


THE ROLE AND IMPORTANCE OF ÇANAKKALE in TURKISH MARITIME HISTORY

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ABSTRACT. In this study related the development of maritime in Turkish History which is the importance of sailors from Çanakkale ports. Çanakkale, was called "Seafarers Bed" and gave many valuable maritime scientists and admirals to the Turkish maritime history. Maritime activities have been preserved for trade purposes from ancient times to the present day, and efforts have been made to increase their numbers in Çanakkale. The main ports in Çanakkale are Behramkale (Assos), Babakale, Gelibolu, Kilitbahir, Lâpseki, Ecebat (Maydos) and Çanakkale Central Port. The Turks initially gave due importance to these ports. They made great efforts to develop trade through ports. In the 14th and 15th centuries, the province of Çanakkale had a bright settlement period twith Troy in ancient times, but after the establishment of Byzantium, it lost its former importance in the highway connection between Eastern and Western countries. It started when the coastal areas turned towards the sea and Süleyman Pasha moved to Rumelia in 1354. In the development process of maritime, started to be settled on three sides by sea. He and his team are in Gallipoli, where the need for Turkish maritime began. This was the Ottoman Empire's first gateway to the Balkans and its first naval base. Shipyard construction started here in 1390 during the reign of Yıldırım Bayezid. Until the establishment of the Golden Horn Shipyard, the most important Ottoman shipyard was located in Gallipoli and the first seeds of the Ottoman maritime organization were laid here. The Ottoman Empire gave special importance to the port activities of Çanakkale, which was a trade gateway to the west. Turkish sailors from the province of Çanakkale entered the Ottoman navy and achieved great success. Especially Barbaros Hayrettin Pasha and Piri Reis left their mark on the world and were of great importance in making the Ottoman Empire the world master in maritime. Today, Çanakkale ports are commercially important with main Çanakkale Port-Kepez, İÇTAŞ, Akçansa Çanakkale Port.

Keywords: *Maritime of Çanakkale, Ports, Sailors, History*

ÇANAKKALE'NİN TÜRK DENİZCİLİK TARİHİNDEKİ YERİ ve ÖNEMİ

ÖZ. Bu çalışmada, Türk denizcilik tarihinin gelişiminde rolü olan Çanakkale limanları ve Türk denizcilerinin yeri ve önemi incelenmiştir. "Denizciler Yatağı" olarak adlandırılan Çanakkale, Türk denizcilik tarihine çok değerli deniz bilimcileri ve amiraller kazandırmıştır. Çanakkale'de denizcilik faaliyetleri antik çağlardan günümüze kadar ticari amaçlı olarak ön plana çıkmış ve denizciliğin gelişmesi için sürekli teşvik edilmiştir. Çanakkale'deki başlıca limanlar Behramkale (Assos), Babakale, Gelibolu, Kilitbahir, Lâpseki, Eceabat (Maydos) ve Çanakkale Merkez Limanı'dır. Türkler başlangıçta bu limanlara yeterince gereken önemi vermemişlerdir. Daha sonra limanlar üzerinden ticareti geliştirmek için büyük çaba sarf edilmiştir. Antik çağdaki Troia ile birlikte parlak bir yerleşim dönemi geçiren Çanakkale ili, 14. ve 15. yüzyıllarda Bizans'ın değişiminden sonra Doğu ve Batı ülkeleri arasındaki karayolu bağlantısında eski önemini yitirmiştir. Çanakkale'nin asıl önemi kıyı yerleşmelerinin denize yönelmesi ve Süleyman Paşa'nın 1354 yılında Rumeli'ye geçmesiyle başlamıştır. Denizciliğin gelişim sürecinde ülkenin üç tarafı denizlerle çevrili olmasından dolayı ön plan çıkmıştır. Türk denizciliğine tersanecilik açısından ihtiyacın başladığı yer Gelibolu'dadır. Burası aynı zamanda Osmanlı İmparatorluğu'nun Balkanlar'a açılan ilk kapısı ve ilk deniz üssüydü. Burada tersane inşasına 1390 yılında Yıldırım Bayezid döneminde başlamıştır. Haliç Tersanesi'nin kuruluşuna kadar Osmanlı'nın en önemli deniz üssüydü. Günümüzdeki ise Çanakkale limanı, İÇTAŞ, Akçansa Çanakkale Limanı ile ticari açıdan önemlidir.

