christian nations of the Central and South East Mediterranean. Battle of Djerba (Cerbe) in May 1560, when Ottoman Admiral Piyale Pasha surprised the Christian fleet was a complete disaster for the Christians and it marked the high point of Ottoman domination of the Mediterranean.

But again after Djerba the Knights continued to prey on Turkish shipping and by the end of 1564, Magnificent Suleyman had resolved to wipe the Knights of Malta off the face forever.

By early 1565, the Turkish armada, which set sail from Istanbul at the end of March, was by all accounts one of the largest assembled .

The Knights of St. John of Jerusalem, were the last of the European crusaders and the fanatical defenders of Christianity, the island of Cyprus, Bodrum, Rhodes finally settled with feelings of revenge being placed on the Island of Malta, combined with all of Europe showed a resistance against the Ottoman Empire and the victory won relentless.

In this regard, with one of the world greatest logistical Battle and Siege, the geography of the Mediterranean, or victory the Maltese Knights Hospitaller of St. John Knights of The Order of accomplishments defense, always in mind that the island will remain the world stop now on with ceremonies to be repeated, one after another in the works to be formed on behalf of painters to inspire, even today a very important element of future generations will continue to be until you bring in tourists.

THE UNCROWNED KING OF THE MEDITERRANEAN: DRAGUT REIS

Ozlem KUMRULAR

Bahcesehir University

ozlem.kumrular@bahcesehir.edu.tr

Abstract:

Undoubtedly the heir of Barbarossa in the Mediterranean was Dragut Reis. Following the foot prints of Barbarossa, Dragut tried to construct a system between the Ottoman capital and the Maghreb. It did not take him long time to emerge as new figure among the mythical figures created by the Europeans. Following the ascension of his brilliant profile towards the 1540s the avalanche pushed the viceroys of Naples and Sicily. He threatened the Spanish and Italian coasts and the security of the islands by launching his attacks from the Maghrebian territories where a cosmopolitan and social mobility was manipulated by the city of Algiers. Till his epic death during the Great Siege of Malta in 1565 he kept his fame as the most fearful figure of Mare Nostrum.

The sources relating to Dragut Reis in Latin languages, especially in Catalan, Spanish, Italian and French, shed light on the trace that he left in the Mediterranean. These sources, that turn out to be abundant mainly at the beginning of the second half of the 16th century, show forth the horror spread by him on the Italian and Spanish coasts and the islands. Apart from the archival sources, Dragut, who also appears majestically in the literature of the age, was the most renowned figure in the Mediterranean after Barbarossa. Dragut was the theme of almost every genre in the European literature of the *Cinquecento*, especially in the Spanish and Italian literatures. Apart from the oral literature and folklore he was immortalized in the romances, *novellas*, short stories, plays and poems of the age. This paper aims to draw a portrait of Dragut Reis with the literary works and the archival data of the age.

THE EXPEDITION OF CHARLES V TO ALGIERS AND ITS AFTERMATH. THE DUEL AND THE BALANCE IN THE MEDITERRANEAN.

Ozlem KUMRULAR

Bahcesehir University

ozlem.kumrular@bahcesehir.edu.tr

Abstract:

The expedition of Charles V to Algiers in 1541 did not affect directly the equilibrium in the Mediterranean and the Barbary, yet brought with itself a series of complicated and secret affairs. This expedition, which was one of the major plans of *las cortes* since the coronation of Charles V, was mentioned and “exhorted” very often in the royal letters, *avisos*, chronicles and even in literature. The letters that Isabel de Portugal addressed to Charles V during his absence (1529-1533) are loaded with vivid expressions encouraging him for an expedition against Algiers. She explicitly underlines and emphasizes the urgent need for such an attack due to the incessant assaults of “Moorish and Turkish corsairs” to the Spanish coasts (Andalusia, Valencia and Catalonia). In addition to these letters, an interesting pile of documents, conserved in Archivo General de Simancas regarding the secret negotiations between Barbarossa and Charles V in 1540-41 also sheds light on the political situation before the expedition. The letters and *avisos* circulating among the courts, embassies and spies in the early 40s of the *cinquecento* give us extraordinary information about this period of crisis.

