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**DEPARTMENT OF HISTORY AND ARCHAEOLOGY**

**ANCIENT SHIPWRECKS IN CYPRUS:  
ITINERARIES IN THE CONTEMPORARY  
WORLD**

**ANNA DEMETRIOU**

**A Dissertation Submitted to the University of Cyprus  
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# VALIDATION PAGE

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## DECLARATION OF DOCTORAL CANDIDATE

The present doctoral dissertation was submitted in partial fulfilment of the requirements for the degree of Doctor of Philosophy of the University of Cyprus. It is a product of original work of my own, unless otherwise mentioned through references, notes, or any other statements.

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ANNA DEMETRIOU

## ABSTRACT [IN GREEK LANGUAGE]

Η παρουσίαση αρχαίων ναυαγίων στο κοινό υπήρξε στο επίκεντρο της αρχαιολογίας των ναυαγίων ήδη από τα πρώτα βήματα του τομέα το 1960. Οι συζητήσεις επικεντρώθηκαν στα τεχνικά και πρακτικά ζητήματα που προκύπτουν από την παρουσίαση τους. Τα τελευταία χρόνια δόθηκε έμφαση στις διαφορετικές μεθόδους παρουσίασης που στόχο έχουν να ενημερώσουν το κοινό για την αδιαμφισβήτητη αξία των θέσεων και για την ανάγκη προστασίας τους. Ωστόσο, η επιρροή της μεταμοντέρνας σκέψης, ειδικά μέσα από τη μορφή της μετα-διαδικαστικής αρχαιολογίας, έφερε στο προσκήνιο την πολιτική και κοινωνική διάσταση της αρχαιολογικής πρακτικής. Αντίστοιχα, έχει υποστηριχθεί ότι οι μη αρχαιολόγοι συμμετέχουν, σε μια συνεχώς αναδιαμορφούμενη σχέση, με τα κατάλοιπα του παρελθόντος, βάσει της οποίας δημιουργούν τη δική τους σχέση με αυτά. Σε αυτό το πλαίσιο έχει υποστηριχθεί ότι η αξία της αρχαιολογίας πηγάζει ταυτόχρονα από τις θέσεις, τους ερευνητές, και το κοινό.

Η μελέτη έχει στόχο να καθορίσει τις ιδιαιτερότητες των αρχαίων ναυαγίων ως χώρους αλληλεπίδρασης και ενασχόλησης στη σύγχρονη κοινωνία. Στο επίκεντρο της μελέτης είναι οι τρεις θέσεις που έχουν ανασκαφεί, ή βρίσκονται υπό ανασκαφή στο παρόν στάδιο στην Κύπρο: τα ναυάγια της Κερύνειας, του Μαζωτού και των Νησιών. Η μελέτη εξέτασε το κοινωνικο-πολιτικό πλαίσιο της αρχαιολογικής πρακτικής στην Κύπρο, και τα αφηγήματα που αναπτύχθηκαν γύρω από αυτά, με στόχο να διαπιστώσει την επίσημη τους θέση μέσα στη σύγχρονη κοινωνία. Ταυτόχρονα, πραγματοποιήθηκε εθνογραφική μελέτη γύρω από τα διαφορετικά κοινωνικά σύνολα που αλληλεπιδρούν με τα ναυάγια μετά την ανακάλυψή τους: τις τοπικές κοινότητες, καθώς και τις κοινότητες των ψαράδων και των δυτών που δραστηριοποιούνται στις περιοχές στις οποίες εντοπίστηκαν οι θέσεις. Ξετυλίγοντας τη βιογραφία των ναυαγίων μετά την ανακάλυψή τους, η μελέτη αυτή εντοπίζει τα πολλαπλά νοήματα και αντιλήψεις που αναπτύσσονται γύρω από αυτά οι διάφορες ομάδες μη αρχαιολόγων.

Τα αποτελέσματα της εθνογραφικής έρευνας, συνυφασμένα με την ανάλυση των επιδράσεων της επίσημης αρχαιολογικής πρακτικής στο νησί, παρέχουν μια πολυεπίπεδη κατανόηση των θέσεων αρχαίων ναυαγίων, πέρα από τις καθιερωμένες αντιλήψεις. Στο πλαίσιο αυτό η μελέτη υποστηρίζει ότι τα αρχαία ναυάγια δεν αποτελούν στατικά αντικείμενα που εμπεριέχουν μια αδιαμφισβήτητη αξία. Οι διαφορετικές σχέσεις

που διαμορφώνονται μεταξύ των ναυαγίων και των μη αρχαιολόγων, δημιουργούν συνεχώς αναδιαμορφούμενα νοήματα. Συνεπώς, οι θέσεις αρχαίων ναυαγίων αποτελούν το έναυσμα για τη διαπραγμάτευση διαφορετικών προσωπικών, τοπικών, επαγγελματικών και οικονομικών ταυτοτήτων. Τα πολλαπλά ζητήματα που εξετάζονται στην παρούσα μελέτη οδηγούν προς μια κατεύθυνση: την ανάγκη για μια ενάλια στροφή στην προσέγγιση των διαφορετικών κοινωνικών ομάδων που σχετίζονται με αυτά. Καθώς οι θέσεις αρχαίων ναυαγίων βιώνονται και γίνονται αντιληπτές μέσα από τη θάλασσα, η μελέτη της σχέσης των ανθρώπων με τη θάλασσα μπορεί να φέρει στο προσκήνιο νέες βιωματικές και ερμηνευτικές διαστάσεις των θέσεων μέσα στη σύγχρονη κοινωνία.

## **ABSTRACT [IN ENGLISH]**

From the first moments of its appearance in 1960, shipwreck archaeology has been concerned with presenting ancient shipwrecks to the public. Discussions focused on the technical and practical issues of their presentation. In recent years, emphasis has also been given on the need to raise public awareness, awaken appreciation, and communicate the need for their protection. As such, presentation methods aspire to inform the public about the inherent value of the sites and the need for their protection. However, influence of post-modern thought, especially in the form of post-processualism, has brought to the fore the political and social dimensions of archaeological practice. Likewise, it has been supported that non-professionals participate in a constantly renegotiated relationship with the material remains of their past, based on which they create their own associations. In this course, the inherent value of archaeology has been disputed; it is now believed that its value derives simultaneously from the sites, the researchers, and the public.

Following this line of thought, the study seeks to define the particularities of ancient shipwrecks as places of interaction and engagements in contemporary society. At the core of this work are the three sites that have been or are being excavated: the Keryneia, the Mazotos, and the Nissia shipwrecks. The study examined the socio-political context of archaeological practice in Cyprus and the narratives produced around ancient shipwrecks, as a means to identify their official position within contemporary society. At the same time, an ethnographic survey was undertaken around the distinct social groups interacting with the shipwrecks following their discovery: local communities, as well as fishing and diving communities active in the area of their location. Through un-folding the biography of the shipwrecks following their discovery, this thesis identifies the multiple meanings and negotiations developed around them by non-professional communities.

The results of the ethnographic survey undertaken, interwoven with an analysis of the impact of official archaeological practice on the island, provide a multi-layered understanding of ancient shipwrecks, which goes beyond the established professionalised conceptions. I contend that rather than being static objects with an inherent value, ancient shipwrecks gather around them multiple and constantly changeable meanings and negotiations based on the distinct relationships developed around them by the non-professional communities. As such, ancient shipwrecks set the ground for negotiating

distinct personal, local, professional, and economic identities. The multiplicity of subjects examined in this thesis ultimately point to one direction: the need for a *maritime turn* in the approach of the distinct community groups associated with ancient shipwrecks. As the sea is the medium through which ancient shipwrecks are perceived, a shift to the current human-sea relationship opens up new experiential and interpretative dimensions of the sites within contemporary society.

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A number of people were a source of strength and support during the difficult stage of analysing the material collected and writing this thesis. Bernard Knapp, Andri Evripidou, Massimiliano Secci, Andonis Hadjikyriakos, Erin Gibson and Marina Papanikopoulou, thank you for your time, our discussions, and your constructive comments. Evi, Skevi, Varvara, Christiana, Demetra, Katerina, Maria and Chloe, thank you so much for offering your help without second thoughts. Stella, Andrea, Marianna, Lambro and Nikola, your friendship and encouragement have been priceless.

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Mum and dad, you have the greatest share of this work. Not only for the endless support and faith you showed in me; most importantly, for teaching me solely through your presence how to appreciate and love every little thing, and how to fight for what I love and believe. This work is all because of that... Thank you.

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*To my parents*

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## NOTE ON TRANSLITERATION

Transliteration of the Greek names and words to the Roman alphabet follows the system adopted by the Permanent Committee for the Standardization of Geographical Names in Cyprus as indicated in the standardization lists (Permanent Committee for the Standardization of Geographical Names in Cyprus 2015). Authors' names are exempted.

Αα:	a	αι:	Ai
Ββ:	v	ει:	Ei
Γγ:	g	οι:	Oi
Δδ:	d	ου:	Ou
Εε:	e	ευ:	ev/ef
Ζζ:	z	αυ:	av/af
Ηη:	i	ηυ:	iv/if
Θθ:	th	γγ:	Ng
Ιι:	i	γκ:	Gk
Κκ:	k	γξ:	Nx
Λλ:	l	ντ:	Nt
Μμ:	m	μπ:	b/mp
Νν:	n		
Ξξ:	x		
Οο:	o		
Ππ:	p		
Ρρ:	r		
Σσ:	s		
Ττ:	t		
Υυ:	y		
Φφ:	f		
Χχ:	ch		
Ψψ:	ps		
Ωω:	o		

# CHAPTER 1: INTRODUCTION

## 1.1. INTRODUCTION

Ancient shipwreck sites are justifiably considered the most commonly and thoroughly studied type of underwater archaeological remains (Gibbins and Adams 2001). Since the 1960s, shipwreck archaeology shifted from the academic immaturity towards systematisation and theorisation of the field. Hence, research moved from a particularistic approach towards the exploration of the meanings ancient shipwreck sites contain. Likewise, the management sector was redirected from a strict focus on the preservation and protection of ancient shipwreck sites, to a growing concern about their public aspect. However, there is a noticeable distinction between the prevalent approaches to shipwreck archaeological research and management, and the complex intermingling of meanings and associations developed by present-day society. In fact, as a relatively new field of study, shipwreck archaeology has only recently been included in the discussions regarding the association of ancient shipwrecks with current society.

As a remedy to that, the study seeks to negotiate an alternative approach that would bring to the surface the links ancient shipwreck sites develop with contemporary society. With ancient shipwreck sites in Cyprus at the core of its attention, the study aims to capture and elucidate the evolution of relations developed around them. The current chapter identifies the particularities of sites and their significance, as addressed in shipwreck archaeological research and management. On this ground, the chapter outlines the directions of research and management in the field, in order to pinpoint an area of study that has not yet been explored thoroughly: the association of ancient shipwrecks with contemporary communities. Finally, the orientation and research questions of the current thesis are presented.

## 1.2. ANCIENT SHIPWRECK SITES ON THE SPOT

### 1.2.1. PARTICULARISING THE FIELD

Ancient ship remains have been located in sites that differ in relation to the social action they represent and the circumstances of their deposition. Relics of ships discovered formed part of ritual deposits, such as burials or as votive offerings. Functional deposits have also been located, as for example the remains of partly completed ships that had been stored underwater for better preservation. Another cause of deposition was

abandonment or the derelict condition of ships. All the above types of sites, located on land as well as underwater, are the outcome of a deliberate action within the context of the ship's use (Adams 2013a: 18-19).

Besides the above, there is another type of ancient shipwreck sites, which is the most thoroughly studied type of archaeological remains (Gibbins and Adams 2001): shipwrecks of ancient merchant or war ships deposited on the seabed as a result of catastrophic events. Their non-purposeful deposition on the seabed accords to the sites distinct qualities and possibilities of research and interpretation. The current thesis concentrates on this type of shipwrecks. The particularities of this distinct type of archaeological site call for a specific approach of the diverse research, interpretation, and presentation issues.

