identified as yet on Chinese sites, but they have been found as far east as southern Thailand.

Further evidence for direct transmission of technical knowledge between Iraq and Northern China comes from recent technical analysis of the shards from Yangzhou. Chemical analysis of the cobalt blue pigment used in the painting identified a low presence of manganous which could reflect a Middle Eastern source, possibly from the Hijaz or Oman. Thus it would appear that the communication of the concept of blue-and-white, and possibly even the cobalt pigment itself, not only made a long transoceanic voyage from Iraq across the Indian Ocean, but a long inland journey up the Yangtze river into the heart of China.

All of these influences and exchanges of materials and techniques would appear to point to the existence of intermediaries, most probably Muslim merchants, responsible for commissioning or instructing Chinese and Iraqi pottery production, and provide the most emphatic evidence of international trade as a conduit of innovation. Whether these same seaborne merchants played a direct role in initiating the rise of the Basran pottery industry cannot be determined from the evidence at hand. Certainly, the early Chinese blue-and-white wares found at Bettlunger and Yangzhou do provide strong support for a mercantile interest in ceramics. This interest was not of a superficial nature and extended beyond securing export wares corresponding with Middle Eastern taste to acquiring knowledge of the materials and decorative techniques used in the Iraqi wares. This mercantile interest might also explain how the capital investment necessary for innovation was locally available in Basra, how Chinese fabrication methods were transferred to Iraq, and how the Basran wares decorated in lustre and cobalt blue came to be so widely distributed from the South China Seas to the Atlantic.

A historian deals with a source in two ways: first he looks how his source is connected with other material, and second then he tries to extract information from it. Piri's book is very large and a critical approach to its source value would take hundreds of pages. In this lecture the focus will be on the text and the maps of a particular region.

In 1416 an Italian priest, Cristoforo Buondelmonti, wrote Liber Insularum Aegei Maris, the book of the islands of the Aegean Sea. It consists of full page maps of individual islands, with one or more pages of description for each island. At that time, before the invention of printing, this book was a success. There are quite a number of old manuscript copies around, often in different versions. The book was known in the Ottoman Empire, a Greek translation was in the Sultan's library. Buondelmonti's book was limited to the Greek islands (figure 3), although (in contradiction to its title) it included some islands that are not in the Aegean Sea, but in the Ionian Sea. The popularity of the Island...
book is not only shown in the existence of many copies and versions of Buondelmonti's book, but also by the fact that at a very early stage of printing a printed version appeared.


There are similarities in texts and maps between Buondelmonti and Bartolommeo, but they are clearly different works. Bartolommeo's area of coverage is a bit wider; he also describes Italian islands. Bartolommeo's text is more directed to navigators, giving nautical information. In fact, novels were a common form for writers to memorise navigational knowledge: the great Arab navigator Ibn Majid also used this form. Bartolommeo's maps (figure 4) were executed in woodblock printing which produces beautiful graphic images, but it is difficult to cut an accurate map in woodblock.

The further evolution of the island book proceeds along two lines: nautical, like the book of Bartolommeo, and general interest, like the book of Buondelmonti. It should be noted, however, that several of the manuscripts of Buondelmonti have maps that look nautical, so the two lines of the tradition are not absolutely separated.

About forty years after Bartolommeo, Piri Reis wrote his Book of the Sea, clearly of nautical character. The first version includes a description of the Mediterranean, and so clearly stands in the same tradition (later was added an introduction covering the whole world, but without other maps than a rather featureless world map).

One question is whether Piri has used Bartolommeo's book. This is taken by most scholars for granted. There is indeed an interesting remark in the introduction of the second version of the Book of the Sea, where it is said that Alexander the Great had ordered a description of the coasts of the Mediterranean, that this manuscript was smuggled out of Alexandria before the Arab conquest, and that in the West a certain Bartolome had made a translation.

It is not that easy to give an interpretation of this beautiful legend. Does Piri here indeed mean our Bartolommeo or is this just a reference to the geography of classical author Ptolemy of the year 150 A.D.? There are indeed a considerable number of similarities between the books of Bartolommeo and of Piri, but there are also differences.

To start with, Piri covers many more places than Bartolommeo. But also in the area of common coverage there are differences. An example is in the description of the Greek island of Andros, just to the east of Athens. Here both Buondelmonti and Bartolommeo show on their maps and describe in their texts a quite obvious feature: the citadel of the capital of the island (Kato Kastro, now Chora) is on a small island connected to the city by a bridge. There is nothing of this in Piri's book, which contains, however, some important information for sailors not in Bartolommeo, where one can find fresh water.