Anahtar Kelimeler: *Çanakkale Denizciliği, Liman, Denizci, Tarih*

INTRODUCTION

The Turkish Straits, consisting of the The İstanbul (The Bosphorus), Çanakkale Straits (The Dardanelles), with the adjoining Marmara Sea, are known collectively as the Turkish Straits and provide the only access between the Black Sea and the Mediterranean. The Turkish Straits maintained its strategic and geopolitical location [Figure 1]. They have been the center of attention of great maritime states in every period of history in political, military and economic terms due to its geographical location. The Turkish Straits have also played a decisive role in determining, maintaining and operating certain balances in world politics.



Figure 1. Turkish Strait Position

Çanakkale (Dardanelles) Province, $25^{\circ} 40' - 27^{\circ} 30'$ East longitude and $39^{\circ} 27' - 40^{\circ} 45'$ North Latitude [2]. Turkey's northwest. In other words, in the southwest of the Marmara region, it is located on both sides of a throat bearing its name. It is the second state of Turkey with both Asia (Biga Peninsula) and the territory of the Gallipoli Peninsula) in Europe. Babakale, which is the westernmost point in the province and Asia, and Cape Avlaka in Gökçaa, which is the westernmost point of Turkey, is located in Çanakkale province. The state of Çanakkale has an important place due to its private and mathematical location. Çanakkale province has approximately 671 km coastline. The coasts of the province are adjacent to the Aegean Sea and the Sea of Marmara, the bowls and the Gulf of Saros. The Gallipoli region has the longest coastline of 126.6 km. This is Eceabat 103.1 km, 92 km, Ayvacık 83.2 km, Biga 71.6 km, Central Zone 60.2 km, Lapseki 52.7 km, Bozcaada 43.7 km and Ezine 38.6 km. The fact that the state of Çanakkale is on more than one continent increases its geopolitical importance. In the beginning, the Turks who did not give importance to the sea after they started to settle in Anatolian lands surrounded by seas on three sides felt the need to return to the sea and the development process of Turkish maritime began.

The Turks did not enough deal with sea and maritime due to the geography they lived in Central Asia. However, the Turks were not far away from the "sea", they call the Lakes of the Hazar and Aral as a sea in Central Asia, and they call Siri-Derya (Seyhun) and Amu-Derya (Ceyhun) rivers as the sea. In addition, the existence of seaside terms such as Taluy/Toluy (Ocean) and Tegzinç (Anaphor) in Middle Asian Turkish is not far from sailor despite the geography. The first Turks who formed a naval power and tried to be active in the seas for the first time were the Izmir-based Çaka Beylik, one of the First Period Anatolian Principalities that emerged after the 1071 Malazgirt War in Anatolia. The origin of Çaka Bey is mentioned in Danişmendname as a "headbuğ" belonging to the Çavuldur tribe of Oghuzs [3,4].

Great importance was given to the Seljuk State Period, Shipbuilding and Shipyard construction. Shipyards were made especially on the coast of Mediterranean and the Black Sea. Keykâvus I (1211-1220) conquered Sinob in 1214. Merchant and city from many cities into a trade port of trade, import and export. It strengthened the security of the city with the construction of large walls. A new navy was established here. After conquering the castle of Kalonoros on the Genoese coast, his brother Alaeddin Keykubad I rebuilt with his castle and founded the city of Alaiyya, named after his name and made the center of the army. He also built a shipyard there. Menteşeoğulari, Aydınoğulari and Karesioğulu, Asia, which was the loss of the central authority of the Anatolian Seljuk state and the subsequent collapse, was among the second Anatolian principals in Asia [5]. The Turks could participate in the race to become a real dominant power in the seas period called the rise of the Ottoman Empire [6].