This field of study was made possible following the invention of the Self-contained Underwater Breathing Apparatus (SCUBA) equipment in 1943 (Cleator 1973: 45 - 52), which triggered the expansion of shipwreck expeditions. In this context, a number of well-preserved shipwrecks were excavated in the Western Mediterranean, such as the Grand Congloué shipwreck (1<sup>st</sup> cent. BC, France) and the Titan shipwreck (1<sup>st</sup> cent. BC, Toulon, France) (Cousteau 1954; Benoit 1961; Girault 1965). Work undertaken by divers, and in cases supervised by archaeologists who remained on dry land, shipwreck archaeological research focused on methodological experimentation to overcome obstacles set by the underwater environment of deposition (Goggin 1960; du Plat Taylor 1965).

At the same time, work undertaken in the Eastern Mediterranean contained the seeds for the scientific development of shipwreck archaeology. In the late 1950s H. Frost, working on various shipwreck sites in Turkey, such as the Yassi Ada A (7<sup>th</sup> cent. AD, shipwreck no 681<sup>1</sup>), Yassi Ada B (4<sup>th</sup>-5<sup>th</sup> cent. AD, shipwreck no 682), and Cape Gelidonya A (12<sup>th</sup> century BC, shipwreck no 598), substantiated the significance of archaeological observation, documentation, and comparative study of underwater archaeological sites (Frost 1963). The grounds of shipwreck archaeological research were set a few years later, in 1960, when it was acknowledged that "*it is far easier to teach diving to archaeologists than archaeology to a diver*" (Goggin 1960: 350). The first systematic and professionally-directed shipwreck excavation at the Cape Gelidonya A shipwreck in 1960 in Turkey, under the direction of George F. Bass (1967), prepared the ground for a number of shipwreck projects that ensued.

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<sup>1</sup> The number refers to the Shipwreck Catalogue in Appendix.

### 1.2.2. SHIPWRECK CHARACTERISTICS: THE SITE

From the very first shipwreck archaeological surveys undertaken, interest focused on identifying their particularities as archaeological source material that would enable their research and interpretation (Frost 1963). Work undertaken since then has identified the qualities of ancient shipwreck sites that differentiate them from other maritime antiquities. These qualities stem from both the particularities of ships and the distinctive processes followed during their deposition.

Ancient ships have been analysed on three levels: (1) as a complex machine, (2) as tool of a financial or military system and (3) as a closed social environment. These qualities define their archaeological significance. Ships are the largest and most complex machine produced in any pre-industrial society up to the 19<sup>th</sup> cent. AD (Muckelroy 1978: 3). Their study could therefore provide an insight into the technology produced for their construction and its functional, social and symbolic qualities (Adams 2013a: 23-24). Forming part of an economic or military system, all objects located on ships have a particular role into serving this system. What is more, ships have been described as *heterotopias par excellence* (Foucault 1984), representing a socio-cultural space where different and often incompatible aspects of societies conjoin and function. They establish relations characterised by social dynamics, hierarchy, beliefs, rhythms, rules, and tools dissimilar to what we encounter on land (Muckelroy 1978: 216; Westerdahl 2009; Pomey 2011: 26; Van de Noord 2011).

Irrespective of their date and location, the universal characteristics of ships concerning the construction, design and use, have charted a common methodological approach for their study and interpretation (Gibbins 1990: 376). The accidental wreckage of ships, the study of which presents diverse challenges, further substantiates this fact.

As already indicated, the shipwrecks under study are the result of a catastrophic event. The absence of 'purposeful selection' of the deposited materials, accords to all the features of the deposit a 'contemporaneity' in the context of the wrecking event (Gibbins 1990: 377). In addition, the preservation of the objects within their context of use accords a high relationality to the material preserved. It enables identification of the relationships between individual objects and assemblages of objects, and between object assemblages and the structures in which they are stored and used. This opens up significant possibilities in archaeological interpretation as it provides a glimpse of a single moment in the past to a degree that it is difficult to derive from other types of sites (Adams 2013a: 20).



The underwater environment of their deposition also highlights certain qualities of ancient shipwrecks. This is particularly the case for shipwrecks located in deep waters. An important number of coherent and well-preserved ancient shipwreck sites located in deep waters preserve structural timbers of ships as well as cargo partly disordered, or almost intact (Parker 1981; Gibbins 1990). Moreover, the waterlogged, anaerobic, anoxic environment in deep waters preserves in an exceptional condition materials (e.g. organic materials) that are not easily preserved on land or in shallow waters such as the structure of the ship (Maarleveld 2014).

### 1.2.2. SHIPWRECK CHARACTERISTICS: THE PUBLIC

The particularities of ancient shipwreck sites also highlight the connections, meanings, and uses developed in the public sphere. The random wrecking of the ship during its voyage from port to port (for example the Mazotos ship was wrecked off the coast of Cyprus carrying cargo from northern Aegean) (Demesticha 2017), creates a site that it is not always directly related to the cultural landscape in which it is located. Therefore, even though shipwrecks form part of the maritime landscape (Westerdahl 1992; Tuddenham 2010), their cultural parallels may be located anywhere along the ship's route, based on the cargo materials, the equipment and fittings, the structure of the ship and its assembly method. This fact indicates that communities spatially associated with ancient shipwrecks are not necessarily connected with any historical or cultural bond with them, a fact that brings to the fore issues regarding their association with local communities.

On the other hand, as a result of their presence in the underwater environment, both in shallow and in deeper waters, ancient shipwreck sites develop affective connections with groups of the public that otherwise might not have any interest in them (Arnshav 2013). Fishermen form one such community group; as noted, fishing is perhaps the most widespread and extensive use of the sea (Firth 2018: 14). Serving as habitats for marine life, shipwrecks are a target for the fishing community, which senses them indirectly through their nets and sonars. At the same time, ancient shipwrecks serve as an attraction for the constantly growing number of divers around the world. Connected with the fascination of discovery, the notion of adventure and the discovery of a treasure (Flatman 2003; Arnshav 2013; Gately and Benjamin 2017), particularly well-preserved shipwrecks provide an exceptional experience of diving into the past. Further to the above, as shipwrecks are connected to the established "*idea of the sea*" (Mack 2011: 25) and, hence, to the notions of adventure and discovery (Brown and Humberstone: 39), they trigger imagination, generating a significant impact among the public.

### 1.3. TEMPORAL UNCERTAINTIES

Papadopoulou identified a *spatiotemporal confusion* in the understanding of ships and shipwrecks as one and the same place. As she goes on to explain, the past place of the ship acquires such representational value in absentia that determines our perception of the present, tangible shipwreck (2016: 371-372).

This is not novel in the archaeological discipline. Based on the study of the material remains of the past, archaeology seeks to reconstruct or interpret past human activity. Particularly in shipwreck archaeology, research focused on identifying different aspects of the past biography of the ships. Through this course, their form (material and technological knowledge necessary for their construction), their function (means for the transportation of people, goods, and ideas) and their content (objects related to the societies they represent), was set at the core to highlight meanings that are being transformed through their different uses (Adams and Rönby 2013: 3-4). Hence, the reconstruction of the biography of ancient shipwrecks focused on the ships' construction and use, on the various changes that occurred throughout their use until their disposal, (Van de Noort 2011: 40–41), and on the natural and cultural processes during the transformation of the ship into a shipwreck site (Muckelroy 1978; Gibbs 2006). Research thus far has produced insightful knowledge regarding the different roles and functions of ships, in antiquity. In this course, however, the shipwreck is detached from contemporary interactions and negotiations developed around them by both the archaeological teams excavating the site and the diverse non-professional groups that interact with them.

On the other hand, concentrating explicitly on the environment of their deposition, discussions regarding the public aspect of the field in general focused mainly on technical and practical issues concerning the protection and preservation methods applied (Bjordal et al 2012). Regarding the public in particular, discussion concentrated on the accessibility to cultural and intellectual resources, methods of control and monitoring of public access to fragile sites, and methods to raise awareness of the need for preservation (Maarleveld 2003; Greene et al 2011). Hence, attempts to approach the non-professional context of underwater antiquities were considered a means to inform the public about the non-renewable resource and the need for its protection (Scott-Ireton 2014:v). Such approaches detach ancient shipwreck sites from the multiple contexts they engage in after their discovery.

#### **1.4. ENGAGEMENTS IN THE CONTEMPORARY WORLD**

It is accepted nowadays that itineraries of antiquities in the contemporary world do not end with their deposition. Based on the notion that objects participate actively in establishing social and cultural meanings and practices in different social environments (Gosden and Marshall 1999; Meskell 2004; Hoskins 2006; Joy 2009), Hahn and Weiss have highlighted the continuity of the material remains of the past and their transformation through shifts in space and time. In line with this, their deposition does not mark the end of their lives. It marks their transition into an inert state which has the potential to be transformed into a state of mobility, which will accord to them new roles, uses, and meanings (2013:7-8).

In accordance with the above, the wrecking of a ship does not denote its 'death', but merely the end of its *first life span* (Depner 2013). Catastrophic events that affect the physical durability of ships and cause their gradual deposition on the seabed constitute a transitional phase of their itineraries in the world. The ship then enters a period of stasis when its diverse elements interact with the underwater environment. The discovery of the shipwreck and the re-introduction of the human element in the webs of interaction around them, indicates another transformation that signifies the beginning of the shipwreck's *afterlife*. In this course, the shipwrecks are associated with new contexts of interaction that ascribe to the sites multiple new roles and meanings (Hahn and Weiss 2013).

In line with this, ancient shipwrecks do not only represent the *bygone place* of the ship. Moving beyond the *shipwreck site*, which focuses exactly on the representation of the past context of the ship, research could approach the *shipwreck place* and embrace the diverse contexts of uses and interactions during the afterlife of the ship. In this connection, the current thesis focuses on the afterlife of ancient shipwrecks aiming to comprehend and interpret the diverse negotiations regarding ancient shipwreck sites in the contemporary world.

#### **1.5. ETHNOGRAPHY OF ANCIENT SHIPWRECKS IN CYPRUS**

My first acquaintance and stimuli regarding ancient shipwreck sites was at a very young age, as a primary school pupil. I did not assimilate much of the information then, but I still remember the intensity of emotions our teachers conveyed to us about the Keryneia shipwreck (shipwreck no 14), the remains a 3<sup>rd</sup> cent. BC merchant ship excavated in Cyprus in the 1960s, and its full-size replica, Keryneia II. I was never able to see the ship and its finds exhibited at the Keryneia castle until many years later as a grown up, because of the military occupation of the northern part of Cyprus by Turkey

since 1974 (more details about the historical context in Cyprus in chapter 4.2). Nevertheless, images around the Keryneia shipwreck were present throughout my childhood: T.V. news and documentaries on the ceremonies for the Keryneia ship replicas were intense in the public sphere. Although I was not aware at the time, the content of the information disseminated to the public was highly political.

Years later, my involvement in the maritime archaeological field in Cyprus brought to my attention other considerations regarding ancient shipwreck sites in relation to contemporary society. These were developed during excavations conducted by the Maritime Archaeological Research Laboratory (MareLab) of the University of Cyprus (UCy) since 2010; of the well-preserved Mazotos shipwreck (shipwreck no 24), dated to the 4<sup>th</sup> cent. BC, and of the much-disturbed Nissia shipwreck (shipwreck 25), dated to the late Ottoman period.

My participation in the projects provided me with the opportunity to engage with the distinct community groups associated with the sites. These contacts were confined to brief conversations, mainly with divers and to a lesser extent with fishermen and locals. They were casual encounters at the harbour or at local supermarkets and restaurants, or for specific issues concerning the excavations. Although not structured to answer specific research questions, these contacts brought to my attention the diverse and shifting expressions of the social groups associated with the sites. They all had a common thread running through them: a subtle sense of attachment with the shipwrecks.