No less interesting is the case of the two small uninhabited islands Piri calls Sighiriklar. One of these is the famous Delos or Dilos from classical antiquity: the birthplace of Apollo, the god of the arts; and the other island is Renia. In the Hellenistic period, Delos had been one of the most important port cities of the world. The space between these islands was a sheltered anchor place in case of rough weather in the Middle Ages and early modern time. Sailors went on land and stole many of the marble antiquities on Delos to carry them home: they can be found in many older European museums.

The authority on the cartography of Delyos, Gallois, stated that there is nothing in the description of Delos by Piri that is not in Bartolommeo. This is not right. The maps do indeed resemble, but the two texts are completely different and Piri's text is much more useful to the navigator. Piri's text contains also a few words that set us speculating.

Piri rightly states that one should be careful for rocks and other hazards in the passages between the islands and advises the navigator to look well for these dangerous places on a nautical chart. This apparently indicates a nautical chart that is not the sketch of the islands in the book, because the latter has no details to speak of. This reference also cannot indicate a standard Mediterranean portolan of that time because they also have no details of the islands. So it appears that Turkish sailors of that time had really detailed charts of these islands. The point is that no European chart of that kind exists before the 18th century. This clearly is an indication of the existence of a superior kind of Ottoman cartography.

The most conspicuous difference between the Ottoman and the Italian is in the cultural background. There was much similarity in the technical knowledge of the Ottoman sailors and the Western sailors; they stood on the same level, they even could communicate in what was called Lingua Franca, a kind of Mediterranean sailors Esperanto, but they did not share the same cultural background. Buondelmonti and Bartolommeo were Renaissance people, well versed in the ancient Greek mythology. Piri gives strange distorted legends about old times. In the case of Delos one sees that Piri copied from a map similar to Bartolommeo's antique ruins on the island, and even writes a mention about them on the map, but in his text has nothing on the ruins, but a baseless legend that the architect of the Istanbul Aya Sofya came from that island. Typical for the mixed Islamic-Christian legends found among the Turks of that time is what Piri tells about the relics of Saint John on the Island of Patmos. According to him the relics were carried to the Balat quarter of Istanbul several times, but every time the Saint mysteriously returned home.

Piri's book is much more than a simple isolario. He adds to the maps and descriptions of islands a great number of maps and texts describing harbours on the mainland around the entire Mediterranean. This is an innovation which only much later penetrated Western nautical texts. Piri's Book of the Sea is many times larger than Bartolommeo's work. It contains splendid drawings like the one of Venice. Typical again for a fighting Ottoman commander is the prominence on the drawing of the Arsenal, the headquarters of the Venetian navy.

There are two versions of Piri's book. The first version only consists of descriptions of islands and harbours; a second version has a long introduction containing a kind of manual about the technique of navigation (with references to modern Western techniques) and a description of the seas of the entire world (this all in the form of poems, but without maps).
This expansion from the Aegean to the world is similar to a tendency towards expansion in Western island books. The beautiful manuscript island books by Henricus Martellus of c. 1490 (manuscript in the Leiden University Library) not only covered the entire Mediterranean, but also Britain and Ireland (figure 5). The slightly posterior island book of the Venetian Benedetto Bordone, Piri's contemporary, even goes outside Europe into the newly discovered lands, such as Jamaica.

In his introduction to the second version Piri describes the oceans of the world, as they had become known just after the first great discoveries. The original Book of the Sea contains no maps of these newly explored regions.

The Portuguese had penetrated in the Gulf in Piri's time and Piri devotes no less than three chapters to the Gulf in the second version of his book. The first and the third chapters contain a general description of the Gulf and a description of the Kingdom of Hormuz. They contain information that appears to originate from a Portuguese source: all this was available at the time Piri wrote. Typical is the confusion between islands, also occurring in Portuguese sources. Piri mentions two islands Lara and Shaikh Suhub: in fact these are two different names for one and the same island.

The second chapter of the three chapters on the Gulf deals with Bahrain, pearl diving and pearl trade. This chapter appears to be impossible to trace to a known source. There are names of places that do not occur in European sources of the time. Also, when Piri wrote his book the Turks had no access the Gulf, they were blocked from it by hostile territory. The only explanation is that Piri may have had contacts with Venetian merchants who had such an important position in the pearl trade in Bahrain. In fact, for centuries the Venetian gold coin was the standard for the buying of pearls there and was even imitated in India for the buying of Gulf pearls.