It is known that one of the reasons of the Ottoman Empire leading to ruling the three continents was the idea of dominating the maritime trade routes and for this purpose, civil maritime and military maritime were given great importance. Black Sea, Mediterranean, Red Sea, Indian Ocean and the Danube are indicative of the importance of the Ottomans affiliated with maritime [7]. The Ottomans established a shipyard in Karamürsel in the early days and in Aydıncık (Edincik) after the Karasi Principality joined the Ottoman lands. Later, when Izmit was taken from Byzantium, Izmit (Kocaeli) Shipyard was established [8]. During the period of Bayezid II (1481-1512), the rise of the Ottoman Empire in the Near East and Eastern Mediterranean and the development of Turkish maritime on a world scale began. II. Bayezid, his father Mehmet II (Fatih), his son Selim I and his grandson Suleyman despite a very colorless position, despite a very colorless position, The Ottoman Empire was the first Ottoman sultan to understand that it should be a sea policy. Bayezid II emphasized the dominance of the Eastern Mediterranean sovereignty for the future of the Venice Republic II Province, and therefore it is very important for the future of the state. He took this to such a policy. The most important reason why gifted Turkish sailors succumbed to the rude and rude waves of the Indian Ocean was the Ottoman galleys built for one. There was no opportunity to overcome the rough nature of the calm and closed sea ocean like the Mediterranean. The sea geography made an important breakthrough in the Ottoman Empire. At that time, the Ottoman navy reached the Indian waters and the Atlantic Ocean, and as a result of Indian campaigns, he produced very interesting works of two Turkish Admiral Naval Geography. These were Piri Reis (b. 1554) and Seydi Ali Reis (b. 1562) [9].

MATERIALS AND METHODS

This research is a qualitative study. In field research in the field of social sciences, using a qualitative approach to obtain in-depth information about the problem being researched [10]. As it is known, the data collected in qualitative research varies. The data collected includes observation notes, interview records, documents, pictures and other graphic presentations [11]. Most frequently preferred in qualitative research Observation and examination of written documents were preferred as data collection tools. For this reason, descriptive research method was applied.

RESULTS AND DISCUSSION

The most important location is Çanakkale for Turk's civilization to pass to Europe. After Süleyman Pasha moved to Rumelia in 1354, they established settlements on the shores of Çanakkale. In this context, the Ottoman Empire gave special importance to the port activities of the state of Çanakkale, which is a trade gateway to the West. The sailor settlements in the province of Çanakkale have been preserved and tried to increase the number of trade purposes from ancient times to the present day, The Ottoman Empire, which was mostly a land state, had to pursue a seaside policy with his interest in the Sea of Marmara, the conquest of some places on the Rumelia coast and the settlement of there. As a matter of fact, as the Aegean Sea and the Black Sea coasts and countries on the Mediterranean coast joined the Ottoman territory, the need for navy and maritime power began to increase. In this context, during the reign of Gazi Orhan Bey (1326-1360), the power of the Ottoman navy gradually increased. Osman and Orhan Time the region of veterans, the Ottomans Karamürsel, Izmit, Gemlik, etc. The important settlements of Çanakkale are the following

Gallipoli

It is understood that Süleyman Pasha, who rendered great services in the conquest of Karesi Principality, conquered Edincik, Biga and Lapseki (Lampsacos) respectively. It is said that Süleyman Pasha befriended Manuel Asan, Ioannes Asan or Michael Asan, the sons of Andronikos Asan, the Byzantine ruler of Gallipoli, and that one of them was captured, converted to Islam and took the name Melik Bey. After becoming a Muslim, Melik Bey always encouraged the Ottoman Turks to conquer Rumelia. After the conquest of Lapseki, they built a ship in the shipyard here and later on soldiers were transported to Rumelia with this ship [12]. However, there are various records that show that the Gulf of Izmit suddenly lost its old importance and that ships were built and then there was a shipyard in Marmara coast Gallipoli was not only the first gate and base of the Ottomans to the Balkans and Europe, but also in a strategic position. Since the early periods, the Ottomans tried to establish sovereignty in Gallipoli. These efforts of the Ottomans resulted in the conquest of Gallipoli by Süleyman Pasha in 1354. During the Bayezid period of Yıldırım, a shipyard began to be built in 1390. The Osman Shipyard was found until the establishment of the Golden Horn Shipyard. The first seeds of Gallipoli and the Ottoman Maritime Organization were thrown here in Figure 2. The establishment of Ottoman sovereignty in Gallipoli and the creation of a serious maritime force here brought the Ottomans and the Venetians face to face and the Ottoman navy was further developed during these struggles [13].