All the above stimuli prompted me to investigate the diverse and often contrasting roles and meanings accorded to ancient shipwreck sites in contemporary society. The current thesis is the outcome of the ethnographic survey conducted to that end. It developed around the distinct groups associated with the sites mentioned earlier, the only shipwrecks excavated in Cyprus up to date (the Keryneia, the Mazotos and the Nissia shipwrecks). The diversity of their particular characteristics with regard to the material preserved and the historical context of their survey allowed me to approach the multiplicity of meanings developed around ancient shipwreck sites in different contexts.

Research developed in two directions: the official context of archaeology on the island and the non-professional groups associated with the sites under investigation, namely, the local communities as well as the fishing and diving communities. Official archaeology was examined in order to define the context in which archaeology is practised on the island. In this respect, my aim was to identify the socio-political context of Cypriot archaeology and the subsequent narratives produced around archaeological sites as well as the expressions of the official archaeological discourse in the shipwreck

archaeological field. To this end, I explored the three sites that represent different phases of the field in Cyprus, in order to obtain a comprehensive perspective of the path followed through the years. In addition, I attempted to identify to what extent official understandings around ancient shipwreck sites impact the non-professional perceptions and negotiations.

The study also sought to define non-professional engagements with ancient shipwreck sites and understand their aim and impetus. In this course, each site incorporated in the current study was elaborated to shed light on different aspects of their associations with ancient shipwrecks. Specifically, research around the Keryneia shipwreck aimed at identifying possible shifts in meanings and uses developed around the site during the different phases of its afterlife. What is more, as a site that has acquired an iconic position among Cypriots, I was interested in tracing the similarities and differences between the officially projected image of the Keryneia ship and the meanings attributed to it by the local community.

The Mazotos and the Nissia shipwrecks, with a much briefer afterlife, raise interesting issues for investigation. The Mazotos shipwreck shares similarities with the Keryneia shipwreck in the material preserved and their dating. Therefore, research aimed at examining possible similarities and differences in the ways the two sites are perceived. On this ground, I sought to identify the extent to which the image of the Keryneia shipwreck affected subsequent perceptions regarding ancient shipwrecks. Moreover, the elaboration of the Mazotos shipwreck enabled me to investigate the divers' approach towards well-preserved shipwrecks. The Nissia shipwreck, on the other hand, was particularly useful in identifying the meanings and subsequent experiences around less well-preserved sites, dated to a later period.

Hence, through the differences among the three shipwrecks included in this research I sought to establish possible variables that might affect the development of meanings around the sites. In this respect, the ultimate aim of the study is to define the particularities of ancient shipwrecks as places of interaction and engagements in the contemporary society.

## **1.6. CHAPTER OUTLINE**

The first part of the thesis focuses on setting the theoretical and methodological premise of the study. Chapter 2 provides an overview of the ways ancient shipwrecks have been addressed, as illustrated in the dominant approaches of research and public presentation. Going beyond the established perspectives, the chapter draws on the

maritime and land archaeological literature to explore the social relationality of archaeological sites in the contemporary world. Chapter 3 introduces archaeological ethnography on ancient shipwreck sites as the research tool of the study. On this ground, the chapter unfolds the methodological framework and the processes followed throughout material collection, analysis and, interpretation.

Chapters 4-8 concentrate on the case studies. Discussion begins by introducing in chapter 4 the establishment of archaeology in Cyprus, embedded in the social and political conditions that defined its course. The role accorded to antiquities in contemporary society is delineated through the identification of its institutional and intellectual grounds. The chapter provides the contextual background for chapter 5, which presents the establishment and orientations of maritime archaeology on the island and identifies the expressions of official archaeology, as reflected in the maritime archaeological field. Chapters 6-8 examine the Keryneia, the Mazotos, and the Nissia shipwrecks respectively. Through the presentation of the itineraries of each site following their discovery, each chapter elucidates and interprets the non-professional engagements developed around them.

The final chapter of the thesis, chapter 9, synthesises the diverse roles and meanings of ancient shipwrecks, as deduced from the case studies presented, and re-examines their position in contemporary society. In conclusion, the current chapter also discusses the contribution of the current study to the shipwreck archaeological field and reflects on possible new challenges and research in the domain.

## **CHAPTER 2: SHIPWRECK ARCHAEOLOGY IN AN INTERSECTION WITH THE CONTEMPORARY SOCIETY**

### **2.1. INTRODUCTION**

*“Once we accept that our world is inherently meaningful, it is no longer possible to see archaeology as anything other than embodied, socially situated, finite and freighted with ethical and political significance” (Thomas 2004: 248).*

With these concluding words of his book *Archaeology and Modernity*, Julian Thomas captures the interplay between archaeological thought and practice, and the contemporary world. The current chapter examines the relation between shipwreck archaeology and contemporary society. It begins with a brief overview of the evolution of the shipwreck archaeological discourse. It then proceeds to identify the ways in which shipwreck archaeology perceives and approaches the non-professional public. Following that, the chapter examines alternative approaches of archaeological sites and their engagements with non-professional groups. In this context, archaeological ethnography provides the intellectual framework of the current study. Moving beyond the static understanding of archaeological sites, it approaches them as a place of interactions and negotiations of contemporary social relationality.

### **2.2. SHIPWRECK ARCHAEOLOGICAL ITINERARIES**

#### **2.2.1. SETTING THE GROUNDS**

Underwater antiquities, and particularly ancient shipwrecks, captured people’s interest as early as the 15<sup>th</sup> cent. AD. Within the framework of the rediscovery of the classical past and the evolvement of antiquarianism that ensued (Schnapp 1996), ancient shipwrecks attracted interest as manifestations of past human achievements. In this framework, the first attempt for a shipwreck salvage operation was undertaken; in 1446, Lord of Nemi Cardinal Prospero Colonna, a scholar of ancient Roman history, attempted the recovery of the remains of the 1<sup>st</sup> cent. BC Lake Nemi shipwrecks (Bonino 2003).

The context of engagement with ancient shipwrecks shifted in the late 19<sup>th</sup> century. The establishment of nation-states at the time and the association of antiquities with national narratives set the grounds for the disciplinary development of archaeology; the material remains of the past were organised as archaeological sites and were set under

the stewardship of the states (Layton 1994; Bennet 1995; Díaz-Andreu and Champion 1996; Thomas 2004; Hamilakis 2007a). Even though underwater antiquities were not officially incorporated in this context, scarce state commissioned underwater expeditions were carried out at an early stage. In 1884, the antiquities Ephor of Greece, Ch. Tsountas, supervised the first underwater expedition undertaken possibly anywhere, which endeavoured in locating the ship remains of the naval battle at Salamis straits (Catsambis 2006). The Greek Archaeological Service supervised additional underwater expeditions at the dawn of the 20<sup>th</sup> century. In 1901, part of the cargo of the Antikythera shipwreck (1<sup>st</sup> BC, shipwreck 134) was salvaged (Weinberg et al 1965), while in 1926 works of art were recovered from the Artemision shipwreck (2<sup>nd</sup> BC, Euboea, shipwreck 138) (Bertos 1926). Nevertheless, despite these early engagements in the field, it was not until the 1960s and the establishment of the scientific grounds of shipwreck archaeology that organised efforts were made to tackle research and management of ancient shipwreck sites.

### 2.2.2. SHIPWRECK ARCHAEOLOGICAL RESEARCH

The first systematic and professionally-directed excavation of the Bronze Age shipwreck at Cape Gelidonya in 1960 in Turkey, conducted under the direction of George F. Bass (1967), prepared the ground for a number of shipwreck projects that ensued. Since then, shipwreck archaeological research delineated its course and its position within the wider archaeological discipline, as illustrated in the particularities of the sites examined.

At a time when the archaeological discipline had “lost its innocence” (Clarke 1973), shipwreck archaeology focused on recording and classifying fully excavated and well-preserved shipwrecks following the ‘traditional’ culture historical paradigm as a means to build a body of knowledge, that would form the theoretical premise of the field (Bass 1983a). In this context, shipwrecks distinguished underwater from terrestrial archaeology (Bass 2003: 60). However, despite earnest efforts to define the nature of the discipline, maritime archaeology was characterised by ‘*academic immaturity*’ (Muckelroy 1978: 10).

The first steps towards the theorization of the field were taken in the late 1970s. Keith Muckelroy (1978) laid the theoretical and methodological foundations for the establishment of maritime archaeology as an academic discipline. Adopting the New Archaeology account that “*the archaeologist is digging up, not things, but people*” (Wheeler 1954: 13) he responded to the processual call for a scientific and analytic methodology in the archaeological discipline, and developed his shipwreck site formation model. The interpretative model which bridges the gap between the wreck and the ship,



and his three part interpretative framework of the ship (machine, element of military or economic system, closed community), established the premise for the future analysis of ancient shipwreck sites (Muckelroy 1978: 216). Several shipwreck excavations around the world adopted Muckelroy's research model on site formation process (e.g. Mary Rose shipwreck, Adams 2013a:10). Moreover, underwater archaeologists working on ancient shipwreck sites directed their research efforts towards comprehending the principles of human behaviour applied cross-culturally (Lenihan 1983; Murphy 1983), thus endorsing a processualist approach.

It was only following the 1990s that shipwreck archaeology managed to attain '*intellectual maturity*' (Adams 2006:1). Ideational and social notions were considered in the study of ancient shipwreck sites, influenced by the post-processual debate, regarding the purposeful composition of the material culture, which may contain multiple significations depending on its context (Hodder 1982). In this regard, focus gradually shifted from purely descriptive approaches to the investigation of the social implications of the material remains (e.g. Gould 2000; Dellino-Musgrave 2006; McCarthy 2011; Robinson and Wilson 2011; Adams 2013a). Aiming to shed light on aspects of the societies that ships represent, attempts were made to interpret their diverse aspects (symbolic, technological) within their social and ideational contexts, encompassing the ways ships are conceived, designed, constructed, used, and disposed (Cederlund 1995; Adams 2001; Gibbins and Adams 2001; Pomey and Rieth 2005 Adams 2013a:2; Rönby 2013).

Additional methods of shipwreck analysis and interpretation have been developed over the past few years. The hermeneutic and phenomenological approaches are directed not only towards the context of the ship. For the first time, they are also directed towards the context of the shipwreck site itself. In the first case (focusing on the ship), interpretations incorporate issues concerning the interaction between people and the ship, and the interaction among people on board the ship (Adams 2013b; Eriksson 2013). In the second case (focusing on the shipwreck), the underwater environment of deposition and the ensuing constraints on the interpretations developed around them, are discussed (Adams 2013b; Eriksson 2013).

In this realm, new approaches emerge that shift focus from the technical aspects of the ships and artefact typology to the assertion of the social aspects of the material remains, in an attempt to share the current archaeological concerns (Adams 2006). Specifically, contextual and cross-disciplinary approaches involving ships, landscapes, and the human mind are elaborated as a means to move towards the wider social context of seafaring and maritime activity. At the core of this lies the notion that places, people, and objects coexist within the social world and are understood through their negotiated

relationships and interaction. Hence, the relationship between people and the landscape/ seascape and between ships and society represent a focal point of research, which goes further than interpretative archaeologies. The aim is to engage in other aspects of maritime cultures beyond ships and seafaring *per se* and tackle issues of the lived experience in the past (see for example Ransley 2005; Dolwick 2008, 2009; Cobb and Ransley 2009; Van de Noord 2011; Westerdahl 2014, 2015)

### 2.2.3. SHIPWRECK ARCHAEOLOGY AND SOCIETY

The foundations for the systematic management of underwater antiquities were set in the 1970s. The origins of the field as well as the particularities of the underwater environment of their deposition, defined the course. The development of the new discipline did not emerge from the need of established academic disciplines for supplementary data. Instead, it developed as a reaction to the increased shipwreck amateur explorations following the post-war economic boom and the development of diving (Maarleveld 2009: 53). In this context, public books and documentaries have been diffused among the public popularizing the field as a salvage operation (Gately and Benjamin 2017). As a consequence of the growing exposure of underwater antiquities to looting and destruction and the conflict among professionals on one hand and treasure hunters and archaeological dive communities on the other (Cohn and Dennis 2011), emphasis was given on the legislative framework that would support the protection of underwater antiquities (Strati 1995; Dromgoole 2007).

