

International Maritime History Workshop

The Mediterranean in History

Cyprus and the Levant

Lefkosa, 13 - 14 May 2015



International Maritime History Workshop

Day One : 13 May 2015, Wednesday

09.30 – 10.00 OPENING CEREMONY

- Workshop video
- Metin Ataç, IAMS President
- Cemre, S. Günsel, Founding Rector of Kyrenia University
- Oral Erdoğan, Rector of Piri Reis University
- İrfan Günsel, Chairman of the Board of Trustees of NEU
- Honorary Guest

10.00 – 10.30 KEY NOTE SPEECH

Işık Biren, Member of Board of Directors of Net Turizm

10.30 – 10.50 COFFEE BREAK

10.50 - 12.30 FIRST SESSION (Conquest of Cyprus 1571) Hall 4

Chairman :Ali Efdal Özkul, Near East University

Ali Rıza İşıpek

Composition and the types of ships of the Ottoman navy that participated to the Conquest of Cyprus in 1570 – 1571.

Emrah Safa Gürkan

Keeping In the Dark: Dissimulation, Disinformation and Military Intelligence In The Cyprus War, 1570 - 73

Marco Morin

Venetian early military supplies to Cyprus.

Özlem Kumrular :

The siege and conquest of Cyprus (1570-71) as a point of friction before the Battle of Lepanto: The Sublime Porte, La Repubblica and Ragusa

12.30 –12.35 EU Project MARINE Presentation (TanerAlbayrak)

12.35 –13.30 Lunch (Hosted by Near East University)

13.30 –15.10 SECOND SESSION (Piracy and Naval Warfare) HALL 4

Chairman :Taner Albayrak, Piri Reis University

Cemil Çelik

The Ottoman State and Maltese Pirates in the East Mediterranean (1774 – 1798)

Dejanirah Couto

Portuguese Piracy in Cyprus and the East Mediterranean in the early 1500s

Luís Miguel Duarte - Diogo Faria

Portugal and Cyprus in the late Middle Ages: Maritime and diplomatic relations

Bülent Arı

Cyprus expedition and its revenge: results of Lepanto

15.10 – 15.30 Coffee – Break

15.30 – 17.30 THIRD SESSION (Maritime Trade) HALL 2

Chairman :Umut Koldaş, University of Kyrenia

Ali Efdal Özkul

Consuls and Maritime Traders in 18th and 19th Centuries in Cyprus

Levent Kaya Ocakaçan

The story of a Venetian Jewish merchant ship called 'Vidala' to shed new light on the relations between Venice and the Ottoman Empire at the end of the 16th century

M. Akif Erdoğan

Commercial Products, Local Bazaars, Ports and Merchants in Cyprus at the End of the Sixteenth Century

Mehmet Demiryürek

The Transportation of Cereals from Cyprus to Istanbul in the Second Half of the 18th and Early Years of 19th Centuries

Cevat Ülkekel

Piri Reis Cyprus Maps

15.30 – 17.30 FORTH SESSION (Cartography) HALL 4

Chairman :Ali Rıza İşipek, University of Kyrenia

Gregory C. McIntosh

The Medieval Maps of the Levant and the Dawn of Modern Maps

Emmanuelle Vagnon

An unknown manuscript of naval instructions made around 1500, illustrated with maps of the Mediterranean coasts and maps of the islands

Jean-Charles Ducene:

Cyprus in the Islamic medieval cartography

Jean Louis Baque-Grammont

Note on Cyprus in the Kitab-iBahriye of Piri Reis

Taner Albayrak

19th Century Ottoman Lighthouses in the Levant Area

19.30 - 22.00 Gala Dinner hosted by Hotel Merit

Day Two : 14 May 2015, Thursday

09.00 – 10.20 FIFTH SESSION (General Maritime History)

Chairman : Slobodan Ilic, Near East University

Güven Dinç

The Effects of the Ottoman-Russian War of 1768-1774 on the Island of Cyprus

Alexey Postnikov

Russian Navy officer MatveyKokovtsev (1745-1793) and his descriptions of Turkish Mediterranean possessions.

Vatanyar Yagya - Irina Antonova

Cyprus in Naval Colonial Policy of Great Britain in the 19th Century.

