

Workshop

MEDITERRANEAN IN HISTORY

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SUMMARIES

The life of Piri Reis and the claims on the 1513 map

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In the workshop in Venice, I will try to give the life of Piri Reis together with his uncle Kemal Reis and elaborate the importance of his masterpiece “the 1513 map”. I will cover all these within the existing documents. I will also articulate the unknowns of his life what researches should be done by scholars, and I will urge to do more research on his maps.

I will try to answer why he has drawn his 1513 and 1528 maps and some important points of the last period of his life in the Indian Ocean.

Piri Reis in Venetian Documents

Maria Pia Pedani

Ca' Foscari University of Venice

Piri Reis is renowned for his works, the maps and the *Kitab-i Bahriyye*, but we know little about his life. He was Kemal Reis's nephew; he was at his orders during the Ottoman naval campaigns of the end of the 15th c.; after his uncle's death he retired to Gelibolu; he took part to the conquest of Egypt and was active as a *reis* in the years 1516-1524; in 1547 he was again in Egypt as the commander of the Suez fleet; in 1548 he took Aden and in 1552 Muscat, when he was about 90-year-old; in 1553 he was condemned to death by the sultan and executed.

If carefully checked, Venetian documents and chronicles can give us some new information about this famous geographer: for instance the presence of one of his relatives (perhaps his father?) in Venice in 1502; the right year of his uncle's death (before 8 November 1510); some attacks he made against Venetian ships in 1518 and, later, in the '30s and the 40's, just before his going to Egypt and, lastly, some news about his death.

The Piri Reis Map of 1528

Gregory C. McIntosh

Californian Map Society

The Piri Reis map of 1528, though not as famous as its older sibling, the Piri Reis map of 1513, is deserving of more study. The surviving segment depicting lands and islands of the New World is the northwest region of a world map drawn on parchment. A detailed examination of the geographical

depictions, placenames, illustrations, and inscriptions shows affinities with other maps of the period such as the Turin planisphere of 1523 and the first charts of Diego Ribero (Diogo Ribeiro) in 1527. Similarities and differences with the earlier map of 1513, including placenames, will be examined. While the extant remnant of the Piri Reis map of 1513 appears to have relied upon Portuguese maps for much its geographical information, the extant remnant of the 1528 map seems to indicate Spanish cartographic sources were a primary source. A reconstruction of the whole world map will be suggested. The map shows that throughout his career Piri continued updating his geographical and maritime knowledge, including information captured in war, and sharing it with the Ottoman Navy and the Turkish people.

Ship Construction in Istanbul Arsenal after Lepanto (1571)

Bülent Arı

National Palaces, President of Museology and Promotion, Istanbul

I am planning to present the ship construction activities at Istanbul Arsenal soon after Lepanto defeat. As known, most of the Ottoman fleet was destroyed at Lepanto by the joint Holy Armada. However, the Ottomans could manage to construct a new navy in less than 6 months. I will examine the process of construction of a new fleet in terms of “organizational management”. In this period, rather than Istanbul, many arsenals throughout the Ottoman territories were utilised. Istanbul was doubtless, the center Arsenal, but raw materials were collected from many places in the countryside. The material and human sources could be collected and united at an alarming atmosphere. The construction procedures would be compared with the Arsenal in Venice. The main archival material is special Muhimme registers which is kept at Prime Ministry Ottoman Archive. The registers of Lepanto and afterwards are collected to be published soon.

The Ethnic Composition of Personnel Working at the Ottoman Arsenal in Istanbul (XVI-XVII c.)

Nicola Melis

Cagliari University

Subjects of the Ottoman arsenals were different in origin: for example, there were caulkers, carpenters etc. coming from Christian lands. Many of them were merchants; banished men and women; and numerous individuals within the Ottoman bureaucracy itself. They could provide technological

assistance to the Ottomans. By the mid-sixteenth century in the Kasımpaşa arsenal district of Galata, the majority of the skilled workmen were Christians, Greeks, or Venetians.