In this framework, the public aspect of maritime archaeology was seen as the channel to support the scientific development of the field and to reinforce the protection of underwater antiquities. Project results were promoted through films, popular books and scientific articles (Naish 1972; Gately and Benjamin 2017). Moreover, museum exhibitions developed, either on thematic maritime collections such as the Punic wrecks restored in Marsala in Sicily (Bass 1983b), or on general maritime collections such as the Bodrum Museum in Turkey (Alpözen 1983). Accordingly, public presentation focused on popularizing the significance of underwater antiquities and on raising public funds (Bass 1983b). In addition, endeavours centred on training non-professionals to contribute actively to the archaeological projects (Marx 1983).

It was not until the 1990s, when maritime archaeology with an expanded scope and definition was established as an archaeological subfield (Adams 2006), that legislative and management frameworks, referring especially to Underwater Cultural Heritage (UCH), developed. Taking into consideration the particularities of the underwater

environment, those frameworks explored management solutions that would go beyond the protection and preservation of the sites, and would include considerations about the public aspects of UCH.

The ICOMOS Charter for the Protection and Management of Underwater Cultural Heritage (hereinafter the Charter) focused particularly on archaeological heritage, which is in or has been removed from an underwater environment. Stressing the need for protection and preservation, the Charter attempted to produce a framework for the management of UCH that would include the scientific research and documentation of the sites, their protection and conservation, and their public presentation. Furthermore, underlining the contribution of UCH to the formation of identity and sense of community, the Charter encouraged the development of collaborations between the professionals and various public groups (ICOMOS 1996).

The UNESCO Convention for the Protection of UCH of 2001 (hereafter Convention) set the professional standards for the practice of the discipline and the management of UCH. It constituted the backbone of many national legislations and management programmes developed ever since (such is the case in Cyprus, amongst other countries, as it will be discussed in chapter 5.3). The most basic principles of the Convention indicate *in situ* preservation as the first option compared to invasive investigations, reject commercial recovery of antiquities, promote cooperation among member states, and create international standards for underwater archaeology. Particular reference is also made to the public aspect of UCH, emphasizing the obligation to encourage public awareness, appreciation, and protection of UCH (UNESCO 2001; Guérin and Egger 2010).

In view of the above, endeavours were intensified in order to render underwater antiquities accessible to the public. Ancient shipwreck presentation methods were applied both indirectly (*ex situ*) and directly (*in situ*) on a worldwide level, whenever this was not incompatible with the protection and management of the sites (UNESCO 2001; Davidde 2002; Manders 2009: 32). In the first case (*ex situ* presentation), antiquities were lifted and exhibited in museum environments. A number of fully or partially excavated shipwreck sites have been exhibited in museum environments. For example, the 5th century BC Ma'agan Mikha'el shipwreck (shipwreck no 519) fully excavated in the late 1980s, is now exhibited at the Hecht Museum, Israel (Kahanov and Linder 2003). Even though this solution disrupts the site, it allows public access to monuments.

In the second case, antiquities were preserved *in situ* allowing controlled public access. For example:

(a) a cage was constructed at the 4<sup>th</sup> century AD Cavtat shipwreck (Croatia), to render it accessible to public visits (Jurišić 2006).

(b) maritime trails have been created: such is the case of the Caesaria Maritima underwater park in Israel, which includes both architectural remains and ancient shipwrecks (Raban 1992).

(c) shipwreck sites have been reconstructed following their excavation, like the reconstruction of the 13<sup>th</sup> century BC Uluburun shipwreck (shipwreck no 678) is presented at the Kaş underwater park in Turkey (Varinlioğlu and Otis 2008).

The *in situ* presentation solutions achieve protection of the natural and cultural landscape. At the same time, the public has the opportunity to comprehend the relationship between the sites and their environment (Andrews 1999: 138; Scott-Ireton 2005; Manders 2009: 38-39). Nonetheless, the vast majority of the non-diving public is excluded from the presentation and interpretation of the shipwrecks (McCarthy 2011: 1050–1051).

The public aspect of archaeology, that is the interaction of antiquities with contemporary society and the non-professional public (Merriman 2004; Matsuda and Okamura 2012:4,) is progressively gaining ground in academic discussions (Jameson 1997; Little 2002; Merriman 2004; Shackel and Chambers 2004; Clark 2006; Rockman and Flatman 2012; Skeates et al 2012; Moshenska 2017). In the shipwreck archaeological field, discussions regarding the interactions of the sites with the public concentrate particularly on the technical and on the practical issues arising from the underwater environment of shipwreck preservation. The ways that sites are preserved in inaccessible environments, their preservation where public access has been allowed, and the control and monitoring of public access to fragile sites, have been thoroughly analysed (Kaoru and Hoagland 1994; Petriaggi 2001; Oxley 2002; Davidde 2002, 2004; Maarleveld 2003; Scott-Ireton 2005, 2014; Tusa 2009; Secci 2011, 2014; Bjordal et al 2012).

The recent collective publications, although limited, focus particularly on public archaeology and indicate a gradual shift of interest in the field. Discussions were directed mainly on the development of outreach and interpretative programmes as a means of conveying the value of antiquities to the public (Philippou and Staniforth 2003; Catsambis and Morrand 2014; Underwood 2014). In the same context, attempts were made to define the public around underwater antiquities (cf. Secci 2014) and promote multi-vocality in the field (Jameson 2014).

In this context, public archaeology has been recently incorporated in academic discussions. However, this is not the case in shipwreck archaeology. Even though the field has long been engaged in the interpretation and presentation of ancient shipwreck sites to the public, there seems to be lack of academic interest in the subject. This is evident in the limited number of collective publications on the field, (Spirek and Scott-Ireton 2003; Jameson and Scott-Ireton 2007; Scott-Ireton 2014).

#### 2.2.4. *SHIFTING CONCEPTIONS*

As demonstrated thus far, shipwreck archaeology has gradually shifted from a general reluctance to participate in the theoretical debates of the archaeological discipline (Gibbins 1990: 383), to exploring theoretical questions and producing new interpretations (Adams 2006). Likewise, recent developments in the field have turned towards the public, in order to achieve greater relationality with the non-professional aspect. Despite the latest advancements, shipwreck archaeology has been described, perhaps not unfairly, as a self-referential field struggling to adjust aspects of the current archaeological practice (Ransley 2005).

Its origins as well as the particularities of the underwater environment, have determined the development of shipwreck archaeology towards that direction. As opposed to the humanistic antiquarian practices that set the ground of terrestrial archaeology, shipwreck archaeology stemmed from the work of “diving enthusiasts” (Goggin 1960: 350). The concepts of discovery, adventure, and self-fascination still characterise the field, which has grown to develop a particular preoccupation with its identity. This fact, along with obstacles encountered in the underwater environment, has generated a trend in acquiring the necessary skills with technology, techniques, and methodologies concerning research and public presentation of shipwreck sites (Ransley 2005; Flatman 2007; Maarleveld 2009; Tuddenham 2010; Gately and Benjamin 2017). Following the same line, ethical debates on the field have focused on setting professional standards and developing best practices for the stewardship of UCH (UNESCO 2001; Bass 2003; Green et al 2011).

On this ground, the wider maritime archaeological field has been described as ‘socially disengaged’ (Flatman 2007: 85) as it failed to engage in ethical concepts and debates that are central to land archaeology. In this context, the need has been stressed to go beyond codes and conventions to achieve a politicised engagement in the field. The issues of reflexivity and engagement with local communities have been underlined in this course (Flatman 2007).

Indeed, further to the requirements of scientific research, protection and preservation research should turn towards the present and examine the issues of archaeological production and consumption. It has long been accepted that, apart from its disciplinary interests, archaeology is imbued with a social significance that needs to be considered in order to achieve contemporary relevance (Ucko 1995; Shanks and McGuire 1996; Rockman and Flatman 2012). In this respect, the significance of archaeology does not merely lie in the specific knowledge about the past, but also in the processes of engaging with the material remains of the past in the present (Holtorf 2005: 544). Moreover, the concept of the inherent value of archaeology has been disputed, in an attempt to chart an effective interrelationship between archaeology and society. Instead, it has been suggested that the value of archaeological sites derives simultaneously from the sites, the researchers, and the public (Ucko 1995; Hamilakis 1999).

Hence, the public is not made up of compliant individuals awaiting for the scientific insights into their history (Meskell 2005: 82). On the contrary, non-professionals are actively involved in a constantly renegotiated relationship with the material remains of their past, based on which they create their own associations, practices, and interpretations (Cole 1980; Holtorf 2005; Meskell 2005; Hamilakis and Anagnostopoulos 2009). In this light, archaeological research should include the study of the ways that different social groups signify, interpret, and interact with archaeological remains.

### **2.3. SHIPWRECK ETHNOGRAPHIES**

The current study applies *archaeological ethnography*, an inter-disciplinary field of study, involved in discussions about materiality and temporality, which investigates knowledge about the past (Hamilakis and Anagnostopoulos 2009). Without disregarding the historicity and the scientific significance of archaeological remains, a number of terrestrial archaeological projects have turned to the non-professionals. This was in order to understand the contrasting ways in which different social groups in different environments of the society, engage, interact and interpret material remains of the past (see for example Bartu 2000; Castañeda 2009; Castañeda and Matthews 2008; Hamilakis and Ifantidis 2016; Jameson 2014; Meskell 2005; Mortensen and Hollowell 2009). Through combining anthropological methodologies with archaeological sensibilities (Hamilakis 2011; Meskell 2009, 2012), archaeological ethnographic projects have set non-professional communities at the centre of their attention in order to identify the distinct ways they signify and use the material traces of the past in their lives (Meskell

2005; Castañeda and Matthews 2008; Hamilakis and Anagnostopoulos; Mortesen and Hollowell 2009).

These projects have identified the established gap existing between archaeologists and the public. However, the projects concluded that archaeological ethnography can act as a tool to bridge the established dissociation between archaeologists and the various interested groups beyond the professional sphere of archaeology, and to create new forms of public archaeology which goes further to what the discipline adopts today (Castaneda and Matthews 2008: 9).

Similar attempts have also been made over the past few years in the maritime archaeological field. Stroulia and Sutton (2009) have explored the relations of locals at Franchi Cave (Kilada Bay, Greece) with the archaeological site and the sea. Similarly, Ransley (2012) conducted an ethnographic research at Munruthuruthu (Kerala, India) where, having traditional boats at its core, she explored the multiple relations and meanings developed among people, their watery world and boats. Moreover, Sorset (2014) adopted an ethnographic approach for the development of maritime trails around the Apalachicola River (Florida) where the public was granted an active role in the interpretation of the site, as a means to achieve a connection of people with their past.

Nevertheless, none of the above has focused particularly on ancient shipwreck sites. Therefore, prior of the initiation of the study, the particularities of shipwrecks as an ethnographic object of study had to be defined. Their main component has already been defined. As archaeological sites, ancient shipwrecks have a well-defined position in contemporary society. The national archaeological record of states is considered their primary quality. As such, official, state-produced archaeology is exclusively responsible to define the main contemporary actor responsible to define the value and position of sites in society. As an authorised steward, official archaeology draws up and implements specific management and legislative frameworks concerning antiquities that define their position and the types of interaction produced in present-day society (Hamilakis 2007a).

As a discipline controlled by the state, archaeological practice is highly political (Gathecole and Lowenthal 1990, McGuire 1999 Thomas 2004). Its roots can be traced in the establishment of nation-states in the 19<sup>th</sup> century. The basic value accorded to the material remains of the past, is that of national identity. Concurrently, associated with the past, ancient shipwreck sites are attributed a symbolic value of identity.