10.20 – 10.40 Coffee -Break

10.40 – 11.40 SIXTH SESSION (General Maritime History)

Chairman :SüleymanTolun,University of Kyrenia

Alexis Wick

Land and Sea in a Maritime History from Late Ottoman Egypt

Mitia Frumin:

Act of God vs. Act of Good : A case study of negotiations for the release of a shipwrecked Russian crew on Cyprus in 1774

11.40 – 11.50 Closing Remarks

11.50 – 12.50 Lunch (Hosted by Near East University)

12.50 - 18.30 Cultural tour of Kyrenia

Evening Free

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ABSTRACT BOOK
(In alphabetical Order)

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1	Alexey Postnikov	Russian Navy officer MatveyKokovtsev (1745-1793) and his descriptions of TurkishMediterranean possessions.
2	Alexis Wick	Land and Sea in a Maritime History from Late Ottoman Egypt
3	Ali Efdal Özkul	Consuls and Maritime Traders in 18th and 19th Centuries in Cyprus
4	Ali Rıza İşipek	Composition and the types of ships of the Ottoman navy that participated to the Conquest ofCyprus in 1570 – 1571.
5	Bülent Arı	Cyprus expedition and its revenge: results of Lepanto
6	Cemil Çelik	The Ottoman State and Maltese Pirates in the East Mediterranean (1774 – 1798)
7	Cevat Ülkekul	Piri Reis Cyprus Maps
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18	Mehmet Akif Erdođru	Commercial Products, Local Bazaars, Ports and Merchants in Cyprus at the End of the Sixteenth Century
19	Mehmet Demiryürek	The Transportation of Cereals from Cyprus to Istanbul in the Second Half of the 18th and Early Years of 19th Centuries
20	Mitia Frumin	Act of God vs. Act of Good : A case study of negotiations for the release of a shipwrecked Russian crew on Cyprus in 1774
21	Özlem Kumrular	The siege and conquest of Cyprus (1570-71) as a point of friction before the Battle of Lepanto: The Sublime Porte, La Repubblica and Ragusa
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Russian Navy officer MatveyKokovtsev (1745-1793) and his descriptions of Turkish Mediterranean possessions.

Alexey Postnikov

(Russian Academy of Sciences Institute of the History
of Science and Technology named after S.I.Vavilov)
apostnik@ihst.ru

Vladimir Bulatov

(Russian State Historical Museum)

The third quarter of the Eighteenth Century had been a period of an active Russian political and military activity in the Mediterranean. Russian Navy has been a frequent visitor in this region. But the Turkish coasts, which embraced both Eastern and Southern parts of the Mediterranean, haven't been properly charted, and this has caused considerable non-battle casualties. The Russian Admiralty Board has made special efforts in charting the Archipelago (Aegean Sea) and the Straits (Bosporus and Dardanelles). As a result, two atlases of the Mediterranean has been published in Russia, that of the Archipelago and of Straits.

Russian depositories keep a number of maps and geographical descriptions of African coast. Among them, descriptions by M.G. Kokovtsev are of special interest.

Russian naval officer MatveyGrigorievichKokovtsev (1745-1793) has made several voyages in the Mediterranean, visiting all the Aegean islands, as well as Algeria and Tunisia. Since 1765 as a midshipman he served as a volunteer at the galleys of the Malthusian Order. During the war 1767-1774 he joined the Russian Archipelago Expedition, where having distinguished himself in action he was decorated with order of St. George of the IV class. After the war, in 1776 Catherine II sent Kokovtsev as an intelligence officer (spy) to the Spain. In 1777, Kokovtev, in the same capacity, visited the African shore. As a result of his voyages, Kokovtev has published two books:

Our paper is devoted to these texts, which have never been translated into West-European languages and are unknown to the world community of historians of geography. We shall discuss also manuscript materials on MatveyKokovtsev and his errands stored at the Russian State Historical Museum (Moscow) and Russian State Navy Archives (Saint-Petersburg).

Land and Sea in a Maritime History from Late Ottoman Egypt

Alexis Wick
aw08@aub.edu.lb

This paper examines the various articulations of land and sea in the work of Ismail Sarhank, the famed admiral and chronicler of late Ottoman Egypt, addressing multiple planes of vision, whether cosmographic, symbolic, or more strictly geographical. The premise is that 'the sea' is not a fixed and natural category, but one that depends on the author's time and place.

The objective, then, is to attempt to recapture the Ottoman-Egyptian worldview of the late nineteenth century as it relates to land and sea, through a close textual analysis of the *Haqa'iq al-akhbar 'an duwal al-bihar*. Of particular interest will be the spatial parameters by which Isma'il Sarhank conceives of the text and the world, and the notions of identity and difference that they articulate, focusing specifically on the Levant and the eastern Mediterranean, with which the author was quite familiar.

The objective will be also to reflect on the interesting generic form of the text: espousing the classical genre of maritime chronicles (made most famous, perhaps by Katib Çelebi), it also conforms, at times, to modern discursive assumptions and authorial practices.

Consuls and Maritime Trades in 18th and 19th Centuries in Cyprus

Ali Efdal Özkul,
Near East University
aeozkul@gmail.com

Cyprus has a very important strategic geographic position in the Mediterranean and especially in the Eastern Mediterranean Sea. Because of this position, Cyprus has attracted an important part of the Mediterranean trade in the course of history and the states in charge of trade in the Mediterranean Sea, held Cyprus for their different aims. Therefore, nearly all the states that were trading in the lands of the Ottoman Empire had merchants on the island. Towards the end of the 18th Century and the beginning of the 19th Century, the states that had consulates in Cyprus started having consulate representatives in Limassol, Famagusta, Paphos and even in Nicosia.