The purpose of this article is to examine the strategies of Istanbul Arsenal workers, as an aspect of the “middleman minority” situation, such as it has been discussed in the literature (middleman minorities and ethnic enclaves). These strategies applied to ethnic groups that specialize in ethnic economies.

Fighting potential of the 16th c. Ottoman galleys

Marco Morin

The Forensic Science Society, Venice

It is my intention to try to assess, by means of archival and contemporary printed Western sources, the typical fighting potential of the Ottoman galley in the period between the battle of the Zonchio and the battle of Lepanto (1499-1571). The impression is that the human factor was considered far more important than the technical one, this being consistent with the customary Turkish military behaviour. At sea the normal tactic was to fire the few artilleries available just before reaching and boarding the rival vessel. One of the problems that have occurred to me is the fact that the different sources often do not agree on the type and number of artillery assigned to the various boats and the quality of the same. The difficulty is increased by the recent debate on the XVI century military revolution and on the quality of Ottoman weapons, this last being a very controversial topic complicated by chauvinism, lack of objectivity and scant acquaintance of most of the international sources. Another subject yet to be studied in depth is the Ottoman galley itself and the north African variations: in this occasion I'll report the information available in the not very ample western specialized historiography.

Ottoman and Venetian naval strategies: a comparison

Francesco Zampieri

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My speech will deal with the basis and the configuration of the Venetian and Ottoman Sea Power, beginning with the analysis of the basic elements of Naval Power in the period between the 16th century and the 18th century.

Referring to some military affairs which saw both Powers involved, I will try to highlight the strategic choices, the evolution of the navies and to draw a balance of the long military clash.

The history of the clash between the Venetian and Ottoman navies includes a variety of situations, such as big battles, anti-access and area denial warfare, piracy and guerrilla warfare. Only the battle of Lepanto is like a Mahanian decisive battle for the conquest of the sea power. The rest of the battles are a series of limited wars, more similar to the wars described by Corbet than the ones studied by Mahan. From this point of view, the history of the naval wars in the Mediterranean Sea, from the 16th to the 18th century is very similar to the limited wars of the post Cold War era.

The 1502-1504 Correspondence Between Şehzade Korkud and the Knights of St. John of Jerusalem

Nabil Al-Tikriti

University of Mary Washington

Just at the turn of the sixteenth century there broke out a nasty little war between a Vatican-brokered Christian alliance and the Ottomans, which included a major push to siege the port of Mytilene on the island of Lesbos. In the immediate aftermath of this siege, and conclusion of hostilities, the Ottoman prince, Korkud, who had been in command of the province under siege was transferred from his Aegean post of Manisa to the Mediterranean post of Antalya. Although it remains unclear why this transfer happened, or whether it was a promotion or a demotion, it appears likely that the prince was tasked with managing the highly sensitive and dangerous relationship with the Knights of St. John of Jerusalem.

In this paper, I plan to explore in detail the extended correspondence which Korkud and the Knights subsequently exchanged between August 1502 and July 1504. In the course of these exchanges, the two parties engaged in a series of negotiations attempting to regularize relations between the two hostile parties and complete several highly sensitive prisoner exchanges. Through an exploration of this correspondence, as well as the relevant narrative sources surrounding this relationship during these years, I plan to draw some preliminary conclusions concerning the nature of Ottoman-Knights relations, the protocols of captivity, and the modalities of conflict in the Eastern Mediterranean during this period.

An ambassador fallen into disgrace: Duarte Catanho, the Ottomans and the Italian network in Portugal

Dejanirah Couto

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The present communication aims to discuss the document of the arrest in Lisbon of the Genoese Duarte Catanho, born in the island of Chio, which was between 1541 and 1543 the ambassador of Portugal in Istanbul, during the peace negotiations between D. João III of Portugal and Soliman the Magnificent. Although the Portuguese chronics asserted that Catanho was also an agent of the Ottomans and that his double game had been discovered in Lisbon, no document reporting the way Catanho was unmasked was known to this day. Thanks to this long report, we can estimate also better the role of the Italian communities in Portugal, in particular the Genoese and the Venetian, in the negotiations between the Portugal and the Sublime Porte concerning the Indian Ocean.