This paper aims to analyze the negotiations before and after the unsuccessful attack of Charles V to Algiers in 1541 under the light of documents deriving from the Spanish, Italian and Ottoman archives and chronicles.

Same Voyages, Different Results: A Comparison of Zheng He's Explorations to Expansions of the Ottoman Empire in the 15th century

Qi CHEN

Massachusetts Maritime Academy

qchen@maritime.edu

Abstract:

From 1405 to 1433, Chinese explorer and fleet admiral Zheng He, authorized by the Chinese Emperor, commanded voyages to Southeast Asia, Middle East and North Africa to establish Chinese presence, impose imperial control over trade and extend the empire's tributary system. At roughly the same time, Ottoman fleets helped to extend Turkish influences to Aegean, Black, Ionian, Adriatic, Mediterranean, Red Seas and North Africa to secure trading routes and promote rapid economic growth. The two similar expeditions brought about two different consequences: Zheng He's was extremely costly, and halted abruptly when Ming Dynasty passed its zenith; while Turkish expansions was followed by capital accumulation, foreign aggrandizement, increase in international trade and fast rise of the Ottoman Empire in the 15th and 16th century.

This paper presents an analysis on what accounts for the similar expeditions subsequently leading to the distinct developments of China and Turkey. The paper examines political systems, social norms, cultural values, economic structures of China and Turkey at the time of Great Explorations. The findings indicate that unlike the Ottoman Empire, China was not ready politically, economically, socially and culturally at that period of time to engage in foreign aggrandizement and extending its influences to other parts of the world

**Some 16th century naval cannons from Genoa in
Istanbul Askeri Müzesi**
**Technological and operative comparisons between the Turkish and
Genoese sea ordnance in this period.**

Renato Gianni RIDELLA

Università di Genova

Gülşen ARSLANBOGA

Istanbul Askeri Müzesi

Abstract:

In the collections of the Turkish Military Museum (Askeri Müzesi) three bronze cannons has been identified by the author(s) as belonging to a Genoese production. These pieces are made of bronze and are recognizable as naval guns for the absence of the two handles (dolphins) that, on the contrary, were present on the Genoese field and fortress cannons. All these cannons can be dated to the 1550s – early 1560s owing to their shape, particularly that of their muzzle mouldings.

In particular, they are represented by a *Cannone comune* (museum inventory n. 396) usually employed as the main centreline piece aboard the galleys and it fired a cast iron spherical shot, weighing about 15 kilograms, at a useful range of 300-400 metres. The presence on it of the coat-of-arms with Saint George's cross means it was a state weapon equipping a war ship of the Republic of Genoa, sided aboard it by lighter pieces as Sakers, Falcons and Esmerils. The weight mark *Cantara 44 – Rotoli 26* is engraved on it in Roman numerals and is equivalent to 2109 kilograms.

The other two pieces are both Demi Culverins one of which (inv. n. 430) bears a weight mark of *Cantara 26.75* (1275 kg). The second one (inv. n. 389) has no mark but for its dimensions it should be slightly heavier. This kind of ordnance fired a 4-5 kilograms shot ranging over than a kilometre, but their aimed fire was obviously shorter. At the middle of the 16th century they represented the heaviest bronze pieces aboard the Genoese merchant ships, and were widely sold also to Ragusans and Spanish shipowners. The smooth coat-of-arms present in our two exemplars mean they did not equip state ships but private ones.

Surely all these cannons, after their capture, were re-employed on Turkish ships or strongholds, together with national Turkish ordnance. The comparison between the two types of artillery will represent the argument of this paper.