The most dominant countries, such as England, France and Holland had consuls and consuls' interpreters in Cyprus. In this study, data will be presented involving details on the identities and activities of the consuls and their dragomans as well as the dates they started and ended their posts. Western traders which will be indicated their preferred products and products which they exported from the island of Cyprus country.

Trade in the Mediterranean Sea involving Cyprus was deeply affecting the Cypriot community and the socio-economic structure in Cyprus. This study will focus on the influential port cities in the Mediterranean and discuss the dimension of trade in Cyprus. Trading conflicts' and contraband activities in the Mediterranean due to the rivalry among Western countries such as France and England is also discussed. In addition, different measures taken not to pay the Ottomans tariffs and the harm given to the Ottoman economy by the contraband activities are highlighted.

This study has been supported by the data gained from Cyprus Nicosia judicial record (*Şer-i Sicil*) registers and from the diary entries of the consuls, vice-consuls of the other countries and those of European travellers. The findings of the study aims to demonstrate and reach conclusions on the importance of Cyprus in terms of trade in the Mediterranean Sea, the influence of such trade on Cypriot citizens, the positive effects and negative effects of the consuls and their interpreters on the socio-economic structure in Cyprus.

Composition and the types of ships of the Ottoman navy that participated to the Conquest of Cyprus in 1570 – 1571.

Ali Rıza İşipek
University of Kyrenia
ali.isipek@gmail.com

War of Cyprus was carried out in the years 1570 – 1571 between Western Christian States, mainly Venice and the Ottoman Empire. During the two years long siege, Ottoman forces consist of 60.000 – 100.000 men were transported from the mainland to the island of Cyprus by 350 – 400 Ottoman navy ships.

The Ottoman ships were manned by experienced sailors from the maritime nations of the Greeks, Syrians and Egyptians, elite corps of Janissaries and oarsmen. Oarsmen were mainly Christian slaves who had been captured in previous conquests and engagements, convicts and prisoners-of-war.

This paper analyzes the composition and organization of the Ottoman Navy, types of the ships, and the personnel of these ships. All types of ships which were used by the Ottoman navy during the siege of Cyprus are examined in detail. All kind of guns and weapons used onboard the ships, equipment of the sailors and the janissaries are also explained according to the Ottoman Navy inventory lists. The analysis is based on the Prime Ministry, Topkapı Palace and Istanbul Naval Museum Ottoman Archives.

CYPRUS EXPEDITION and ITS REVENGE: RESULTS of LEPANTO

Bülent ARI

Istanbul Sabahattin Zaim University

bulentari@gmail.com

Expedition to Cyprus in 1570 was the last greatest Ottoman naval operation. Since expeditions to Astrakhan and Don-Volga Canal attempts were concluded with no result, the Sublime Porte decided to conquer Cyprus as a reflection of Ottoman-Venetian competition in Eastern Mediterranean. Sokollu Mehmed Paşa on one hand, and Lala Mustafa Paşa parties on the other, were in conflict with each other on the direction of the new expedition. Grand vizier Sokollu Mehmed Paşa was unsuccessful in preventing the siege of Cyprus at the Ottoman Divan. But in the end he was right, and it was realized only after the disaster at Lepanto.

The presentation will focus on the 1570 and 1571 stages of joint naval and infantry operation, and strategical and tactical struggle between Ottoman and Crusader naval forces. Although the combat in the Eastern Mediterranean has started in Cyprus, it spread to Adriatic and was concluded with the almost total destruction of the Ottoman navy. The presentation is going to examine the strategical and tactical moves of the both navies.

These operations will start with the conquest of Cyprus, and cover two seasons until the battle of Lepanto. The presentation will be concluded with the stages of construction of a new fleet at one winter season which was destroyed at Lepanto.

The Ottoman State and Maltese Pirates in the East Mediterranean

Cemil Çelik
Akdeniz University
ccelik@akdeniz.edu.tr

In this paper, the maritime attacks launched against the Ottoman State by Maltese pirates amongst the increasing piracy and banditry activities in the East Mediterranean following the Treaty of KüçükKaynarca is addressed. In this paper, in addition to the relevant scholarly books, articles and theses, relevant original documents and registers held in the Prime Ministerial Ottoman Archive, Istanbul and those held in the Cyprus National Archives, Girne, have been consulted, as also the National Library, Valletta, Malta.