Russia, Turkey and Venice in Russian-Turkish War 1787 - 1791

Galina Grebenshchikova

Saint-Petersburg's State Maritime University, Saint-Petersburg, Russia

1. Beginning of the close co-operation in sphere of shipbuilding between Russia and Venice in the period of rule Peter the First at the end of XVII century. Russian shipmasters' trips for Venice to get practical skills in galleys construct. Venice masters in Russia by Peter the First's invitation; construct the galleys in Saint Petersburg for Baltic fleet and in Voronez (south of Russia) for Azov fleet.
2. Russia and Venice during the rule of Russian Empress Catherine the Second (1762 – 1796). Development the trade links. Appointment of marquis Kavolkabo in Malta and marquis Marutzi in Venice as a diplomatic representatives of Russia.
3. Russian-Turkish war 1768 – 1774 and position of Venice. Counts Orlov's arrival in Venice in 1768 to organize the Greek's rebellion against Ottoman Power. Events at Tserigo Island in 1770.
4. Russian-Turkish war 1787 – 1791 and Venice' neutrality. Maltese officer Guliermo Lorentso in Russian service and his naval operations in Greece Archipelago. Truth and lie about Lambro Kazzione, Greek officer in Russian service, his pirate actions in neutral waters, including against Venetian merchants, and Russian-Venice relations.

5. Venetian admiral Angelo Amo and his operations against Kazzione. Protest of Venice Senate in June, 1792, decision about Kazzione's arrest and his escape. Arrest of Kazzione's family at Tserigo Island. Diplomatic settlement of Russian- Venetian conflicts.

* Presentation will be provided with illustrations.

The transition of Turkish Maritime Power from late Ottoman to Early Republic period

Başak Akdemir – Metin Ataç

Istanbul – 22° Commander of the Turkish Naval Forces; IAMS President, Istanbul

The Maritime Power of the Ottoman Empire has always played a major role throughout the Ottoman history. It is not a coincidence that whenever the Empire was at its utmost level her Naval power was also very powerful. There were of course ups and downs in the Ottoman Maritime History and generally 16th and 17th centuries are mostly studied. This time in the Venice workshop we would like to concentrate on the late Ottoman and the early Turkish republic maritime history, not only military point of view but also in the aspects of merchant marine.

We will try to elaborate the situation during the period of collapse and the transition to a young republic and we will look at the picture both Naval and merchant point of view, within the context of existing documents. While giving the efforts to build up maritime power, we will also evaluate how these efforts paved the way to create one of the prominent Naval and merchant marine among the Mediterranean countries of today.

Venetian documents and Ottoman Archives

Önder Bayır

Director of Ottoman Archives, Istanbul

Not received.

Venetian Navy and Life Onboard

Michela Dal Borgo

Venetian State Archives

The aim of this paper is to give a survey of the life on board of Venetian war- and merchant ships during the Modern Age, on the basis of the sources kept

in the Venetian State Archives.

It will take into consideration the different persons who lived on board, their positions and offices, from the admirals and captains, who were all Venetian noblemen, to the members of the crews, rowers and soldiers. They all were conceived to create an efficient and perfect naval organization. Special attention will be paid to food, as well as to the persons charged with it: for instance on the most important ships also a carver existed, on the others only a cook.

First of all laws will be studied. During many centuries the Venetian central administrative offices, and above all the *Provveditori all'Armar*, issued many laws and decrees to improve and organize better the ways of living on Venetian ships. Lastly, in 1786, the Senate of the Republic completely renewed this sector, approving a new naval code: the *Codice per la veneta mercantile marina*.

Moreover, on the basis of the letters and reports of the noblemen who ruled in the Venetian fleets, together with other still unpublished sources as, for instance, the trials belonging to the archives of the *Provveditori all'Armar* and the *Cariche da Mar*, it is also possible to understand better the difficult lives of those who had to cope successfully with the reasons of State and the difficulties in getting enough supplies for their men.