The two forms of island books (the descriptive, Buondelmonti, and the nautical, Piri) each progressed. Piri's book stands more or less in the centre of the evolution of the nautical texts on the Mediterranean. It is now in the inclusion of mainland harbours all over the Mediterranean and in the accuracy of the nautical details.

Let us first look at the primary type: the descriptive island book. It begins to cover the entire world; the beautifully engraved Isolario di Porcacchi of 1572 is an example of this group. The most ambitious project in this field was from a French catholic monk, Andre Thevet. He was geographer in the service of King Henri III of France. After a few geographic manuals that are of the same type as Porcacchi, but less well printed, Thevet took on the huge project of making an island book of all islands of the world (figure 6). Regrettably the internal chaos in France in the time of the Wars of Religion ensured that this project did not ever get beyond the stage of proof sheets (probably produced in 1585). Today, there is only one complete set of the four maps of islands of the Gulf. These maps of Kharg, Hormuz, Qishm, and Bahrain are in the National Library in Paris.

There is also a set, with Kharg missing, in Capetown. Thevet's map of the Aegean Islands, are based on Buondelmonti, but his maps of the Gulf Islands appear to be just imaginative enlargements of the map of Western Asia published by Gastaldi in Venice in the 1560s.

Gastaldi (figure 7) had a huge influence on cartography in the West. Classical cartographers of the 16th century like Ortelius in Belgium, Mercator in Germany, Speed in England and Blaeu in Holland churned out many imitations of his work. But Gastaldi also has an interesting Islamic contact. He printed the splendid and huge world map, the oldest in Arab printing, made for the Ottoman Sultan in 1559. This map is usually known by the name of his co-author Haji Ahmad Tunuslu, but which really is an Arab translation of Gastaldi's Italian maps.

After Thevet the island book became restricted again in its scope. The Venetian interest in the Aegean Sea and the wars they fought there against the Turks produced several more, including a particularly detailed manuscript by Lupazzolo and printed books by Boschini and Piacenza. Ultimately though, the typical descriptive island book disappeared, the genre absorbed by travel books in which unvisited islands are described with data originating from research or fantasy of the author.

The nautical isolario had its own evolution. It starts with the Book of Benedetto Bordone, printed in Venice in 1537. There is a certain textual similarity with Piri's book. Both have a story about why the small island of Pulikandire/Folegandros became deserted. This story is in no other island book. The two stories are not identical, but there is a similarity where the difference looks to be shaped by political correctness in either Turkish or Venetian form. The quality of Bordone's maps is limited by the technical limitations of woodblock printing. His book has extended coverage of newly discovered countries such as Jamaica.

Another, somewhat later Venetian author was Antonio da Millo, whose isolario is dated about 1580. It mainly covers the Aegean islands and some of the great Mediterranean islands. The name Da Millo or Da Milo seems to indicate that the author came from Milo or Milos, an island with a big natural harbour that is well described in all island books. The descriptions of the Aegean islands are about as extensive as those of Piri and the maps have a similar degree of detail. The texts and maps are, however, different. But in some cases Piri and Antonio have details in common that are in no other island book.

If we look at the history of nautical charts and pilot books we should be justified in thinking that the island book as a nautical tool should be dead by the 1650s. From the end of the 16th century books appeared about the Eastern Mediterranean that are not just descriptions of islands and harbours, but manuals also telling the sailor how to get from one place to another. This genre was born in the Atlantic region where the Portuguese had their Roteiros (Rutter) and the Dutch publisher Wagenaer published the first nautical atlases. In fact, this type of text is even older than the isolario and goes back to the Periplus of Antiquity, for example the Periplus of the Red Sea, which is not our Red Sea.
In 1618 the Dutch firm of Blaeu published the first nautical atlas with instructions for navigation in the Aegean Sea and in 1643 they published a more detailed version. These atlases were translated into many languages and knew many editions. Typical for these books are the detailed illustrated instructions of how to sail between the islands. The editions of the end of the 18th century are accompanied by one or two big sheets showing many islands and harbours of the Eastern Mediterranean.

This is a logical step, 160 years after Piri. These maps appear to have been introduced by the Amsterdam publisher Robijn and looks like Piri Reis's maps combined as a patchwork on one big sheet.