In this paper the Ottoman official view of, and definition of maritime piracy and corsairs and the difference between them is briefly discussed, given the lack of Ottoman recognition of the Knights' rule as being, nothing more than a pirate state. One of the most influential of groups of pirates, were those based on the Maltese islands.

The activities of the Knights of St. John that had been highly effective decreased substantially, particularly in consequence of pressure from the Papacy that the Knights were not to attack merchant shipping. From then onwards they were supplanted by Maltese based pirates who were obliged to give a share of their booty to the Knights of St. John. The Ottoman State appointed the Ottoman Navy, *Donanma-yı Hümayun*, to prevent these attacks and it undertook East Mediterranean tours from spring to autumn to interdict Maltese based pirates.

The Ottoman State had diplomatic contacts with both Morocco and Spain, not only to apply pressure to restrain the activities of these Maltese based pirates, but also to effect the ransom and release of captives taken by the Maltese pirates. Ransom money was raised from the official administrators including the Governor (muhasıl) of Cyprus, with these moneys paid back to the administrators by the ransomed captives. The activities of the Maltese based pirates seem to have ended when Napoleon captured Malta and removed the rule of the Knights of St. John, on his way to Egypt in 1798.

Piri Reis Cyprus Maps

Cevat Ülkekel
culkekel@hotmail.com

Piri Reis is primarily known today for his maps and charts collected in his Kitab-ıBahriye (Book of Navigation), a book that contains detailed information on navigation, as well as very accurate charts (for their time) describing the important ports and cities of the Mediterranean Sea.

Apart from the maps, the book also contained detailed information on the major ports, bays, gulfs, capes, peninsulas, islands, straits and ideal shelters of the Mediterranean Sea, as well as techniques of navigation and navigation-related information on astronomy, together with information about the local people of each country and city and the curious aspects of their culture.

In this paper important information will analyzed in detail about Cyprus Island, Alexandria, Nile river and Beirut in the Levant area.

Portuguese Piracy in Cyprus and the East Mediterranean in the early 1500s

Dejanirah Couto
Ecole Pratique des Hautes Etudies En Sarbonne
dejanirahcouto@noos.fr

The aim of this paper is to examine the Portuguese piracy in the East Mediterranean in the beginning of the 16th century. The corsair activity developed in accordance with the invitation made by the Order of Saint John of Jerusalem (Rhodes) to some Iberian corsairs to thwart the increasing threat of the Ottoman and Ottoman endorsed Barbary pirates. As a result of this initiative, in the early 1500s, a bunch of Portuguese corsairs scattered in a wide area, between the Aegean Sea and the Egyptian coastline. For instance, in May 1498, Kemal Re'ıs came across two Portuguese vessels, a small *barge* and a galleon with 180 men, armed with heavy artillery. According to Bayezid II's son Qorqut, the Portuguese seized also in 1502 an Ottoman *nave* in the same area.

During this period, about ten Portuguese vessels operated in Cyprus waters. One of the most important Portuguese corsairs was D.DiogoFernandes de Almeida, a brother of the future Governor of the Portuguese Empire in Asia (*Estado da India*). D.Diogo was appointed “*capitaine des galions de la Religion*” in 1502, and became a threat to the Ottoman, Venitian and Genoese ships, seizing loaded boats with wheat and sugar bound to Istanbul. Such activities have been strongly encouraged by the Portuguese André do Amaral, who was appointed Grand Master of the Order of Saint John on March 11, 1511.

Therefore, this paper, leaning mostly on unpublished Portuguese archival sources (*ArquivosNacionais da Torre do Tombo*) and some italian documents, stresses also the leading role of André do Amaral in the 1510 defeat of the powerful mamluk sultan Qânsûh al- Ghawri's naval forces at the Ayâs Gulf, a defeat which had enormous consequences in the geopolitical balance of the East Mediterranean in the 16th century.

**An unknown manuscript of naval instructions made around 1500,
illustrated with maps of the Mediterranean coasts and maps of the islands**

Emmanuelle Vagnon
University Paris
evagnon@yahoo.fr

During 15th and 16th centuries, the *isolarii*, books of islands following the model of Cristoforo Buondelmonti's *Liber insularum archipelagi*, were very appreciated, as manuscripts or illustrated printed books. These books were displaying the main islands of the Mediterranean sea but usually lack the representation of Cyprus in the earlier versions, despite the fact that Cyprus island was a main stopover for navigators and pilgrims on the way to Palestine ; however Cyprus is presented on many portolan charts. Later, Cyprus is included into the books of islands with other great islands such as Sicily, Sardinia, Corsica.

I will present an unknown manuscript of naval instructions made around 1500, illustrated with maps of the Mediterranean coasts and maps of the islands (BnF, msfrançais 2794). The map of Cyprus is displayed with an unedited text. I'll focus on the sources, as well as the maritime and historical content of the text and the map.