At the same time, however, as Smith has indicated (2006: 76) "*The physical place or 'site' is not the full story of what heritage might be. Heritage is a cultural process that*

*engages with acts of remembering that work to create ways to understand and engage with the present [...] sites themselves are cultural tools that can facilitate, but are not necessarily vital for this process'.*

Hence, going beyond the restrictive notion of 'site' and understanding ancient shipwrecks as places incorporates the non-professional engagements and uses of the area. In this context, engagements around them produce social memory, developed through collective, embodied experiences (cf. Connerton 1989; Halbwachs 1992/ 1925).

The sea poses certain particularities in this course. Until recently, the sea has not been considered a *substance to theorise on, it was rather considered a metaphorical void* (cf. Anderson and Peters 2014). Nevertheless, the sea is a social and material place (Lambert et al 2006). Just like landscapes, the sea and seascapes participate in social engagements and, as a result, contribute to the building of identities, sense of place, and histories (Cooney 2003: 323). Consequently, studies on the associations that non-professional communities develop with the material remains of ancient shipwrecks should make a shift and place at the core of their investigation the sea, the engagements, and social relations, and therefore, collective memories associated with the sea.

## **2.4. CONCLUSIONS**

The current chapter presented the path shipwreck archaeology followed from its appearance as a scientific field in the 1960s up to date, focusing on both shipwreck archaeological research as well as on its association with the non-professional communities. Dissimilarities were identified on the ways these two directions of the field developed over the years. On one hand, shipwreck archaeological research has made noteworthy steps forward since its first appearance; it has moved from a strict focus on cultural historical paradigm and on ancient ships per se, to embrace relationships between people and the landscape/ seascape, and between ships and society.

Nonetheless, shipwreck archaeological field kept a distance from present-day communities. Distinct methods of approaching the public and presenting ancient shipwreck sites have been developed over the years. Regardless, discussion in the field was confined mainly on technical issues. As a result, the particularities of ancient shipwrecks as part of the contemporary world were not considered. The association of shipwreck archaeology with contemporary society is brought to the fore through a number of conventions and management projects. They, nevertheless, concentrate primarily on the preservation of the archaeological material and on informing the public regarding the



values of UCH. Even though this is an important aspect of shipwreck archaeology, it has been acknowledged that shipwreck archaeology is socially disengaged (Flatman 2007).

Indeed, the identification of the social and political relationality of the material remains of the past was highlighted with the post-processual turn in land archaeology (cf. Ucko 1987, 1995). This is an important approach towards local communities, which, however, was not employed in the shipwreck archaeological field. To the contrary, no initiatives have been developed to reach out the non-professionals and to comprehend their relations with antiquities located underwater.

Apart from the practical and technical considerations, the hesitation to engage in this type of research is also an outcome of the tendency to remain committed to theorisation of the sea. The sea in anthropological studies was approached as void and non-important. It was only recently that the sea has been recognised a more active role in the formation of relations and identities. On this ground, I would argue that shipwreck archaeology should go beyond the conception of the sea as a place of deposition of the site, and to approach it as a lived place that could shed light on the relations between people and antiquities.

## **CHAPTER 3: SHIPWRECK ARCHAEOLOGICAL ETHNOGRAPHY AS METHODOLOGY**

### **3.1. INTRODUCTION**

According to Holtorf, itineraries of archaeological sites today include the ‘meta-stories’ of archaeology in which “*contemporary audiences themselves feature as characters, engulfed in a plot about archaeology or the past that gives meaning and perspective to their present-day lives*” (2010: 381). The multiple *audiences* of ancient shipwreck sites are the principal *characters* in the present thesis. On that account, I adopted an ethnographic approach as the research tool that would enable an in-depth understanding and appreciation of the diverse non-professional practices and meanings developed around shipwrecks.

The chapter aspires to unfold the multiple aspects of my research, from the moment of defining the subject through the writing process. Ethnography, targeting particularly contemporary communities of archaeological sites, has been applied to a number of land archaeological projects. However, this has not been the case with ancient shipwreck sites. For this reason, the chapter begins by presenting methodological trajectories, which have been determined by the particularities of shipwrecks as ethnographic objects of study. From there on, the different phases of the study are presented: the distinct approaches employed to find and communicate with the participants as well as the processes of collecting and analysing material. Nevertheless, the different methods employed during fieldwork do not capture the particularities of the research undertaken in its totality. In this respect, the chapter also discusses the processes of the engagements and interactions that evolved between the interviewer and the interviewees throughout the different stages of material collection and analysis as well as the emerging ethical challenges.

### **3.2. SHIPWRECK ARCHAEOLOGICAL ETHNOGRAPHY**

Following the itineraries of ancient shipwreck sites throughout their afterlife, the current study sets forth the non-professional communities that are associated with their maritime as well as the terrestrial spatial context. The aim is to identify the cultural processes and the subsequent negotiations and meanings developed around them. This was sought through the narratives of the local communities as well as fishermen and divers who are active in the areas where the shipwrecks under examination are located. In

this respect, archaeological ethnography (Hamilakis and Anagnostopoulos 2009) was adopted as the research tool which would enable the combination of the anthropological methodologies required with archaeological sensitivities (Hamilakis 2011; Meskell 2012), in order to examine the socio-political dimensions of ancient shipwreck sites in the contemporary world (Castañeda 2008; Hamilakis 2016).

The features of the community groups under examination, which do not necessarily share the same locality, determined the methodological course followed. Even though the local community is defined by its geographical proximity to the site, this is not the case for fishermen and divers. Instead, their associations with shipwrecks are shaped by their regular and/or casual engagements with the maritime landscape. Moreover, their distinct localities as well as their separate encounters with ancient shipwreck sites - from a distance for the local communities, from the surface for the fishing community and from the depth for the diving community- indicates that the three community groups do not necessarily interact with each other during their engagements in the world.

Based on the above, an ethnographic survey around ancient shipwreck sites cannot be confined to the conventional single field site of investigation. Instead, the multiple and diverse locales included in the associations of ancient shipwrecks in the contemporary world called for *multi-sited ethnography*. With this process, research expands to several sites of observation and participation in order to examine the development of meanings in different contexts (Marcus 1995).

Revolving around three cases studies, material collection included eleven sites of investigation (Figure 3.1). This line of action entailed certain disadvantages regarding the type of engagement developed during interviews between the participants in the study and myself. With the time and space limitations of a PhD study, it was not possible to engage in a regular interaction with the participants in the eleven distinct locations. Nevertheless, embracing the scope of this *mobile ethnography*, as described by Marcus (1995:96), the current ethnographic survey does not aspire to produce an in-depth analysis of the distinct meanings and negotiations identified. Instead, it seeks to map the 'chains, paths, threads, conjunctions, or juxtapositions' (Marcus 1995: 105) of activities developed by the three community groups around the shipwreck sites under examination. In this respect, the aim is to elucidate and compare distinctive contexts of interactions and significance that might have not been possible otherwise.

### **3.3. THE METHODS**

Fieldwork, conducted at different stages during 2015-2018, followed two parallel axes: the official sources and the non-professional communities associated with the shipwreck sites. In the following section, I describe the distinct sources of the material collected and the methods employed to approach the various community groups participating in the study. I also outline the process of handling and analysing the ethnographic data gathered.

#### **3.3.1. OFFICIAL SOURCES**

##### **3.3.1.1. Preparatory research**

A database was compiled in the initial stages of the study. It included the ancient shipwreck sites located in the Eastern Mediterranean, dated up to the 19<sup>th</sup> cent. AD. The objective was to obtain a spherical overview of the path followed in the shipwreck archaeological field diachronically. Based on the shipwreck catalogues developed by Parker (1992) and Strauss (2013), which fell in the area of my interests, I reviewed the bibliographical sources in order to retrieve information regarding the state of preservation and the research and management methods adopted in each case. In time, it became clear that an update of the catalogued sites was necessary, with entries of (mainly, but not only) newly found shipwreck sites. This was achieved by collecting information from archaeological reports and bibliographical references as well as through personal communication with the relevant bodies and researchers, whenever that was possible.

The database catalogues 720 shipwreck sites. Nevertheless, this is by no means an exhaustive list for various reasons. It was not possible to access the archaeological reports of all the relevant countries while language barriers did not permit the review of reports or articles from certain countries (i.e. Israel and Turkey). Regardless, the database provides an overview of the type of research and presentation methods applied in the field diachronically. The tables presented throughout the analysis of the case studies were drawn from the current database and aim to situate each site in the wider Eastern Mediterranean shipwreck archaeological field.

A shipwreck catalogue developed based on the database referred to above is included in the Appendix .

### 3.3.1.2. Fieldwork

The first stage of fieldwork focused on the study and organisation of material collected from official sources. The Department of Antiquities of Cyprus (DAC) authorised access to archives relevant to maritime antiquities, particularly the files on the Keryneia shipwreck excavation and the file on general maritime archaeological issues. The Keryneia shipwreck file was created during the Keryneia Shipwreck Project (KSP). It includes all the official correspondence regarding the site, dated from 1966 to 1982. Particularly, the file comprises correspondence with the UPenn team as well as with different governmental departments, including internal memos of the DAC related to the project. Reports of the excavation field seasons and of the reconstruction of the ship are also incorporated in the file. Finally, the Keryneia shipwreck file includes correspondence with the public regarding the site.

The Keryneia shipwreck archive was for years the only maritime related archival file at the DAC. Any other maritime related issues were archived in general files on terrestrial and maritime antiquities. It was not until 2011, after Cyprus became actively involved in the field, the two subjects were separated and a file exclusively on underwater antiquities was created. Entries, dating from 1954 onwards, concern reports about the location of underwater antiquities, correspondence with archaeological teams requesting permission to conduct maritime surveys on the island, and correspondence with other governmental departments regarding research, management, and protection of underwater antiquities. The specific file also contains correspondence with members of the public (either individuals or organised communities) and with local authorities.

The DAC's archives were a significant source of information on the official context of maritime archaeology on the island. Particularly, it provided data on underwater archaeological surveys around the island, a number of which have not published their reports and, therefore, were not known. Furthermore, they encompassed material concerning the relationship between the DAC and the public diachronically as well as the conceptions and practices of the public related to underwater antiquities. They also provided supplementary insight into the official itineraries of the shipwrecks under investigation.

Additional information was obtained from the digitised newspaper archive of the Press and Information Office (PIO). As it contains material since 1878, it was possible to expand research to different aspects of the subject under investigation. Of particular interest were articles concerning the development of the discipline on the island, the references to underwater antiquities in general, and on the specific shipwrecks under

investigation. The PIO archives also provided material that helped the reconstruction of the social landscape of the different community groups under investigation. Information was gathered about the local communities of Mazotos and Keryneia as well as about the various types of exploitation of the sea diachronically. This last issue was also examined through the annual reports of the Department of Fisheries and Marine Research which comprise figures regarding fishermen and sponge divers from 1960 onwards as well as information about the areas and methods of exploitation.

The material collected by the end of this first stage of fieldwork, the different aspects of the official and non-official contexts of ancient shipwreck sites on the island, was useful in outlining the framework of the second stage, which was the contacts with the non-professional groups.

### *3.3.2. APPROACHING POSSIBLE INTERVIEWEES*

During fieldwork, I elaborated distinctive channels in order to locate people from the different groups, which enabled me to approach and discuss with a number of possible participants. In the following sections, I describe the methods employed to locate possible participants.

#### **3.3.2.1. The Keryneia shipwreck**

Research around the non-professional social groups connected with the Keryneia shipwreck focused on people who used to live in the city during the KSP in 1967-1972: Greek-Cypriots (GCs) as well as Turkish-Cypriots (TCs). However, the local society of Keryneia of the 1960s-1970s is no longer a geographically defined community group. Since the Turkish invasion on the island in 1974 and the occupation of Keryneia (for more details see chapter 4.2), GCs resettled in different cities in southern Cyprus, while TCs who remained in northern Cyprus either still live in Keryneia or moved to Lefkosia or even abroad.