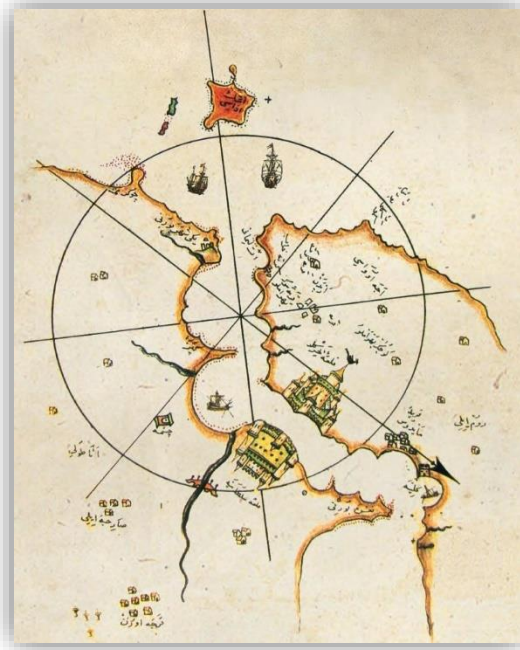


Figure 2. Piri Reis (circa 1467-circa 1554) - Atlas Tarih (May 2016) Map of Gallipoli from Kitâb-ı Bahriye.

Gallipoli shipyard in Çanakkale is the first place that comes to mind when it comes to ship production and repair. It was also the place of the first organized and large Ottoman ship production. The construction of the Shipyard began in 1390 during the period of the year's Bayezid (1360-1403). After the Shipyard was established, ships were built in Gallipoli when necessary; But at the end of the 18th century, he lost his position [12].

Behramkale

Behramkale has been located in the state of Çanakkale, 6 miles away from Behramkale throughout Behramkale in the place called Müsellim Pass. Behramkale, Mytilene-Gr (Lesbos) Island and around the Economic and Cultural Relations based on maritime trade. It is known to be a dense port. This port is connected to the needs of sailors who go to Edremit or Bergama and Dardanelles, a safe place to take refuge in stormy weather [14]. Paul's walk to **Assos**: a hodological inquiry into its geography, archaeology, and purpose. After spending a week in Alexandria Troas, Paul decided to walk to Assos and meet up with his traveling companions, who sailed around the Troad Peninsula. Ramey says we can have a fairly good idea of his route since some of the segments of that old Roman road still exist [15]. This place gave Behramkale the opportunity to control the sea road in the same place, so that the city's oak acorn shipment was enriched with customs duties [16] was showed Behramkale (Assos) harbor bellow.



Figure 3. Engraving of Behramkale (Assos) harbor, by Polish Count Edward Raczyński (1786- 1845), from his book *Travel to Istanbul and Çanakkale*, 1824 [17]. (<http://tr.travelogues.gr/tag.php?view=9268>)

Babakale

Babakale (former name is Lekton), in the province of Çanakkale, Anatolia (Asia) is an advantage of being the western point of the land in the sea, and was also influenced by the negativities of pirate attacks. While defining the geographical position of Lesbos Island (Lesbos) in the geography of Strabo, the Lesbos country is described as the Lesbos country extending from Lekton to Assos, the Lesbos country extending to the north. Strabo is called Babakale and its surroundings, and this place is called the first place to stand up from the sea for those who will go to Ida Mountain "and also has many publications of the mountain. It explains the reason why sailors are a place where it is a place where water supplies even met. Babakale's status in the 16th century, known as a small settlement today, was undoubtedly more important than today as Voyage Pittoresque Figure 4.



Figure 4. Babakale (Lekton) engraving, Barnes-Comte de Choiseul Gouffier, *Voyage Pittoresque de la Grece*, [18]

(<http://tr.travelogues.gr/tag.php?view=11439>)

Important Maritime Persons of Çanakkale in History

Çanakkale province is a city intertwined with the sea and is known as the city of captains and "Seafarers Bed" and gave many valuable maritime scientists and admirals to the Turkish maritime history. The province already consists of two peninsulas, the Gallipoli peninsula and the Biga peninsula. The island of Lesbos, the largest island in the Aegean Sea, is also historically connected here. As a province surrounded by seas on three sides, it has very important national sailors in history. The famous ones are as follows:

Kemal Reis (1440-1511)

Kemal Reis, the sailor of Çanakkale, is the uncle of the famous marine scientist Piri Reis. He was born in 1440 in Gallipoli in Çanakkale province. In his youth, he worked as a pirate, then joined the Ottoman navy in Gallipoli as a sea and became the chief of the apocalypse in 1473. He sails the seas with his own ship (quality) and became a Levent that began to work as a dominant. The nephew of the Piri chief took him with him and when he set sail to start new journeys known as one of the leading chefs of the Mediterranean, he was one of the most famous chefs of the Mediterranean. Kemal Reis was served in 1487 by Sultan Beyazıt II (1481-1512). In the state service, the "Great Turkish Navy Captain" period opened the history of the Turkish Sea [19].