Trade in the Indian Ocean: Turkish and Indian networks in Western India, 17th century

Radhika SESHAN

University of Hyderabad

seshan.radhika@gmail.com

Abstract:

The connections across the different trading regions of Asia, carried out by both land and sea, have long been the focus of historical research. Indian scholars have tended to concentrate on the nature and extent of India's role in these trading worlds. Equally important, however, are the human networks that were established and maintained across time. Many Indian ports were home to a great many non-Indian origin merchants, and there was a continuous contact across the Arabian Sea, to the Red Sea and Persian Gulf regions.

Many important merchants were recognized and respected on both sides of the Arabian Sea. This paper seeks to try and identify (a) the nature of the contacts between Turkish merchants and the Indian merchants in Surat and Chaul on the west coast of India in the 17th century and (b) the extent to which these merchants drew on older networks across Asia, as well as their ability to tap into both the political and trading worlds of India to bolster their position. The sources for this study would be primarily the factory records of the English and the Dutch.

The Ottomans and the 16th century Bay of Bengal: An Agenda for Research.

Rila MUKHERJEE

University of Hyderabad

rila.mukherjee@gmail.com

Abstract:

What are the ways of conceptualizing the “Turkish moment” in the northern Bay of Bengal in terms of new networks released by them?

The Portuguese conquest of Melaka in 1511 and the Turkish conquest of Egypt in 1517 resulted in the reorientation of major routes in the Indian Ocean. By 1530 alternative pepper routes steered by Muslim traders into the Red Sea appeared, avoiding Portuguese held areas in South Asia. From 1544 a new network appeared in Bengal, the Turkish pepper network, buying smuggled Portuguese pepper.

The success of the new Turkish networks is revealed by the fact that Pegu opted to be part of the Turkish network in the 1580s prompted, no doubt, by the new Achinese-Turkish pepper pathways established in the Bay of Bengal from the 1560s. But the rulers of Bengal and Arakan preferred to sign treaties with the Portuguese and operate within the Portuguese network. So at least two pepper networks, one Portuguese, the other Turkish, appeared. What does this tell us of new commercial domains appearing in the Bay in the sixteenth century?

The sixteenth century is the “early modern” in the Bay in terms of new networks and a renewed movement of peoples, ships and commodities. How can we study the Turkish moment in the history of the northern Bay?

Naval strategy and life on board: the Americans and the Ottoman navy in the Levant during the first half of the XIX century

Rosa Maria Delli QUADRÌ

University of Naples 'L'Orientale'

rodelliquadri@tiscali.it

Abstract:

Between the Congress of Vienna (1815) and the Crimean War (1853-1856) the Levantine Mediterranean was the theatre of several European countries' navies, interested not only in trading with the Porte, but also in the political changes happening in that area. In this context, a new and relevant object was represented by the presence of the U.S. war frigates that watched the evolution of the events, in a period when the Ottoman Empire, mostly after the defeat at Navarino (1827), became more and more conscious of the need of renewing the fleet. Through the military and civil U.S. surveys written on board of those war frigates, this paper aims at build a new image of the Ottoman navy, not as much considered as those of other countries even before the Sinope disaster (1853), when it was destroyed by the Russian squadron. The U.S. sources, with the description of moves, ships, mariners and uses, help us better understand the reasons why the Ottomans, so feared ashore, "at sea, they are a mere name: their admirals know nothing of maneuvering, or, indie, even of sailing ships; and the mismanagement and disorder that would prevail, would lay them open an easy prey to the ships of any other nation" (G. Jones, New Haven 1829, II, 149).