What did the Turks do in this period? It is said that every captain of the Ottoman navy had his own copy of the Book of the Sea. We cannot believe this; although they may have had a simplified version. On the other hand it is apparent from one Ottoman map by Menemeni Mehmed, currently in the Venetian Municipal Museum, that at the end of the 16th century the Turks had a nautical chart of the Aegean Sea that was quite superior to European charts of that moment.

The Turks also had Western manuals, Western geographical texts and maps. These were bought or received as presents from friendly governments. One should take into account that the Ottoman elite loved beautiful things, including maps, but were more sensitive to beauty than to realistic craftsmanship. There is in Istanbul a beautiful Turkish adaptation of the Grand Atlas of the Amsterdam cartographer Blaeu.

In France the traditional book of maps of harbours and islands, usually with descriptive text but without much indications of how to get from one place to the other, stays alive. These books still looked very much like Piri Reis's work. They were written by pilots who accompanied French ships to the less known parts of the Mediterranean. The most famous of these pilot books is the Collection of Joseph Roux, first published in 1764. The European cartographers were finally catching up to Piri and including plans for less known harbours in North Africa, but these maps were far from perfect.

In the course of the 18th century French nautical charts of the Aegean Sea started to improve. These charts gave, for a first time, the shape of the islands as they are on a modern map. This was very late, modern looking maps of the coasts of the North Sea exist more than a century earlier.

One old-fashioned product continued to be in demand: the Piri-look alike books which by that time were called "Pilote" as they are now. One particularly fine example is the chart of the island of Maspel by Lavalle, a manuscript which was bought 175 years ago by the Dutch navy from an antique book seller in Brussels. It dates from c.1790 and is more detailed both in maps and in text than any other "Pilote".

It may be helpful to illustrate the principal steps in the evolution of the genre using one specific chapter in the Kitab-i Bahriye. This should preferably be done with a sample that is well-known, is within the zone best known to Piri, occurs in all island books and pilot books, and on which other archival material of the period exists. A good example would be the island of Naxos, an island where the author of this piece himself lives part of the year.

In Piri's time Naxos still belonged to Italian dukes, who had conquered the island. During this period it was attacked and plundered by the Ottoman privateers several times. The island had the reputation of being very fertile, and produced amaryl, a rare kind of hard stone used for polishing (it is chemically the same substance as rubies or emeralds). The capital is on the eastern side of the island on a hill near the coast. The capital is exposed to the North wind so that it is not a good anchorage, which would delay the integration of the island in the Ottoman Empire. The capital consists of a hilltop citadel or Kastro in which the mostly Italian aristocracy lived and a Borgo (in Ottoman texts usually the Hungarian word Varos is used) which was inhabited by the Greek bourgeoisie. There is an engraving by an English hydrographer, Graves, which shows a view of the capital of Naxos in the 1850's and the town still looked largely the same as in Piri's time.

Buondelmonti and subsequent Italian island books essentially have the same items in their description of Naxos: the fertility, the amaryl stone, the small island and some histories drawn from classical Greek mythology. Their maps usually show the Kastro and the Borgo. Bartolomeo's nautical book has the same data as the more descriptive texts of the Buondelmonti tradition, but his map shows a new item: a small artificial port in front of the capital. Piri's map looks like Bartolomeo showing the artificial harbour, but his text is quite different from the others. Piri is the only author to mention the former Byzantine (and Arab) capital of Apalyri in the South-West. This is only visible if one approaches the island in a way which was unusual for normal merchant shipping, but not for privateers. He also mentions the small artificial port in his text. Piri does not mention the amaryl. Amaryl was as rare strategic material interesting for Westerners, but the Ottomans had their own supply from the Izmir region.

The case of Naxos is also useful to compare the manuscript in the collection of the Dar al-Attar al-Islamiyyah with the best known manuscript: the one in the Aya Sofia Library. The Kuwait manuscript, dated 26 October 1668, is a copy of the first version (so without the general introduction).