After entering the Ottoman State Service Kemal Reis, there was a major change in Ottoman maritime and especially in shipbuilding activities. Venice ships were built in 1495 in the style of Venice ships, because they were considered great for that period. He made long -range balls. The reorganization of Kemal Reis to the Ottoman Navy and the reorganization of the navy brought the Ottoman navy to a level where he could fight against Venice. In the wars that started in 1499, Kemal Reis defeated French ships

cooperating with the Modon, Koron, Navarin and Inebahti, Inebahti and the Venice navy. The famous Turkish sailor Kemal Reis died in 1511 when he sank in a storm in the Aegean Sea. The death of Kemal Reis was met with sadness in Çanakkale in the country [20].

Piri Reis (1465-1470) (full name Hacı Ahmed Muhiddin Piri -Hajji Ahmed Muhiddin Piri, Ahmed ibn-i el-Hac Mehmed El Karamani

Piri Reis was born in Gallipoli in Gallipoli in Çanakkale, which was called "Seafarers Bed" and gave many valuable maritime scientists and admirals to the Turkish maritime history. UNESCO has declared 2013 as the "Piri Reis Year and the life of the influential sailor is remembered worldwide. His first duty with his uncle famous Turkish Admiral Kemal Reis was during the release of Muslims from Spain in 1492 after the fall of Granada (Andalusia) for the Ottoman Empire. He was under the command of Kemal Reis. Piri Reis joined the Ottoman navy as a navigator at a very young age, and it is estimated that he was born between 1465-1470, although the exact date of his birth was unknown. Piri Reis set sail around the Mediterranean for years, carefully observed all ports and coasts and recorded all his activities. When his uncle Kemal Reis was martyred in 1511, Piri Reis fought the Venetians as a ship commander in various wars between 1499-1502 [21]. Piri Reis was the captain of Egypt, which resulted in bitter events while he was in his last duty in the Ottoman Navy. After Basra, the last stop of the second campaign in 1552, he left the navy to repair and rest and returned to Egypt with three ships. Why leaving the fleet in Basra, Basra Kubat Pasha Governor of Egypt Beylerbeyi Mehmet Pasha Mehmet Pasha on the grounds of tribute from the spoils and political passion; He was accused of lack of service and was executed in 1554. Piri monument in Figure 5.



Figure 5. Piri Reis (Çanakkale Piri Reis Museum)

Piri Reis returned to Gallipoli, where he started his notational work. He drew the famous first world map in 1513. In the following years, he served as the Captain of Indian, the Sea of Oman, the Red Sea and the Gulf of Basra. In 1528, Piri compiled a second world map and sent it to the magnificent Süleyman. The map shows some parts of Greenland, North America, Central America and Cuba. Piri admitted that he used more than 20 maps, including Christopher Columbus to create a comprehensive drawing [22]. The world map, the oldest known Turkish Atlas to show the new world and one of the oldest maps of America still exist everywhere (the oldest known map of America is the map drawn by Juan de la cosa in 1500).

And during the Egyptian reconnaissance trip in 1517, he presented it to Yavuz Sultan Selim. As it is known, Piri Reis's "Kitab-ı Bahriyye", surface currents, bays, bays, straits, and the ports of all seas are indicated one by one. with all scientific qualities. In addition, two maps on Gazelle skin have two maps showing unknown parts of America to that age and the Atlantic Ocean. Piri Reis also produced two world maps in 1513 and 1528. According to the printing text, he drew his maps using about twenty foreign graphics and one of Christopher Columbus (Arab, Spanish, Portuguese, Chinese, Indian and Greek) (Christopher Columbus (China, Indian and Greek) [8] in Figure 6.



Figure 6. Famous Map of Piri Reis (circa 1467 - circa 1554)

(<https://www.iflscience.com/piri-reis-map-unraveling-the-myths-and-realities-of-an-ancient-chart-70015>)

However, today, the first important works of modern sailors [21], which are considered one of the first important works of the two world maps, two world maps and navy. In the second half of Piri's death and in the second half of the 17th century, a third version of his book was produced and enriched the cartographic part of the article, and the text of the second version was not affected. The new large -scale maps often included copies of Italian (Battista Agnese and Jacopo Gastaldi) and Dutch (Abraham Ortelius) of the previous century. These maps were much more accurate and defined the Black Sea, which is not included in the original [23].