Keeping In The Dark: Dissimulation, Disinformation And Military Intelligence In The Cyprus War, 1570-3

Emrah Safa Gürkan
Georgetown University
emrahsafagurkan@gmail.com

Even though the two states spent most of the sixteenth-century in a mutually beneficial diplomatic and commercial partnership, Ottomans declared war on Venice in 1570, with the island of Cyprus being their main target. While the Ottomans for long have been planning an invasion of this easternmost possession of the Venetian *stato da mar*, located deep within Ottoman waters, it took so many false alarms before the rumors turned out to be true.

One of the most expert diplomats in the Ottoman capital, the Venetian baili organized a large network of spies and confidants who provided them with precise information regarding Ottoman decision-making process and military preparations in the Arsenal. Relying on documentation from the Spanish, Venetian and French archives and libraries, this presentation deals with the question of how information regarding Ottoman plans for Cyprus invasion travelled between Istanbul, Famagusta, Corfu, Crete, Venice, Paris, Naples, Messina and Madrid and seeks to demonstrate how Ottomans managed to keep the seasoned diplomat Marc'antonioBarbaro, who diligently observed the hasty preparations in the Ottoman Arsenal, from verifying that the following year's large armada was actually intended for Cyprus. In addition to Ottoman strategies of dissimulation and disinformation, the presentation will also elucidate Ottoman intelligence activity in Cyprus in an effort to provide a complete picture of how intelligence flowed across religious and political boundaries throughout Mare Nostrum.

The Medieval Maps of the Levant and the Dawn of Modern Maps

Gregory C. McIntosh
Piri Reis University
gregorymcintosh@yahoo.com

Ancient and medieval maps of Cyprus and the Levant, both European and Islamic, are strongly symbolic, figurative, allegorical, or schematic in themes and contents. None of these maps attempt what we may call the modern map: an accurate representation of the surface of the land and sea, as if it were a picture of the world from above. Three important characteristics of modern maps — accurate distances, accurate directions, and uniform scale — are missing from these medieval maps.

Following the fall of Acre in 1291, however, a series of maps were produced as part of propaganda for launching another Latin invasion of the Levant. Knowledge of the positions of ports, such as Acre, and their proximity to military targets in the interior was vital. The first of these maps, which depicted the Levantine seacoast from Sidon to Gaza, are those made to accompany the text of Burchard of Mount Sion, written at the end of the 13th century. The Burchard map is strong in its depiction of the seacoast and coastal regions of the Levant, reflecting the eyewitness of Burchard, while the regions further east, away from the coastline, are less certain and derived from secondhand reports.

The second series, based upon the geography of the Burchard maps but adding innovative cartographic modernisms, is that made by Pietro Vesconte, an important early maker of portolan charts, to accompany the text of Marino Sanudo, written at the beginning of the 14th century. For the first time the goal was to draw a map true to reality and show the relative distances and directions between places, the whole presented to a uniform scale. Donnus Nicolaus Germanus in the 15th century used the Vesconte map of the Levant as the model for the first *tabelamoderna* (modern map) appended to the *Geographia* of Ptolemy. Interestingly, because of the influence of the Vesconte map, the inaccuracies of the 13th century Burchard map were repeated in maps up to the 19th century.

The Vesconte map is factual, impartial, minimalist, and practical. In its aims, special qualities, appearance, accomplishments, and influence, it should be recognized one of the first truly modern maps.

The Effects of the Ottoman-Russian War of 1768-1774 on the Island of Cyprus

Güven Dinç
Akdeniz University
gdinc@akdeniz.edu.tr

This study examines the effects of the Ottoman-Russian War of 1768-1774 on the island of Cyprus based on Ottoman Archive Documents and Shari'a Court Records of Cyprus. This study aims to inquire two subjects: the first is whether Cyprus was undertaken some tasks or not, such as supply of provision, soldiers etc. The second is whether the island of Cyprus was attacked by Russian navy or not.

Although Ottoman-Russian relations have reached until 15th century, the intense relations started in the 18th and 19th centuries. At this course, Ottoman State and Russia often came across because of reaching the warm water policy of Russia

1768-1774 war initially took place in the Balkans, the Caucasus and the Black Sea. So, it could not be considered that the island of Cyprus would be directly affected by the war. However, Cyprus was one of the areas affected by the war since the early years of the war. Cyprus became one of the frequentative sources meeting for Istanbul's provisions with the war while it had no such a mission earlier. Because Thrace, the coast of Black Sea and the Danube where had met for provision of the capital were battlefields. Thus, provisions were requested for Istanbul far from the battlefield, some suitable areas and ports for transportation such as Cyprus. During the war, the island of Cyprus was not only a need for Istanbul but also was demanded for the army.