As a GC who lives permanently in the southern part of Cyprus, the first attempt to reach out to the local community was through attending events organised by the Municipality of Keryneia, now located at Lefkosia. These events offered the opportunity to engage with members of the GC community of Keryneia, to introduce my research topic to them, and to establish communication with people who could provide useful insights. These first meetings and the contacts established determined the specific course of my survey within the local community of the city. During the informal discussions, I was

provided with new contacts, expanding significantly my engagement with GCs from Keryneia. Moreover, GCs brought me in touch with TCs of Keryneia who, in their turn, shared with me new contacts of people who would be willing to participate in my research.

Participants in the interviews were selected based on their experiences and memories around the Keryneia shipwreck. Even though throughout its afterlife the site had not developed direct engagements with fishermen, fieldwork targeted members of the fishing community as well, aiming to identify how they perceived and recalled the site. However, as the shipwreck was introduced to its afterlife over 50 years ago, it was not possible to locate people who were actively involved in fishing at the time of its location and excavation. Instead, I interviewed people whose parents had been involved in the sea and whose childhood memories had developed around these particular engagements. The divers' perspective, on the other hand, was examined through an interview with the son of the person who located the site, one of the two persons who had seen the Keryneia shipwreck on the seabed.

### **3.3.2.2. The Mazotos shipwreck**

Research around the Mazotos shipwreck focused on the village of the Mazotos as well as the harbours in the area used by the fishermen and the divers. Distinct methods were employed to approach the three community groups, depending on their particularities. The local community of Mazotos is a well-defined social group that **develops around** (?) the village. This was decisive in determining how to introduce my project and myself to the different social groups in the village, and establish channels of communication with people who would participate in the interviews. The target of my first contacts was twofold: the local coffee shops where I met and discussed with local men, most of them over 60, and the Mazotos Primary School. A presentation organised at the school opened up another channel of communication with locals working there (mostly women), as well as with a number of mothers who attended the presentation. Through these initial contacts, I managed to establish connections with people who were interested and participated in the survey.

The contacts developed at the village also included the few local fishermen. However, they represent a very small proportion of the actual number of fishermen active in the Mazotos sea. Therefore, attempts were also made to connect with fishermen from different localities who use the harbours in the area: the Larnaka, Latourou, and Zygi harbours. After several visits to each of the harbours, it was possible to engage in informal discussions with a number of fishermen and to identify potential participants in the

interviews. In this context, both older and younger fishermen were approached, aiming to record their possible different views and memories around the site.

In contrast to the local community of Mazotos and fishermen who were concentrated in particular locations, that was not the case with divers. The area is not a popular diving spot, and has no diving centres. Moreover, as their engagements with the sea are recreational, there was not a specific time or place where divers could be located. Hence, attempts to approach members of the diving community who were associated with the site followed a different direction. The initial connection was made directly with the few people who were known to have established contact with the site prior to its report to the authorities (i.e. the persons who reported the site). From thereon, my contact list expanded by word of mouth. The first communication was made by telephone in order to schedule a meeting. Meetings with divers took place at their home towns, particularly Lefkosia, Larnaka and Lemesos.

### **3.3.2.3. The Nissia shipwreck**

The Nissia shipwreck was incorporated in my research during its last stages. With the completion of the fieldwork on the Keryneia and Mazotos shipwrecks, I decided that it would be of interest to incorporate a site with different characteristics that could reveal distinctive associations and meanings. Nevertheless, due to time limitations, research around the site could not expand to the three groups surrounding it. In view of the particularities of the site and the known webs of interaction developed with the fishing and diving communities, as these emerged from the official archives, research focused particularly on these two groups.

Efforts to approach members of the fishing community followed the same line as in the case of fishermen associated with the Mazotos shipwreck. First contacts were made during visits to the three harbours in the area (Agios Nikolaos, Agia Triada and Nissia). I also visited the local fishermen's coffee shop at Paralimni where I had the opportunity to introduce myself and have an informal discussion with a group of fishermen, unlike the one to one talks I had at the harbours.

The diving community is a sizable social group in the area and includes recreational and professional divers from different areas around Cyprus (see chapter 8). Even though it is a well-defined community group, which can be easily located at the numerous diving centres and diving spots in the area, efforts to establish a contact followed a different course to that followed with the fishing community. As my aim was to



focus on those divers who had developed an association with the site prior to the initiation of the Nissia Shipwreck Project (NSP) my first contacts were made with the persons who reported the site to the authorities. Their narratives gradually revealed a number of people that had engaged with the site. I communicated with them by phone or visited them at their work place, most of them at Paralimni, but also in Lefkosia.

Finally, research around the local community of Paralimni had a reconnaissance character aiming to identify the main characteristics of the local community and their knowledge regarding the site. With over 14.000 inhabitants (Statistical Service 2011), Paralimni represents a broad fieldwork ground. Hence, the methods of approaching the local community were adjusted accordingly. Focusing on different age groups in order to capture the main differences in their engagement with the sea, and hence, their knowledge about the site, I visited different coffee shops; those frequented by older people (over the age of 60) and those frequented by younger people. Moreover, I visited the harbour and restaurants located in the coastal area of Paralimni, in order to speak to individuals who are spatially associated with the sea. However, no personal interviews were carried out after these preliminary contacts.

### 3.3.2. COLLECTING AND PROCESSING ETHNOGRAPHIC DATA

Through the different methods elaborated to approach members of the distinct communities, I had the opportunity to meet and informally discuss with a significant number of people. These discussions illustrated the mindset of each community group, how they responded to my presence and the subject I was investigating. Nevertheless, not all of the meetings proceeded to the interview. In some cases, I realised from our first discussion that possible participant's knowledge and experiences were not within the scope of my research. Moreover, in several instances people seemed hesitant to engage in this endeavour. In total, 71 interviews were conducted with 60 people representing the three distinct groups under examination (Table 3.1).

**Table 3.1: List of participants in the interviews.**

No	Nickname	Gender	Origin	Shipwreck
1	Fisherman 1	Male	Greek Cypriot	Mazotos
2	Fisherman 2	Male	Greek Cypriot	Mazotos
3	Fisherman 3	Male	Greek Cypriot	Mazotos
4	Fisherman 4	Male	Greek Cypriot	Mazotos
5	Fisherman 5	Male	Greek Cypriot	Mazotos

<b>6</b>	Fisherman 6	Male	Greek Cypriot	Mazotos
<b>7</b>	Fisherman 7	Male	Greek Cypriot	Mazotos
<b>8</b>	Fisherman 8	Male	Greek Cypriot	Mazotos
<b>9</b>	Fisherman 9	Male	Greek Cypriot	Mazotos-Nissia
<b>10</b>	Fisherman 10	Male	Greek Cypriot	Nissia
<b>11</b>	Fisherman 11	Male	Greek Cypriot	Nissia
<b>12</b>	Fisherman 12	Male	Greek Cypriot	Nissia
<b>13</b>	Fisherman 13	Male	Greek Cypriot	Nissia
<b>14</b>	Fisherman 14	Male	Greek Cypriot	Nissia
<b>15</b>	Fisherman 15	Male	Greek Cypriot	Nissia
<b>16</b>	Fisherman 16	Male	Greek Cypriot	Mazotos-Nissia
<b>17</b>	Diver 1	Male	Greek Cypriot	Mazotos
<b>18</b>	Diver 2	Male	Greek Cypriot	Mazotos
<b>19</b>	Diver 3	Male	Greek Cypriot	Mazotos
	Diver 4	Person reported the Nissia shipwreck (a)		
<b>20</b>	Diver 5	Male	Greek Cypriot	Mazotos
<b>21</b>	Diver 6	Male	Greek Cypriot	Mazotos
<b>22</b>	Diver 7	Male	Greek Cypriot	Mazotos-Nissia
<b>23</b>	Diver 8	Male	Greek Cypriot	Mazotos-Nissia
<b>24</b>	Diver 9	Male	Foreign national	Nissia
<b>25</b>	Diver 10	Male	Greek Cypriot	Nissia
<b>26</b>	Diver 11	Male	Greek Cypriot	Nissia
<b>27</b>	Diver 12	Male	Greek Cypriot	Nissia
<b>28</b>	Diver 13	Male	Greek Cypriot	Nissia
<b>29</b>	Diver 14	Male	Greek Cypriot	Nissia
<b>30</b>	Diver 15	Male	Greek Cypriot	Nissia
	Diver 16	Person reported the Mazotos shipwreck (a)		
	Diver 17	Person reported the Nissia shipwreck (b)		
	Diver 18	Person reported the Mazotos shipwreck (b)		
<b>31</b>	Local 1	Female	Greek Cypriot	Mazotos
<b>32</b>	Local 2	Female	Greek Cypriot	Mazotos
<b>33</b>	Local 3	Female	Greek Cypriot	Mazotos

<b>34</b>	Local 4	Female	Greek Cypriot	Mazotos
<b>35</b>	Local 5	Female	Greek Cypriot	Mazotos
<b>36</b>	Local 6	Female	Greek Cypriot	Mazotos
<b>37</b>	Local 7	Female	Greek Cypriot	Mazotos
<b>38</b>	Local 8	Male	Greek Cypriot	Mazotos
<b>39</b>	Local 9	Male	Greek Cypriot	Mazotos
<b>40</b>	Local 10	Male	Greek Cypriot	Mazotos
<b>41</b>	Local 11	Male	Greek Cypriot	Mazotos
<b>42</b>	Local 12	Male	Greek Cypriot	Mazotos
<b>43</b>	Local 13	Female	Greek Cypriot	Keryneia
<b>44</b>	Local 14	Female	Greek Cypriot	Keryneia
<b>45</b>	Local 15	Female	Greek Cypriot	Keryneia
<b>46</b>	Local 16	Male	Greek Cypriot	Keryneia
<b>47</b>	Local 17	Male	Greek Cypriot	Keryneia
<b>48</b>	Local 18	Male	Greek Cypriot	Keryneia
<b>49</b>	Local 19	Male	Greek Cypriot	Keryneia
<b>50</b>	Local 20	Male	Greek Cypriot	Keryneia
<b>51</b>	Local 21	Male	Turkish Cypriot	Keryneia
<b>52</b>	Local 22	Male	Turkish Cypriot	Keryneia
<b>53</b>	Local 23	Male	Turkish Cypriot	Keryneia
<b>54</b>	Local 24	Male	Turkish Cypriot	Keryneia
<b>55</b>	Local 25	Male	Turkish Cypriot	Keryneia
<b>56</b>	Local 26	Male	Greek Cypriot	Paralimni
<b>57</b>	Local 27	Male	Greek Cypriot	Paralimni
<b>58</b>	Local 28	Female	Greek Cypriot	Paralimni
<b>59</b>	Local 29	Male	Greek Cypriot	Paralimni
<b>60</b>	Local 30	Male	Greek Cypriot	Paralimni

Different methods were used to organise the material collected during fieldwork. Detailed reports, based on field note, were prepared on each informal meeting and interview. They described the content and the general characteristics of the meetings. They also included aspects of the discussions that impressed me, for example the participants reactions in certain cases. Moreover, with the participants' consent, the

majority of the interviews were voice recorded and transcribed. If participants did not wish to be recorded, field notes were taken during and after the interviews.

The processing of ethnographic data during fieldwork acted as a first level analysis of the material collected. I was able to categorise information and identify notions and hermeneutic units, which, up to a certain extent, defined the direction of the subsequent interviews. In fact, on several occasions, this first level analysis brought to the fore new issues and research questions that had been identified in the interviews. In these cases, a second meeting was arranged for further discussion and clarification.