Life Onboard

Isık Biren

Turkish Navy

This paper deals with the following subjects with reference to the Ottoman navy from the Galley Age to the Stream Period:

- Who lived onboard.
- How they were armed.
- How they were fed.
- What conditions they were facing during combat.
- How they prayed.
- How they were dressed.
- How the hygiene onboard was.
- How they rested.
- What was the command organization and ranks.
- What was the source of man power.
- What equipments they used to handle the heavy material .
- The words used.

Battle of the Oinousses Islands (1695)

Ali Riza Isipek

IAMS Secretary

The battle of the Oinousses was carried out in 1695 near the Oinousses Islands off Cape Karaburun in western Anatolia, between a Venetian fleet under Antonio Zeno and the Ottoman fleet under Kapudan Pasha Mezzo Morto Hüseyin.

It was really a great example of the battles which were conducted between the fleets composed of both galleons and galleys. In the 17th century galleons started to replace the galleys in the formation of the fleets. But the rigging of the galleons were more primitive comparing the 18 century galleons.

In the transition period from galleys to galleons navies preferred to use both galleys and galleons at the same time in their inventory. So this paper examines the tactics used by the Venetian and Ottoman fleets and also pro and cons of the usage of two different types of propulsion powers (row and sail) in the same formation.

Two Ottoman-Venetian joint naval operations between the 16th and the 17th c.

Guglielmo Zanelli

Italian Navy

Venetian official historiography often considers Ottoman-Venetian relations as a series of wars caused by the Ottoman treacherous behaviour. This idea is based above all on diplomatic correspondence exchanged by Venetians with other states, enemies of the Ottomans. On the contrary, at least twice the doge avoided obligations he had already agreed on with the sultan. I discuss here two projects of joint operations: from a tactical point of view they were very simple but from a diplomatic point of view they resulted very ambiguous.

The first one had place in 1592 and it started with an agreement made by the *beylerbeyi* of Bosnia Hasan pasha and the 'General Captain against the Uskoks' Almorò Tiepolo; the operation failed because the Venetian Senate secretly ordered to disregard it.

The second one had place during the Gradisca war (1615-1617) when the doge and the sultan discussed at length to fight together the Vice-king of Naples's Spanish army; this time too the orders of the Senate caused the failure of the joint operation.

In both cases Venetian authorities were afraid of the reaction of neighbouring states (no matter if Habsburgs or Spaniards) in front of an alliance with the Ottomans. This fact caused a quick change of opinion of the Venetian Senate, even if other reasons were used to explain the doge's withdrawal to the sultan. The documents kept in the Venetian State Archives evidence these two failed attempts of a Venetian-Ottoman alliance against a common enemy.

Cigalazade Yusuf Sinan Pasha

Levent Kaya Ocakaçan

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Cigalazade Yusuf Sinan Pasha (i.e. the Italian Scipione Cigala) was born between 1543-1548 in Messina. He was captured by corsairs while sailing to Spain with his father and then was brought to Constantinople where he converted to Islam and chose the Muslim name of Yusuf Sinan. Even though he had taken this name, it is crucial that kept the patronymic Cigalazade. It is an important hint to the fact that he never forgot his identity and ties with his motherland.

He married Mihrimah Sultan's granddaughter and started his career as janissary aga. Cigalazade Yusuf Sinan paşa served the Empire as *Kaptan-ı Derya* (Chief Admiral) for 10 years between 1591-1595 and 1598-1604 and also as grand-vizier for a period of thirty nine days in 1596.

As great admiral he gained important victories. He risked many times to be dismissed but, due to his experience at sea, he retained this office for long. This paper is based on Venetian sources: *Senato, Dispacci ambasciatori, Costantinopoli; Senato, Delibetrazioni, Mar; Bailo a Costantinopoli; Collegio, Relazioni*). They give some new and unforeseen information about his life, his relations with Christian navy officials and his career.