Rivalries and Collaborations Ottoman and Portuguese empires: a comparative historiography

Salih OZBARAN

Abstract:

It took me quite a lot of time to become familiar with Portuguese historiography during my PhD years in the sixties in London, and my post doctorate studies in the first half of the seventies in İstanbul and Lisbon. In those days Portuguese historiography was not sufficiently developed to answer questions relating to Ottoman presence in the Indian Ocean. In the same way Turkish scholarship was almost totally silent as far as the Portuguese overseas expansion was concerned. Although Portuguese historians had begun to publish documents from their archives, there came out the monumental work of Magalhaes Godinho about the Portuguese expansion. Then there were studies of some Arab chronicles by R.B. Serjeant. Finally Cengiz Orhonlu published groundbreaking articles and his book of documents on Ottoman southern expansion into the province of Habeshistan, today's Ethiopia. Modern scholarship had been kept waiting for its specialists to get involved with various aspects of the subject here under review.

Today historiography on Portuguese expansion towards the Indian Ocean and Ottoman penetration into the waters of the same ocean is suitable to bring the subject into much better position as various eminent historians over the world is in a much better as a number of eminent historians over the world have taken an interest in this subject. They are bringing more relevant material into existence. It is therefore now time to attempt to compare Ottoman and Portuguese empires in order to understand their intentions and the establishment of relatively permanent on coastal areas as much as their maritime activities in the Indian Ocean. I am now going to give some examples of great similarities, even collaboration, as much as rivalry, which went on between the Ottoman and Portuguese Empires, i.e., between of *Memâlik-i Mahrusa* and *Estado da Índia*.

The Turkish *Beyliks*' Relationship with the Sea and Sea Powers

Sara Nur YILDIZ

Orient-Institut Istanbul

Abstract:

The period covered in this paper – roughly the years 1300-1350 – falls at the very end of the third period of the Mediterranean's history as identified by David Abulafia in his recent brilliant study, *The Great Sea: A Human History of the Mediterranean* (2011). According to Abulafia, the "third Mediterranean" begins in late antiquity in 500 AD following the complete dissolution of the Roman empire accompanied with the shattering of the unity of the *mare nostrum*; it comes to an abrupt end in 1347 AD due to crisis occurring at the time of the Black Death, another period of extreme political fragmentation in the control of the Mediterranean. Thus the era of the "Third Mediterranean" –which coincides with the medieval era – closes with the entrance into the Mediterranean system, for the first time, of Turkish naval power during a particularly fluid period of fierce rivalry over the political supremacy of the sea.

This paper provides an overview of the coastal principalities, or *beyliks*, to use Turkish parlance, established along the Mediterranean, and in particular, the Aegean. These coastal *beyliks* came to rely largely on naval power in their entrance into the Mediterranean system, and became enmeshed in the politics, economic struggles and warfare of the Genoese, Venetians, and Byzantines. They thus joined two other newcomers to the eastern Mediterranean and the Aegean: the Knights of St John, established on the island of Rhodes, and the Catalans, who joined forces with the Turkish *ghâzî* seafarers and raiders against the Venetians, Genoese and Byzantines in the battle of mastery over the sea routes of the late Medieval Mediterranean system.

The Turkish principalities of the Menteshids, Aydınids and the Sarukhanids represent the most politically organized Turkish seafarers in a period of acute regional political fragmentation. Established by Turcophone warlords with mercenary roots, these principalities rose to power in western Anatolia along river valleys and coastal stretches within an increasingly politically decentralized territory bordering two rapidly dissolving empires: the Byzantines to the west and the Mongol Ilkhanids to the east. This paper proposes to tackle the following questions: how did these Turks adopt to the sea and, as Abulafia puts it, "changed the rules of the game" (Abulafia 2011, p. 364)

Maritime Laborers in Istanbul (1600-1826)

Sinan DINCER

sinan.dincer@gmail.com

Abstract:

When the Janissary corps was abolished in 1826, tens of thousands of Muslim maritime laborers, namely porters and boatmen, were executed or banned from the city to be replaced by Armenians. Without getting into the political and ideological reasons behind this measure, this paper will argue that the economic significance of the maritime laborers was among the main reasons for their replacement on the eve of extensive reforms, which required dramatic changes to the state's finances. To explain this argument, this paper will not only try to draw a picture of the function of the maritime laborers in the city's commerce from the late 16th to the early 19th centuries, but it will also explore the reasons, which led to the perception of this group as dysfunctional by the Ottoman elites, including the reformers of early 19th century. In the context of Istanbul, the term "maritime laborers" applied mainly to the porters at the various customhouses of Istanbul, who were employed in loading or unloading ships and carrying the goods from ships through the customhouses to the storages of merchants; to the porters at the numerous minor quays all around the city, who carried goods from these quays to the neighborhoods; and finally to the boatmen, who facilitated the transportation of goods and people between different parts of the city.

To analyze the significance of the maritime workers, the paper will focus on the topography of Istanbul, which was maladjusted for a major commercial center, so that advantages derived from draw animals and water canals in many other port cities had to be replaced by human power. Therefore the maritime laborers not only constituted an important portion of the urban population, but also the price for their labor, or in other words their wages, was a major determinant of the overall prices in Istanbul, at a time when the price level in Istanbul was a major component of the political legitimacy of the ruling elite.

Another critical aspect of the maritime laborers was their role in the control over the entrance of the goods into the city, most of which arrived by the sea. Rather than the customs duties, it was the centralized distribution networks of the city, which made an efficient control of the customs necessary. Bribing maritime laborers, both porters and boatmen to smuggle goods into the city, gave the producer or trader the chance to bypass the mechanisms of the strictly regulated market in Istanbul and make profits greater than that allowed by the state.

Furthermore, the living conditions of the maritime laborers further enabled them to get involved in smuggling and other illegal activities. First of all, as a result of the seasonal nature of the maritime trade, they were usually not permanent residents of the city and outside the "neighborhood networks", which in certain cases gave them greater flexibility of evade law. Connected to that, the maritime laborers lived in bachelors' rooms or inns, most of which were located on the strip between the city walls and the sea. This shoreline, where also the quays and customhouses were located, evolved into a free zone, where goods could be bought and sold without paying the custom tax, and smuggled into the city clandestinely through the city walls. The maritime laborers' sheer residence in this area gave them the opportunity to control this free zone.

Finally, the paper will focus on the networks organized around the guilds, which gave the maritime laborers the ability to act collectively to defend their interests as mentioned above against state intervention. To understand the emergence and development of these networks, this paper will go beyond the official guild structure and focus on the networks based on seasonal migration and provincial background. Significantly, I will try to demonstrate that it was the navy's seasonal and compulsory employment of oarsmen from the provinces, which initially shaped these networks.

For this paper I will use various primary sources which were transcribed or published in Turkish, English or German, including Ottoman court records, as well as secondary sources.

The role and depictions of seas in the maps attached to Abu Bakr al-Dimashqi's geographical manuscripts.

Sonja BRENTJES

Max Planck Institute, Berlin

brentjes@us.es

Abstract:

Abu Bakr al-Dimashqi (d. 1091) is an important scholar of the second half of the seventeenth century who is well-known in particular for his involvement with the translation of Joan Blaeu's magnificent *Atlas Maior* whom the Dutch ambassador Justus Colyer presented as a diplomatic gift in 1668 to the Ottoman Sultan Mehmet IV. So far there is no substantive study neither of the manuscripts that contain this translations, nor of the various abbreviations in Turkish and the paraphrase in Arabic. Only a very few singular studies of individual maps of these manuscripts have been undertaken and the principled relationship between Abu Bakr's work and Hajji Khalifa's *Cihannüma*, version 2 has been investigated.

In my paper, I will present another study of such a particular question. I propose discussing the role and depictions of seas in the maps that can be found in a number of Abu Bakr's manuscripts. I will survey the seas that are found in these maps, the cultural origins of their naming and identification, the natural features included in their representation, cultural elements included in these seas and the overall significance of the seas in the image of terrestrial geography in the late seventeenth and in the eighteenth centuries, when most of these maps were produced in Istanbul's manuscript workshops.