Formal data analysis was carried out on conclusion of fieldwork, through the systematic review of the data gathered collectively. Yet, analysis did not follow a clear-cut pattern with a specific beginning and ending, detached from the several stages of this research. Geertz described the “backward order of things” in this course as “first you write and then you figure out what you are writing about”. As he explains, this is standard procedure in the field as writing is “exploratory, self-questioning, and shaped more by the occasions of its production than its post-hoc organisation into chaptered books” (2017:xii). Indeed, although I began with a certain notion in mind, during fieldwork and writing I was engaged in a constant re-assessment and reshaping of ideas and perceptions, which in turn, revealed new, salient meanings.

### **3.4. THE INTERACTIONAL PROCESSES**

Ethnographic fieldwork is by its nature flexible as it is constantly reshaped based on the knowledge and experience accumulated in the process. According to Geertz, it is not so much defined by the methods elaborated for establishing communication, selecting informants, transcribing texts, mapping field and there on. What defines ethnography is the intellectual effort of *doing ethnography* (Geertz 1973: 5-6). Malkii (2007) takes this notion further to indicate that ethnography is a process rather than a method, engaged in a constant movement between theoretical and empirical, which includes reflections and improvisation (Malkii 2007). These movements, evident throughout research, material collection, data processing, analysis, and writing were engaged in a perpetual interplay between the participants and myself, and defined the course of the narratives produced.

At a first meeting with each one of them, I introduced my project and myself. This proved to be a very critical point in the relationship developed with the various people involved, which would define its course. During my initial attempts to connect to people, I explained that for the purpose of my PhD I examine people’s engagements, memories,

and understandings around the shipwreck of interest in each case. This introduction seemed to hold people back, avoiding any discussion. A common answer would be “*How can I help, I know nothing*” or in the case of the Keryneia shipwreck “*It’s all written down, what do you need to know from me*”. The prevailing notion was that as they were not archaeologists, they did not consider themselves competent to talk about the shipwrecks, even though it was made clear to them that I was interested in their own experiences and understandings.

What is more, in the early stages of the ethnographic fieldwork, I had developed a set of structured questions for the distinct groups, adjusting them each time depending on the specific shipwreck under investigation. Questions focused on the participants’ memories and their experiences around the sea and the shipwreck site. However, it was soon made evident that a prefixed structure rather confined the scope of interviews. This method did not allow participants to express themselves freely and expand the discussion by talking about their knowledge, memories and understandings on the various issues touched upon during the interviews (Burgess 1993: 101). Instead, it directed them to reply according to my expectations.

I soon realized in practice the essence of ethnographic interviews as a ritualized performance space of constant interaction and influence among the interviewer and the interviewee (Skinner 2012: 9). In fact, it was made clear that this statement is not true only in the framework of an interview, but also in every possible interaction among the two. The outcome of this awareness was that I adjusted my approach during my distinct encounters with potential participants in my survey. Slight changes were made in the way I introduced myself, by transferring my focus from the shipwreck sites to the potential participants. I explained to them that my research was about the people who are, or could be associated with the specific shipwreck site and that I would like to hear their stories, learn about their lives and discuss their relationship with the sea, the past, and their engagements with antiquities. This introduction encouraged people and consented to a second meeting and an interview.

Similarly, a shift of approach was undertaken during interviews. Aiming to let the interviews to evolve, I adopted a semi-structured form during which I would encourage participants to talk about themselves, prompting an autobiographical narrative. My involvement was confined to guiding the interviews indirectly towards conversation subjects of interest. This method allowed the participants the physical and mental space necessary to express their thoughts and recount their memories. As a consequence, participants proved to be analytical on distinct topics that were not initially included in my questionnaires, but which, nevertheless, held a primal position in their everyday lives and

enlightened certain aspects of their identities. Although these topics could seem irrelevant at first glance, they revealed meanings and connections with the understandings and practices developed around the sites that went beyond the obvious, to aspects that were not brought to the fore through the structured interviews.

Though my aim through this approach was to confine the extent to which I would influence participants' narratives, this could not be achieved completely. As stated, "interviews are conversations where the outcome is a coproduction of the interviewer and the subject" (Kvale 1996: xiii). In this course, "the interviewer's gaze helps to fix the self of the other" (Atkinson and Silverman 1997: 314). Hence, my presence and affiliation defined the different participants' approach towards the interviews and determined the course of the discussion evolved. For example, it was evident among a number of divers that they were rather hesitant to open up to an archaeologist regarding their engagements with the shipwreck sites. They would feel compelled by my presence to reveal those aspects of themselves and their engagements they considered most 'appropriate'. In this case, repeated meetings were scheduled in order to develop a relationship of trust. At the same time, questions were repeated in order to elicit reconfirmation of previous narratives.

The challenge just described is an example of projection of the self through an interview. Nevertheless, this was not evident only among the diving community. As Hoskins indicates, during ethnographic interviews participants construct narratives about themselves for 'public' use, based on the questions and expectations of the researcher on one hand, and their experiences and conceptions on the other (Hoskins 1998). Indeed, it was evident, for example, that GC locals of Keryneia attempted to produce an idealised narrative surrounding the Keryneia shipwreck excavation, dismissing details regarding the initial skepticism towards the archaeological team excavating the site (see chapter 6).

As Atkinson and Silverman have noted, interviews are "grounded in the tope of repetition, for the revelations that disclose the self are reproducible. The narratives and anecdotes-for all their apparent power to reveal uniquely the interiority of the self-are rehearsed and reproduced" (1997: 314). As self-promotion could not be avoided, they were rather integrated in the material analysis and writing process. In this regard, I approached the material collected with some sensibility to the context of the interviews, which could reveal the participants' perceptions, but also how my position affected their narratives. For that purpose, field notes included my general thoughts and impressions about the interview as well as aspects that could not be reflected in the voice recordings such as emotions and embodied expressions. The accounts also included notes on what people said, what they underlined, and what they avoided to say. Likewise, aiming to capture as much as possible every aspect of the interview, transcriptions preserved the

exact conversation between interviewer and interviewee, including pauses, hesitations, overlaps and expressions of feelings (cf. Silverman 2017). In this way, I attempted to capture the evident and salient points that emerged, including possible projections as well as inconsistencies.

### **3.6. EMBEDDING ETHICS**

Ethical considerations are inherent in a research topic that attempts to produce interpretations and narratives based on collecting and analysing human experiences and thoughts. The dominant issues once the subject was defined were how to engage with diverse non-professional communities on the basis of ethical principles and how to address their multiple meanings, uses, and conceptions around antiquities. In essence, the research topic had to move beyond the ontological grounds of official and professional archaeology and its political connotations, which detach non-professional engagements and conceptions around antiquities in the contemporary world (cf. Thomas 2004; Hamilakis 2007a). Instead, the aim was to approach, as entities in their own right, engagements that lie beyond official archaeological understandings and agendas, and interpret their position.

The use of archaeological ethnography in this context aspired to bridge the distance between the professional and non-professional approaches and conceptions, and to create a trans-cultural and reflexive space among the two. Nevertheless, such an approach was not devoid of further ethical considerations regarding the type of engagements with the various non-professional groups and their consequences in the interpretations produced.

My role as a researcher, actively involved in the Mazotos and Nissia Shipwreck projects, placed me in the official circles of archaeology. Hence, participants accorded me in our interaction a position of authority. However, this was in absolute contradiction to the intellectual concept of my research, which aimed to go beyond the de facto distance between professionals (hence, authority) and non-professionals. For me, sincerity was the best way to overcome this obstacle. I, therefore, attempted to explain, but also demonstrate in my attitude, that my aim was not to label perceptions and activities as right or wrong, but rather to learn about them and, if possible, comprehend their significance beyond any professional pre-conceptions.

To support this approach, it was made clear from the start that the meetings would be based on confidentiality. I assured interviewees that their narratives, whether recorded or not, would not be used or reproduced without their consent, or for any other purpose

beyond the current research objectives. Moreover, anonymity in the written accounts of the interview was safeguarded, in order to protect participants from exposure. Therefore, codified names are used throughout the text for each of the participants' quotes. Moreover, in cases where the text may point to a particular person (i.e. the persons that reported the sites under examination), a distinct code is used, so that they are not identified in other parts of the thesis.

Another prevailing ethical dimension was how can a study that is grounded on examining the participants' narratives, maintain objectivity. Ethnographic studies reflect the people and subjects the researcher encounters and chooses to pursue (Marcus 1995). Moreover, analysis and interpretations transfer and represent the narratives of others into our own theoretical background and knowledge (Hoskins 1998: 179). Indeed, editing of participants' narratives could not be avoided. In certain cases, it was necessary to extract meanings and merge them with other selected fragments of their accounts. This is a very delicate issue as the selection of the quotations and the context of their presentation in the thesis is the outcome of my own background and research interests in a direct intersection with the relationship and meanings developed during the co-constructive interviews.

In this light, the accounts produced required a level of reflexivity on the ways the research results were presented. I therefore, attempt to exemplify my position within my writing and interpretations through situating the participants' voices before any attempt to combine them into a synthetic account (Marshall 2006: 74). Throughout the thesis the participants' accounts are presented in quotes, or mentioned, to distinguish them from my own perceptions and interpretations presented. The thesis structure further contributes towards that direction. The case study chapters (chapters 6-8) retain a descriptive character, before proceeding to analysing my own interpretations in the conclusions. Moreover, the participants' accounts are drawn together analytically only in the discussion chapter (chapter 9).

### **3.7. CONCLUSIONS**

In the current chapter, I presented the different methods and processes followed during fieldwork for the collection of material and analysis. All the above did not follow a linear path. There were different levels of material analysis and reshaping of ideas at every stage of the study, from inception to the writing procedure. However, as Wolcott indicates "ethnography is more than a method: it is a way of conceptualising as well as of looking" (1999:17). Indeed, with these processes I embarked on a constant assessment



and reformation of my perceptions towards the research questions, the participants, and the ideas emerging through our interaction.

ANNA DEMETRIOU

## CHAPTER 4: OFFICIAL ARCHAEOLOGY IN CYPRUS

### 4.1. INTRODUCTION

*“The materiality and the practice of archaeology in the region [Near East] is inextricably linked to the political and cultural realities faced by their respective peoples”* (Meskell 1998: 2).

Through these introductory words in her book *“Archaeology Under Fire”*, Meskell captures the interplay between archaeological thought and practice with shifting contemporary realities. This is particularly the case in Cyprus where its intense and changeable political scene has shaped people’s relationship with history, nation, and memory, influencing personal and collective identities (Papadakis et al 2006: 1; Stylianou-Lambert and Bounia 2016: 30). Antiquities played a significant role in this course; their materiality and temporality were accorded specific values and roles throughout Cyprus’ history, depending on the social actors that interacted with them.

The way the material remains of the past are treated and understood today is the outcome of the interplay among a number of social, political, and cultural developments that took place on the island from the 19<sup>th</sup> century onwards. The chapter focuses on the various stages in the formation and crystallization of the official archaeological discourse on the island from the time of the Ottoman rule onwards (1571-1878). This period marked the establishment of the contemporary social structure of the island and the shift from a pre-modern to a modern conception of archaeology.

The socio-political landscape of Cyprus sets the basis of the discussion, which proceeds to identify the various, often contrasting yet coexisting, elements that have contributed in defining the values of antiquities and the subsequent dominant strategy for their protection and management. Attention is given to the varying roles of antiquities in the contemporary world and to drawing up the institutional framework to support these roles. In this regard, the chapter gives an overall description of official archaeology in Cyprus and outlines the contextual background, in order to examine its particular expressions in the maritime archaeological field, which is the subject matter of the next chapter (5).