In 1770, when the war expanded to the Mediterranean, Russian danger threatened the island of Cyprus. Russian navy heavily defeated the Ottoman fleet in Cesme Bay in early July 1770. After this event, the Russian fleet stayed in Aegean for the following five years. So, a threat of Russian attack to Cyprus has appeared. For this reason, essential security measures such as weapons, ammunition, soldiers were immediately taken. Detecting the deficiency, ammunition and soldiers were supplied, and 2100 soldier were sent to the island for its security. Although a Russian attack did not take place on the island of Cyprus, Cypriots were anxious about the existence of the Russian navy.

Cyprus in the Islamic medieval cartography

Jean-Charles Ducene
Universitelibre de Bruxelles
Jean-charles.ducene@ulb.ac.be

In this paper, I would like to examine how Cyprus was mapped in the Islamic medieval cartography. Indeed, Cyprus witnessed an Islamic Arabic presence between 649 and 965, and the Ottoman conquest from 1570. In the same time, the Islamic geography went through three distinct phases (mathematical, descriptive and regional geography) but each time Cyprus is considered. Of course, Cyprus is first seen as an island in the Mediterranean Sea with its own characteristics, essentially its harbours connected with Egypt, the Levant, and the Western part of the Mediterranean. In the Ibn Hawqal's map of the Mediterranean (10th c.), Cyprus is barely taken in consideration because the island was just conquered by the Byzantines in 965.

In the *Book of curiosities* (12th-13th c.), the harbours prevail in the representation at the expense of the form of the island. In contrast, al-Idrīsī (12th c.) shows us an island proportionally larger than the other islands and very close to the Levant. This distortion is probably due to the role of Cyprus during the Crusades. However, with the birth of a nautical Islamic cartography in the 16th century, the image of the island becomes more accurate and detailed.

It is obvious in the al-Sharfi's maps and also with Piri Re'is.

Noted One Cyprus In Tea Kitab-I Bahriye Of Piri Reis

Jean Louis Baque-Grammont
Melanges de l'Ecole Française de Rome –ItalieMediterranee
bacque-grammont@club-internet.fr

This communication will propose some methods of analysis of the contents of Kitab-I Bahriye of Piri Reis and will try to apply them on the subject of the work describing the coast(ribs) of Cyprus.

The story of a Venetian Jewish merchant ship called 'Vidala' to shed new light on the relations between Venice and the Ottoman Empire at the end of the 16th century

Levent Kaya Ocakaçan
Marmara University
lko_34@hotmail.com

In the period between the 15th and the 16th c. Cyprus was one of the most important islands under Venetian control due to its proximity to commercial centers such as Aleppo, Tripoli, Cairo, and Alexandria. After losing the island to the Ottomans in 1571, Venice had to rearrange her policies towards the Ottomans in order to pursue trade efficiently. The Ottomans also wanted to increase their Mediterranean trade, which had partially lost its importance due to the new commerce routes to India. Under Ottoman domination, Cyprus maintained its importance by holding its position as the central node of Mediterranean trade.

In the last quarter of the 16th century and afterwards, Venice and the Ottoman Empire shared common interests and attempted to increase their trade capacities together. Also their attitudes towards each other changed. Instead of fighting each other, they both began to prefer diplomacy.

In this paper, I will use the story of a Venetian Jewish merchant ship called 'Vidala' to shed new light on the relations between Venice and the Ottoman Empire. At the end of the 16th century this ship was attacked by corsairs close to Cyprus and captured by Cypriot officials. It soon became an international affair for the states interested in the Eastern Mediterranean: England, Venice and the Ottoman Empire got involved. Primary sources from Venetian archives (*Collegio, Relazioni; Senato, Dispacciambasciatori; Cinque SaviallaMercanzia*), on which this paper is based, allow us to follow the negotiations between these powers and Cypriot administrators, along with all of their ramifications. In addition to revealing the interesting story of "Vidala" and depicting the power struggles in the Mediterranean basin, this paper will also show the role of Cyprus as an intermediary in Mediterranean trade.

Portugal and Cyprus in the late Middle Ages: maritime and diplomatic relations

Luís Miguel Duarte- Diogo Faria
University of Porto
diogopintofaria@gmail.com

In recent decades, the maritime relations of Portugal in medieval and early modern times have been the subject of several studies. Both Portuguese (A. H. de Oliveira Marques, LuísAdão da Fonseca, Filipe ThemudoBarata, Flávio Miranda, etc.) and foreign (Yves Renouard, Michel Mollat, Wendy R. Childs, etc.) authors studied such diverse aspects as: the presence of Portuguese merchants in European ports; the establishment of foreign communities in Portugal; the movement of goods; the commercial diplomacy. However, these studies focused mostly on the same geographic areas: the Atlantic and the Western Mediterranean. Therefore, the Portuguese presence in the Eastern Mediterranean continues to be a topic to explore. This work intends to make a small contribution in this direction, through the analysis of maritime relations between Portugal and Cyprus in the late Middle Ages.