Captain-I Derya Barbaros (Hızir) Hayreddin Paşa (1478-1546)

He was born in the Çanakkale authority in Lesbos. Huzin Hayreddin Barbaros, his brother fasting and fame is a pirate on the coast of North Africa, whose fame spread to the Mediterranean. In 1515, the Barbaros brothers seized Algeria and founded the Algerian Kingdom. Barbaros Hayreddin Pasha is the most famous captain of the Ottoman Empire, which gave the Mediterranean to Turkish sovereignty in the 16th century. It was known as Barbaros because the Westerners used the name "Barbarossa", which they gave to his brother Oruç because of a carrot-colored red beard, and then used it for Hezir and Hayreddin was given by Yavuz Sultan Selim. He was born in the Çanakkale authority in Lesbos. Hayreddin Barbaros, his brother fasting and fame is a pirate on the coast of North Africa, whose fame spread to the Mediterranean. In 1515, the Barbaros brothers seized Algeria and founded the Algerian Kingdom. His brother, who was the president of the state as the King of Algeria, was martyred by the Spaniards in a war in 1518. Upon the death of his brother Oruç Reis, Barbaros Hayreddin became the King of Algeria and continued. Fight against the Spaniards. Barbaros Hayreddin, whose fame increased on his achievements, was called to the state service by the magnificent Süleyman in 1533 and was appointed as the captain of the Ottoman Navy [21].

Barbaros Hayreddin Pasha Turkish Maritime History made very big and important flights in the Golden Age and won many victories in his new position with him in 1534 for twelve years. These are the King of France, which won the Preveza Naval Victory and its beautiful campaign against the Crusader Navy under the command of Andrea Doria on September 27, 1538, especially on September 27, 1538. Barbaros Hayreddin Pasha, the most famous Turgut Reis, Salih Reis, Piri Reis, Murat Reis, Seydi Ali Reis and Kılıç Ali Reis trained many sailors. Famous Turkish sailor Barbarossa Hayreddin Pasha died in 1546 in Istanbul [24].

Oruç Reis (1474 - 1518)

Abu Yusuf Nurullah, who lives on Lesbos Island in the Çanakkale authority. One of the four sons of Yakup Agha. Hezir and Ilyas were the brother of Reis. He learned Greek, Arabic, Italian, Spanish and French. He started to feel by participating. During such a journey, he was caught by the Knights of Rhodes and survived captivity. He started the piracy with a ship of 18 people given to his brother Korkut by Yavuz Sultan Selim. This ship was caught by the Rhodes. Later, Oruç Reis looted the Italian coast with a ship of 22 people. In 1512, when Yavuz Sultan Selim was Sultan, he left the coast of Anatolia and went to Alexandria. After that, he made the center of Djerba Island. He seized Spanish and Italian ships and the title of the Barbaros brothers who spread to the Mediterranean in 1513. During a war with Spanish ships, he was injured by the balls fired from the castle. This wounded arm was then cut. He sent six ships to Istanbul under the command of Piri Reis. Yavuz Sultan Selim presented gifts sent by Oruç Reis. Yavuz Sultan Selim sent diamond arms, two Hilat and two ships and two swords. In 1515, the Algerian people accepted this call of Oruç Reis Spaniards and Oruç Reis Algeria. In order to organize the administration in Algeria, he dominated the city in a labor division with his brother [21].

CONCLUSION

Çanakkale, which was called "Seafarers Bed" and gave many valuable maritime scientists and admirals to the Turkish maritime history. Until the Ottomans, Turks, who have a Central Asian culture, have never been the dominant power in the seas. Due to its geographical location, the Dardanelles and the coasts of Çanakkale provinces have been of great political, military and economic importance in every period of history. Founded after the 1071 Battle of Malazgirt, the Çaka Principality (1081-1096) was the first maritime principality to establish a serious navy. In the following period, the Anatolian Seljuks captured important coastal cities such as Sinop, Alanya, Antalya and Çanakkale and pursued a more trade-oriented policy in these regions. After the fall of the Anatolian Seljuks, the maritime principalities established in Western Anatolia (Karesioğulları, Aydınoğulları, Saruhanoğulları) mastered the shipbuilding techniques they learned from the local Greek people and engaged in piracy activities on the coasts of Çanakkale provinces and in the Aegean Sea. Especially Gallipoli, Behramkale, Babakale and Çanakkale were important naval bases. During the rise of the Ottoman Empire, Çanakkale produced great Turkish sailors who would leave their mark on history. These Turkish sailors such as Kemal Reis, Oruç Reis, Piri Reis, Barbaros Hayrettin Pasha are the great sailors of the period who left their mark on history.

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