Maritime connections between Ottoman Empire and Rijeka in the 19th century

Tea MAYHEW

Maritime and History Museum
of Croatian Littoral Rijeka

tea@ppmhp.hr

Abstract:

In the Maritime and History Museum of Croatian Littoral Rijeka as well as in the State Archive in Rijeka there are few documents which are referring to relatively intensive maritime connections between the region of Kvarner (north-east Adriatic) and Ottoman Empire. The Habsburg Emperor Charles VI intended to break Venetian dominion over Adriatic and intensify the Habsburg trade in the Adriatic and Mediterranean at the beginning of the 18th century. In this political plan Rijeka, along with Trieste had an important role as a port and maritime centre. The city of Rijeka had a status of free port - *gubernium* within the Habsburg Empire from 1776 and it was governed by Hungarian governor. After reestablishment of the Hungarian government in the city of Rijeka in 1822 (after the Napoleonic wars) there was a growing intention to established trade connections over Mediterranean and especially Ottoman Empire. Along with this we can follow the prosperity of shipbuilding in the Kvarner region, especially of the sail ships owned by local maritime and merchant's families. In the documents we can follow the trade routes of those ships to Ottoman's port and observe the intensity of trade and other contacts. The trade connections and maritime affairs blossomed from the 1830s to 1870s, when repressed by growing English and French competition as well as collapse of sail ships, diminished.

Maritime and History Museum of Croatian Littoral Rijeka

Tea MAYHEW

Maritime and History Museum
of Croatian Littoral Rijeka

tea@ppmhp.hr

Abstract:

The Maritime and History Museum of Croatian Littoral Rijeka is a complex regional museum composed of archaeology, ethnography, cultural-history and maritime history departments. The Museum has the seat in the former Governor's Palace in Rijeka, the first grade cultural monument building. The activities of the Museum are oriented towards emphasizing traditional Croatian values and preserving the maritime heritage of Rijeka and the Croatian Littoral.

Research Opportunities in Ottoman Cartography and the Location of the Maps

Thomas D. GOODRICH

ottomantom@comcast.net

Abstract:

Starting with the maps of Anatolia by Piri Reis the opportunities for research are plentiful in many aspects from locating them to analyzing their context, relationships, and significance. While most Ottoman maps are in Istanbul, most of them unstudied, in the short time available I would like to present the some of the Ottoman maps outside of Turkey.

As an aid to others examining Ottoman maps and their significance, I am going to make available DVDs with lists of Ottoman maps I have located and some pertinent bibliography.

Foreign Naval Architects under Selim III

Tuncay ZORLU

Istanbul Technical University

zorlu@itu.edu.tr

Abstract:

Foreign naval architects, particularly French, Swedish and British played an important role in the modernization of the Ottoman naval technology with the services they rendered under Selim III.

Selim's diplomatic efforts, political maneuvers, especially via embassies in the foreign countries, to make Istanbul a point of attraction for skilled foreign officers and engineers were so successful that in addition to the missions sent through official channels there were individual men, groups or families, skilled or unskilled, who applied to the Porte for technical jobs. This enabled the Porte to choose from a wide spectrum of skilled foreign missions through some tests and examinations.

It is important to note that high wages were very influential in the preference of individuals of the Ottoman state. It was a fact that foreign officers and engineers were paid much more than Ottoman subjects and what they would have had at similar jobs in their own countries.

Foreign naval architects rendered substantial contributions in the sphere of shipbuilding and launching methods, the construction of dry-docks, the use of new raw materials, tools and equipment as well as naval warfare including tactics, manoeuvres and the use of navigational instruments.

The final and probably most influential contribution was their training of the prospective Ottoman engineers and officers. Foreign instructors taught Ottoman students the above-mentioned branches in theoretical and practical courses organized within the body of the Naval and Land Engineering Schools.