There are several indications that contacts between Portugal and Cyprus in the fifteenth century would be relatively intense. In a text written in 1416, *Livro de Arautos* (“Book of Heraldry”), a Portuguese herald describes in some detail the kingdom of Cyprus: he analyzes the geographic characteristics, economic activities (production and trade) and political situation of the Island. This text reveals: i) that Cyprus mattered to the Portuguese diplomacy; ii) that the state of that kingdom was relatively well known in Portugal. In 1456, John, son of Prince Pedro (regent of Portugal in 1438-1448) and grandson of King John I of Portugal (1385-1433), married Princess Charlotte, who would be queen of Cyprus between 1458 and 1464, thus establishing family ties between the two kingdoms. In the following decades, Cyprus appears in all the lists of states with which Portugal had diplomatic relations.

In our work, we aim to test the hypothesis of political contacts established between Portugal and Cyprus in the fifteenth century have had origin in previous maritime relations. Therefore, we will focus our study in the presence of Portuguese (crusaders, pilgrims, merchants, etc.) in the Eastern Mediterranean, trying to understand: the reasons that led the Portuguese to Cyprus in the late Middle Ages; the frequency and intensity of these contacts; the trade that were developed; the impact of the Portuguese Expansion and of the fall of the Byzantine Empire in these relationships. Finally, we will try to verify the presence of Cyprians in Portugal in the same period.

Venetian early military supplies to Cyprus.

Marco Morin
Mmvefors2@alice.it

In the second half of the XVI century Venice was well aware that the Ottoman Empire represented a significant danger for her far away possessions, especially for Cyprus and Candia (Crete).

Not being a colonial power the Serenissima was more interested in maintaining military bases to protect its lucrative maritime trade rather than govern vast territories hardly defendable.

But for reasons of dignity the Republic would never give in any possession without a fight, even when prudence and recognition of the ancient rights of ownership could recommend a different attitude.

Extra military supplies were sent to Cyprus starting from 1563: an increase of shipment is noted starting from 1566; in July 1567 the Senate, the main governing body, voted a consignment of weapons and gunpowder with an expense of 22.000 ducats.

Next year, early in June, the Senate was secretly informed that 60 Ottoman galleys have left Constantinople, probably sailing against Cyprus or Candia. On board was present Joseph Nasi, aka Joan Miches, the Duke of Naxos friend and counsellor to Selim, acknowledged as a grim enemy of the Republic. His role in breaking of the war of Cyprus will be clarified by hitherto unknown documents preserved in the Venetian State Archives.

Commercial Products, Local Bazaars, Ports and Merchants in Cyprus at the End of the Sixteenth Century

M. Akif Erdoğan
Ege University
aerdogru@gmail.com

My paper is mainly based on the Ottoman archival documents and European traveler's observations. Cyprus becomes an ideal location for naval base in eastern Mediterranean for middle Ages. Especially, Famagusta and Nicosia was international trading emporium. In Venetian time, sugar and salt were basis commercial commodities for Italian merchants. Famagusta has a good port to transport Cypriot commodities to Italy and other eastern Mediterranean place like Aleppo and Alexandria.

Nicosia won entrepot for European merchants. Also Latin pirates came to the island. After the conquest of Cyprus by Ottomans, salt and sugar productions were became less. Instead of them, new administration, Ottomans concentrates on agricultural products, especially grain. Many kind of grain was produced in fertile Mesaria plain. After 1572, both Italian and English vessels came to Cyprus ports to by grains. In the Venetian time, while main commercial products were sugar, wine and salt, now new commercial products were grains, cotton, carob bean, honey, butter, textile, etc. Cyprus historian J. D. Cobham and R. Jennings collected many materials about Cyprus of ends of the sixteenth century from European travelers who visited Cyprus. William Biddulp, Levant Company chaplain and traveler visited Cyprus between 1600-8 years.

Dutch Orientalist Cornelius von Bryun, Dutch IoannesCotovicus, English clockmaker Thomas Dallam, JeromDandini who was Papa's envoy to the Maronites of Cyprus, Geodyn who French Consul to Aleppo, Ulrich Krafft who was German seaman, French traveler John Palerne, English merchant John Sanderson etc. visited Cyprus sixteenth and seventeenth centuries. All of them explain that Cyprus was fertile, fruitful place. Commerce was important for European merchants.

In my paper, it will be explained official and non-official prices of agricultural products of Ottoman times, smuggling, and Cyprus's ports and commercial intrigues among local and international merchants.