There usually is no essential difference in the descriptive texts of the islands between the different manuscripts, but the maps tend to be different. This is also the case with the maps of Naxos. The Aya Sofia map contains some names of important places on the island that are also in Italian island books, while there are no such names on the map of Naxos in the Kuwait manuscript. Second, there is in the Kuwait version no attention to nautical accuracy. The Aya Sofia version shows both the small artificial harbour of the island's capital with the lower town or Borgo on the seaside directly separated from the Kastro. There is a ship to show the safe anchorage of Agios Prokopios to the South of the island. The Kuwait version stylized and enlarged the image of the capital, while omitting the artificial harbour and the anchorage of Agios Prokopios. The whole image of the island has changed so much that all significant nautical details have disappeared. Going back to Bartolomeo, one sees that the Kuwait map looks more like a stylized version of the Bartolomeo map, which is quite different from the map in the Aya Sofia version. The Kuwait map of Naxos shows similarities in the general shape of the island, especially the way of drawing the capital in an upper and a lower enclosure looks more like Bartolomeo than like the Aya Sofia manuscript.

The Kuwait Piri map and the Bartolomeo map both lack the names of places on the island that are present on the Aya Sofia Piri map and in island books of the tradition of Buondelmonti.

It appears that the rather late 17th century Kuwait manuscript of Piri Reis has certainly not been made for nautical purposes. Its maps lack the information contained in other manuscripts which would be essential for sailors.

The theory of the Kitab-i Bahriye being issued to all captains of Ottoman ships remains unproven. The Kuwait manuscript shows another thing: similar to the custom in the West, educated individuals collected nautical atlases where aesthetics were more important than nautical accuracy. Here we also see that pseudo-nautical atlases were made for beauty than for real use in the Ottoman Empire.

The conclusion is that one can still wonder that the high level of accuracy and the wide and extensive coverage of this work were not equalized by any European work before the great surveys of the 19th century. Also the Ottoman sector was static, the Turks made no later progress. There appears to be little updating in later years as is usual in modern nautical texts. There is a reason for this. One has to be aware that between the small ports of the Mediterranean larger ships were guided by local pilots who did not need books. As a result, nautical cartography of the Mediterranean remained a bit backward for a long time. This was also the case with the Arabian Gulf, where European maps also remained backward because many coasts were not surveyed before the 1820's and the European ships did not really need maps while they were conducted by Arab pilots. It is interesting to note that the island of Frut, now in Iran, is called on some old maps the island of the Pilots!
The journal Hadeeth ad-Dar of Dar al-Athar al-Islamiyyah (DAI) is intended to share the wealth and beauty of Islamic culture contained within the extensive and comprehensive al-Sabah Collection of Islamic art and the variety of scholarly and artistic activities associated with the collection.

The collection itself, ranging from early Islam to the 18th century, is organized according to both historical period and geographical region. The reference library and the publications of DAI are closely related to the collection.

DAI has sponsored archaeological excavations in Bah harness, Upper Egypt, that date to the Fatimid period. We are also involved in the Raya excavation at al-Tur, in Sinai Peninsula in Egypt. At present, our annual lecture series has been revived and is a focal point for historians and other specialists in the field. It features talks by prominent international scholars on various topics of Islamic art, history and architecture.
محتويات

حديث الدار

تُسهّل رؤى وتحديث الدار، التي تصدر عن دار الأوكراني الإسلامية، إلى مسيرة التحرر بالثقافة الإسلامية، كما تزود بها من خلال دعم وتعزيز قواعد أخلاقية في مجتمع الصاحب الواسع والشامل، كما تُنسق الأنماط والأدوات من قسم النوع الإسلامي. كما تهدف إلى إشراك جمهور القراء والآباء والتعليميين في التنمية الإسلامية بطريقة التدريس والتعليمية، وتنمية أنماط التدريس الفنية والمتعلقة بهذا الموضوع.

تضم مجموعة الصور محتويات يعود تاريخها إلى الفترة الممتدة من حرب الإرهاب وحتى القرن الثاني عشر الهجري. وقد خُصصت أيضًا لقطاعات المختلفة، حيث تُستخدم للتفوق التخصصي التي تعود إليها والوقوف دائمًا على النهج، وتفعيل المجالات التي تُسمى إلى أحيان مكينة الدار في تضم مراجع وимвهات ذات صلة، ومجلة بالمجسم.

بحث دار الأوكراني الإسلامية بمختلف النشاطات الأولية في دائرة الدين الإسلامي، ويتضمن الرسومات التي تعود إلى العصور القديمة، كما تُقدم بعضًا في مجموعة بأثر بالدف، وبnu بر东京، عبر موسى القاسي، لطيف أبوالسكي

لا تنسى في المداد السابق صورة في صورة الدكتور جبرين بن طه.

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