WORLD'S LARGEST MEDIEVAL SHIPWRECK COLLECTION: THE YENIKAPI SHIPWRECKS

Ufuk KOCABAS

Istanbul University

Abstract:

Thirty-six shipwrecks dated to the fifth to tenth centuries AD have been discovered in the Theodosian (Byzantine) harbour of Istanbul, in the district of Yenikapı. Under the auspices of the 'Istanbul University Yenikapı Shipwrecks Project', carried out by Istanbul University's Department of Conservation of Marine Archaeological Objects, our team has undertaken the recording and dismantling of twenty-seven shipwrecks as well as conservation/restoration and reconstruction projects of thirty-one shipwrecks in total. Shipwrecks of various types and sizes have been exposed since 2005; the majority are still under study.

During the construction of the Marmaray railway and metro stations in Yenikapı between 2004 and 2012, no fewer than thirty-six shipwrecks, dating from the Middle Byzantine period to about the fifth to tenth centuries AD, were revealed. The ongoing archaeological excavations have confirmed that Constantinople's main harbour, Portus Theodosiacus, was once situated in this former natural bay, now silted by the ancient Lykos (Bayrampasa) river and lying about 300 m from today's shoreline. The harbour is known to have been built in the late fourth century during the reign of Theodosius I (AD 376– 395), in response to the demands of the growing economy and population of the capital city of the Byzantine Empire. According to historical records, the breakwater of the Theodosian harbour stretched from the Davutpasa pier on the west, first eastward and then northeast, thus protecting the bay from the prevailing southwesterly winds. Excavations by the Istanbul Archaeological Museums revealed the presence of a breakwater made of limestone blocks exposed at the west end of the construction site. The artefact inventory of the site is also quite rich. Different types of amphorae and table wares, coins, candles, figurines, leather sandals, ornaments, a large number of nautical artefacts – including rigging equipment such as pulleys, ropes, toggles, and also stone and iron anchors – and also well-preserved shipwrecks have been unearthed by the museum's ongoing archaeological salvage project. The ships from the Theodosian harbour display a moment frozen in time and have made tremendous contributions to information on shipbuilding technology and development during Antiquity and the Middle Ages. The Istanbul Archaeological Museums turned to the Istanbul University's Department of Conservation of Marine Archaeological Objects to deal with most of the shipwrecks. Department President and project director Professor Ufuk Kocabaş, and a hard-working team of Department assistants, full-time specialists, and Istanbul University graduate students have been working for over 5 years in the active construction site in tent-covered pits to document and carefully recover the shipwrecks. Undoubtedly, the shipwrecks constitute the most remarkable artefact group, especially for nautical archaeologists. The thirty-six ships can be divided into three groups: long warships (galleys); sea-going traders; and small, local trading vessels.

Post-mediaeval shipwreck of the 16th century in the Sv. Pavao shallows off the island of Mljet

Vesna ZMAIĆ

Croatian Conservation Institute

vzmaic@h-r-z.hr

Abstract:

Systematic archaeological research of a merchant ship wrecked in the Sv. Pavao shallows started in 2007, and has continued to this day. The ship's structure and equipment, a large iron anchor and eight bronze artillery pieces have been located at the site. Stone and iron cannonballs have been found, as have numerous shards and complete specimens of pottery, parts of glass vessels, one bronze bucket, part of a bronze candlestick and other small finds, such as Turkish silver coins – *akči*. Numerous shards were found of ceramic material, of northern Italic glazed pottery and oriental pottery, including kitchenware and luxurious, richly decorated Iznik ware. On the basis of the finds of Iznik pottery the entire vessel can be dated to the second half of the 16th century.

Vitali DOTSENKO

Abstract not available in the time of print

The impact of Ottoman maritime power on U.S. foreign policy and the creation of the U.S. Navy

Yasemin DOBRA-MANCO

silkroutesnet@msn.com

Abstract:

U.S. congressional controversies during the 18th century reveal that as the foreign policies of the U.S. began to take shape, U.S.-Ottoman negotiations and diplomatic efforts to forge treaties with Barbary Coast corsairs, served as the driving force behind the formation of the U.S. Navy.