The Transportation Of Cereals From Cyprus To Istanbul In The Second Half Of The 18th And Early Years Of 19th Centuries

Mehmet Demiryürek
Hitit University
mehmetdemiryurek@hitit.edu.tr

The provision of Ottoman capital, İstanbul, was one of the main problems of the Ottoman Government. The people living in İstanbul, Ottoman Army and Ottoman Naval Force need cereals and the food supplies of them brought were brought out of İstanbul. Ottoman Government sent a lot of firmans to supply wheat, barley and flour. An addition to this, In 1793 the Ministry of Cereals (*ZahireNezaretı*) was created and this ministry maintained a demand for the cereals for İstanbul.

The central Ottoman administration prohibited the exportation of cereals out of the Ottoman Empire, in that it was a strategic produce. Cyprus was one of the places sent firmans from the second half of the 18th century and onwards, and Ottoman Government demanded the Cyprus rulers to send the cereals to İstanbul and reminded the exportation of the grain. The cereals produced in Cyprus were transmitted by Ottoman merchants and European merchants. The Ottoman Muslim and non-Muslim captains or Europeans granted capitulations included this domestic trade. The Ottoman authorities made deal with the merchants. This was a kind of domestic trade.

The aims of this study are; to reveal the quantity of the cereals transmitted from Cyprus to İstanbul; to evaluate the trade agreements and to unearth the names of those captains who carry the cereals from Cyprus to İstanbul in the second half of the 18th and early years of 19th centuries. In addition, it has been attempted to find out the reasons for smuggling of cereals and which punishments were given to the smugglers.

Act of God vs. Act of Good
A case study of negotiations for the release of a shipwrecked
Russian crew on Cyprus in 1774

Mitia Frumin
The Hebrew University of Jerusalem
mitiaf@gmail.com

During the Russo-Turkish war of 1768-1774, Cypriot waters were repeatedly visited by the Russian Navy's auxiliary squadrons. In January of 1774, a *sacoleva* from the detachment of Count Ivan (Giovanni) Voinovich ran aground on the shoals near Famagusta due to stormy weather. The nine surviving crew members managed get ashore, where they were arrested by the local Ottoman authorities.

The commander of the Russian detachment – stationed nearby, on the approach to Larnaca – wrote to the governor of the city, seeking to negotiate the release of the captives. In his request Count Voinovich argued that the *sacoleva* crew carried out no hostilities against Cyprus and came ashore solely as the result of a shipwreck. He also stressed that his detachment flew the flag of truce and behaved peacefully. At the same time, the request was accompanied by the threat to use force in case of a refusal to release the captives.

After a few days, the crew was released and Count Voinovich's detachment left the island. The negotiations and correspondence were conducted with mediation by Antonio Mondaini, known for his "Letters Historic and entertaining on the past and present conditions of the Island of Cyprus" published in 1785 under the pseudonym of Namindiù).

**The siege and conquest of Cyprus (1570-71) as a point of friction before
the Battle of Lepanto:
The Sublime Porte, *La Repubblica* and Ragusa**

Özlem Kumrular
Bahcesehir University
Ozlem.kumrular@bahcesehir.edu.tr

The friction between the Republic and the Sublime Porte which came to an end only after the treaty signed between the two states three years after the Battle of Lepanto - in 1574- was the fruit of the Ottoman zeal for the conquest of Cyprus. This period of frozen politics which was followed by the breaking of the traditional peace between Venice and Constantinople was one of the few in *cinquecento*.

The cease of diplomatic relations with the Republic led the Ottomans to substitute the Ragusans for Venetians in the realm of information gathering while they were elaborately concentrating their resources on the preparation of war . The arrival of the Ottoman envoy to the Republic to demand the peaceful concession of Cyprus, -described in details in the correspondence between the Spanish ambassadors in Venice and the *Monarquía Católica*- is diplomatically the starting point of the “War of Cyprus”. The correspondence between Ragusa and Constantinople, - especially when read between the lines – is an excellent source on the backstage of the Turkish attack to Cyprus.

The aim of this paper is to analyse the pre-war politics of these two states and the role of Cyprus in this political arena. The imperial letters of Selim II, the correspondence between the members of the Holy Leage, the *dispaccio* of the bailos and the *avisos* are the basic sources to draw the political portrait of this period.

19th Century Ottoman Lighthouses In The Levant Area

Taner Albayrak
Piri Reis University
talbayrak@pirireis.edu.tr

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.

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 the 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 a 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 Cyprus and the Levant area from maritime perspective based on the archive sources of the Istanbul Naval Museum.

Cyprus in Naval Colonial Policy of Great Britain in the 19th Century.

Vatanyar Yagya- Irina Antonova
Saint-Petersburg State University
vyagia@assembly.spb.ru

Located on a crossroad of the three continents Cyprus has always been compelling for conquerors, that is why Britain as a great maritime power also had aspired to purchase this strategically important island. The main goal of the paper is Russian academic view summary of the main efforts and ruses London undertook to make the Ottoman Empire hand over Cyprus.