While seeking global recognition, many factors influenced the foreign policy decisions of the newly founded United States, such as conflicts with England and France, limited government expenditures, trade expansion, protection of merchant vessels, and the lack of a counterattack capability. Some of the most threatening events involved the Ottoman seizure of the Maria and Dauphin by the Dey of Algiers (1785), commandeering of the frigate George Washington (1800), and the capture of the Philadelphia (1803).

The congressional debates document how the maritime geo-strategic importance of the Ottoman “Regency of Algiers” led to the Naval Act of 1794, when Congress approved the construction of six frigates, considered by many historians as the birth of the U.S. Navy. The arguments of Thomas Jefferson, John Adams, and Benjamin Franklin show that the Ottoman naval presence in the Mediterranean was the main motive for the congressional authorization of the U.S. Navy’s first fleet of warships. These debates had a significant role in defining the early foreign policy of the U.S. towards the region.

This paper demonstrates that the Ottomans, as the legitimate ruler and political entity of Algiers, and a leading seapower throughout the Mediterranean and Barbary Coast, were the primary decisive factor compelling the U.S. to build a navy.

Turkish Nautical Terms of English Origin

Yucel KARLIKLI

Istanbul University

karl@istanbul.edu.tr

Abstract:

The nineteenth century was a period during which the impact of the industrial revolution penetrates into the daily lives of the people at a growing pace both in Turkey and elsewhere. The introduction of the steam engines, one of the primary symbols of the industrial age, into a myriad of services and industries transformed every aspect of human polities. Naturally, this transformation required a new vocabulary to designate novel techniques, wares and modern processes of production and management.

The process of Ottoman modernization, apart from its social, political, economic and military consequences, also affected deeply the Turkish language. Every new technique adopted brought with itself a couple of terms specific to the language of the country of origin. With the beginning of the age of steamboats, the Ottoman maritime vernacular received a vide variety of nautical terms of English origin. This must have to do with the British sailors who instructed Turkish navy officers from the early nineteenth century onwards until the First World War. It seems that in time these nautical terms ceased to be used only among an exclusive segment of the Ottoman populace and popularized among the wider public.

The objective of this study is to determine the nautical terms received from English at the end of the nineteenth century by an exhaustive scan of the catalogue resources relevant to the subject.

PHOCAEA PORT FROM GENOESE TO OTTOMAN EMPIRE

Zeki ARIKAN

Abstract:

Turkish invasion to West and Italian city states expansion to East Mediterranean coincides periodically. Anatolian Seljuq Empire collapses in the XIIIth century, however the beyliks which are established in the seafront enter into a great development process. These beyliks form important relations with Cyprus, Crete, Aegean islands and Mediterranean states. Despite the wars, economical relations develop considerably. Nevertheless, Phocaea and its port do not fall under Turkish rule yet. Byzantine emperor presents Phocaea to Genoese Zaccaria family as an apanage in 1275. Phocaea is very prosperous in terms of alum mines. These mines are worked out and exported to Europe. Zaccaria family generates legendary profits from this trade. New deposits are found 20 km north of Phocaea. A new city is established to work out the mines, and entitled as New Phocaea. The Genoese continue their existence by paying taxes to Saruhan Beylik and Ottoman Empire. When new alum mines are found in Europe, Phocaea loses its importance. Phocaea falls under Ottoman rule in 1455. With this, Ottomans have control over all of the coasts. The ports of the beylik period lose their significance. Alum production decreases. Instead, salt production and grindstone exportation come into prominence. Viniculture improves dramatically, because though the ports lose their international position, they become inland ports. Phocaea gains importance in terms of wheat smuggling. The port takes on a new significance in the XVIIth century at the time of Ottoman-Venezia wars.