### 4.2. THE SOCIO-POLITICAL LANDSCAPE

Cyprus was conquered by Ottoman troops in 1571 and was subsequently annexed to the Ottoman Empire. Under Ottoman rule, the demographic structure on the island

changed and gradually took the form that would characterise Cyprus throughout its modern history. Muslims from Asia Minor and Anatolia as well as army officers who settled on the island constituted the core of the Muslim community that gradually emerged, living alongside the Orthodox community. Throughout most of the Ottoman rule, the two communities were separated only by their religion and language (Kyrris 1985: 259-260; Attalides 2003: 4; Nevstat 2005: 432). This fact gradually shifted when, after the Greek War of Independence (1821), nationalism made its appearance among the Orthodox community of the island. The establishment of the Greek State (1830) brought to the fore aspirations for union (*enosis*) with Greece, voiced by the Church and the elite who had developed contacts with Greeks of the Diaspora (Hadjidemetriou 2007: 279, 297-298).

With the Treaty of Berlin in 1878, the administration of the island was handed over to Britain in exchange for guarantees to protect the Ottoman Empire against possible Russian aggression. When the Ottoman Empire entered World War I on the side of Germany (1914), Britain annexed the island. Under the Treaty of Lausanne (1923), Turkey relinquished all rights to Cyprus and the island was declared Crown colony in 1925 (Hadjidemetriou 2007).

During British rule, Cyprus was composed of the Greek community and a Turkish minority<sup>2</sup>. The two communities welcomed the change of administration expecting improvement in their lives. In addition, the Greek population revived its national aspirations for union with Greece, anticipating that Britain would assent (Hill 1952: 297). Turkish nationalism emerged after the fall of the Ottoman Empire, at the end of the first World War and the establishment of the Kemalist Republic of Turkey (Attalides 2003: 4). By the end of the 1920s, Kemalism gradually spread among the Turkish community of Cyprus, through their contacts with the Turkish intelligentsia and the reforms in education. Opposing Greek aspirations, Turkish nationalism claimed partition (*taksim*), a fact that produced inter-ethnic confrontation (Attalides 2003: 36-46; Nevstat 2005: 432-434).

The demand for union with Greece climaxed after the Second World War, leading to the national liberation struggle of EOKA (National Organization of Cypriot Fighters) against colonial rule (1955-1959) (Attalides 2003: 4). The London Tripartite Conference (1955) convened by Britain to discuss the Cyprus issue, reintroduced Turkey as a player in the Cyprus issue (Hadjidemetriou 2007). The struggle ended in 1959 with the London-

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<sup>2</sup> The ethnic characterization of the communities was introduced following the rise of nationalism on the island in the 20<sup>th</sup> century. The terms Greek-Cypriot and Turkish-Cypriot were introduced after the Independence of Cyprus (Hatay and Papadakis 2012).

Zurich Agreements signed by Britain, Greece, and Turkey and representatives of the Greek and Turkish communities, leading to Cyprus' Independence. Besides the Treaty of Establishment of the Republic of Cyprus, the Agreements included the Treaty of Guarantee whereby the contracting parties pledged to guarantee the independence of Cyprus and prohibit union or partition. Moreover, the Treaty of Alliance stipulated cooperation among Cyprus, Greece, and Turkey to defend the island, and the presence of Greek and Turkish military contingents (Attalides 2003: 52-53).

The Republic of Cyprus was founded in August 1960, composed of 78% Greek-Cypriots (GCs), 18% Turkish-Cypriots (TCs) and 4% other (Republic of Cyprus 1960) with Archbishop Makarios III as President and Dr. Fazil Kucuk as Vice-President. Complex and non-workable provisions in the Constitution as well as the insistence of the two communities to pursue their opposing goals, caused inter-ethnic violence in 1963, and the withdrawal of the TCs from the Government and the Civil Service (Attalides 2003: 51-54; Bryant and Papadakis 2012: 5). The UN Security Council examined the issue in 1964 and decided to establish a UN Peacekeeping Force in Cyprus (Hadjidemetriou 2007). In this framework, the east-west axis (named the Green Line) was drawn as a ceasefire line between the two communities, which exists up to the present (Bryant and Papadakis 2012: 5).

Years of inter-communal talks to solve the differences failed. On July 20, 1974, using as pretext the coup staged by the military junta then in power in Athens, to overthrow President Makarios, Turkey invaded the island and by 14 August 1974, it occupied 37% of Cyprus' territory, dividing the island. As a result, 165,000 GCs were displaced from their homes moving to the south of the island, while about 45,000 TCs moved to the north. On 15 November 1983, the TC leadership unilaterally declared the "Turkish Republic of Northern Cyprus", now only recognized by Turkey (Hadjidemetriou 2007).

Sporadic negotiations between the two communities under the auspices of the UN since 1975 failed to reach a settlement. By the late 1980s, however, changes in the existing political narrative began to surface, replacing the unfulfilled aspirations for union with Greece with the hope for the reunification of Cyprus (Papadakis 1998). A bi-communal movement began to make its appearance. Despite criticism, the movement expanded by the late 1990s, embracing different groups of people who aimed to end the division (i.e. Cockburn 2004: 143-168).

Following more rounds of proximity talks, a UN plan for a settlement was presented to the two communities in 2002. At the same time, it was clear that even with

no solution, the Republic of Cyprus would join the European Union (EU) as a full member. Large protests staged by the TCs in favour of a solution to the Cyprus problem and the prospect of joining the EU, led to the partial lifting of restrictions in the movement between the two sides in April 2003 (Bryant and Papadakis 2012: 6). The UN proposal -the Annan Plan- to resolve the issue, which was put to separate referenda in April 2004, was approved by the TCs while rejected by the GCs.

On 1<sup>st</sup> May 2004, the Republic of Cyprus joined the EU with the *acquis communautaire* implemented in the areas under the effective control of the Cyprus government. Nevertheless, regulations came into force regarding movement of goods and services, aiming to facilitate trade and other links between the two areas (Council of Europe 2004: art. 4). Moreover, aspiring to support the reunification of Cyprus, a European Commission aid programme was initiated to encourage the economic development of the TC community, with particular emphasis on the economic integration of the island (European Commission 2018). Furthermore, bi-communal endeavours for cooperation in both the political and social spheres, increased significantly from 2004 onwards. Nevertheless, proximity talks between the two communities undertaken since then have not reached a solution that would unify the island.

### **4.3. SHAPING THE VALUE OF ANTIQUITY**

#### **4.3.1. INTRODUCING WESTERN IDEALS**

Antiquities, as a prevailing feature of Cyprus' landscape, attracted travellers' attention through the ages. Accounts from the 14<sup>th</sup> century onwards describe the *ruins* and the *destroyed cities* they encountered during their visits. For example, L. Von Suchen (1908[1468?]: 20), in the account of his visits to Cyprus in 1336 and 1341 refers to the destroyed city of Salamina. By the 16<sup>th</sup> century, the material remains of the past captivated travellers' attention as valuable objects. Joseph de Meggen, a Swiss pilgrim who visited Cyprus in 1542, recounted the "*innumerable precious pieces... brought to light...*" by locals at Salamis, which "*we bought from them, sometimes with gold, sometimes with silver, various tokens of extreme antiquity...*" (Goring 1988: 1-3). These engagements, evident throughout the Ottoman rule on the island, gradually changed as the interplay of political, social, and intellectual developments, which took place beyond Cyprus, introduced western ideals to the understanding and use of antiquities.

By the 19<sup>th</sup> century Cyprus became "... *a very happy hunting ground for the lovers of antiquities*" (Rider Haggard 1901, 115). Its association with the Orient and the Greek

world attracted on the island amateurs and art collectors who excavated and purchased antiquities freely (Given 1998, 2002). Nevertheless, an elemental distinction prevailed with respect to the past. Interest gradually moved towards the study and/or collection of antiquities. This prospect brought to the island visitors with specialized knowledge and interests. Among such personalities were the French specialist on Phoenician art Marquis Melchior de Vogüé, the French orientalist and politician of British origin William Waddington, and the architect Edmont Duthoit who visited Cyprus in 1862 in order to “consider possibilities of studying the monuments of our ancestors left on the island of Anatolia” (Stylianou-Lambert and Bounia 2016: 73). Moreover, European consuls based in Cyprus engaged in excavations and collected antiquities, which were frequently sold to Museums around the world. Such was the case of Robert Hamilton Lang (Vice-Consul in Cyprus since 1871) who loaned a collection of Cypriot antiquities to the Glasgow Museum and Art Gallery. General Luigi Palma di Cesnola (American Consul in Cyprus, 1865) also sold a large collection of Cypriot antiquities to the Metropolitan Museum of New York (Knapp and Antoniadou 1998: 29-30).

Archaeological engagements implemented during the 19<sup>th</sup> century indicate a conceptual shift towards antiquities. Although excavations did not elaborate scientific methods of documentation, their aim moved beyond the mere profit hunt to selection based on particular criteria. In the context of antiquarianism (Knapp and Antoniadou 1998: 29), material remains of the past were detached from their original context through a process of selection, collection, and valorisation based on aesthetic and/or historical criteria (Schnapp 1993; Thomas 2004; Hamilakis 2007b).

These activities generated an interest in Cypriot antiquities, expressed openly during British rule. In the midst of a Eurocentric discourse on civilization whose roots were identified in Greek colonisation, Classical Antiquity was at the centre of archaeological interest (Van Dommelen 2012). In this context, Cypriot antiquities, which became known through exhibitions in New York, were regarded as valuable resources to the colonizing nation, which was unable to expand excavations to other eastern Mediterranean countries (Kiely 2010: 231-232).

Archaeological excavations during British rule increased significantly, preparing the scientific and intellectual path for the discipline on the island. The foundation of the Cyprus Exploration Fund in 1887, supported by the British School at Athens (BSA), the Society of Promotion of Hellenic Studies, and the Universities of Cambridge and Oxford was a contributory factor in that direction (Knapp and Antoniadou 1998: 30). In this context, excavations mainly by British archaeologists, such as Alexander Murray (keeper of the British Museum Greek and Roman Antiquities Department) and John Linton Myres

(student at the BSA), gradually incorporated a scientific approach in archaeological activity on the island (for a brief account of the projects undertaken see Leriou 2015: 223-224).

By the 20<sup>th</sup> century, the scientific grounds of archaeology were set on the island. The role of the Swedish Cyprus Expedition (SCE) in this was instrumental. Excavations of the SCE during 1927-1931, under the direction of Einar Gjerstad, laid the foundations of Cypriot archaeology. The SCE implemented for the first time scientific methods in the recording and analysis of archaeological data based on stratification and chronological associations. Moreover, their work triggered international interest in the field and encouraged the growth of archaeological fieldwork by foreign and local archaeological missions on the island (Knapp and Antoniadou 1998: 30).

The scientific development observed in the field was fundamentally different from archaeological activity of the early 19<sup>th</sup> century. Embedded within the colonialist and imperialist discourse, archaeological practice and interpretation was used to support political ideologies. During the first years of British rule, it underlined the ‘Hellenic’ nature of the Cypriot past, which characterised archaeological research on the island (Given 1998; Leriou 2009; Stylianou-Lambert and Bounia 2016: 72-77). Enhanced by the Classical-oriented education of intellectuals involved in archaeological work on the island, this tendency supported colonialist and imperialist manifestations; the study and collection of antiquities of a Hellenic character would make manifest and endorse western domination over the colonised people (Given 1997; Given 1998; Stylianou-Lambert and Bounia 2016: 72). Likewise, a shift from Greek oriented narratives was observed following the 1920s. In order to support the interests of the colonial authorities, attention moved towards the examination of testimonies dating prior to the arrival of Achaean colonists, aiming to promote the Cypriot identity, detached from Greek origins (Given 1997, 1998).

#### 4.3.2. THE LOCAL VALUE OF ANTIQUITIES

##### 4.3.2.1. Pre-modern engagements: common expressions

People in Cyprus had an embodied engagement with the material remains of the past, which they believed to be a prevailing feature of their living environment. Travellers’ narratives from the 16<sup>th</sup> century onwards provide a glimpse of the interactions developed and underline the roles attributed to antiquities. Edward Daniel Clarke (1908 [1810-1823]: 383) described an excavation by locals at Kition in 1767 that aimed to “... *procure from its ruins materials for building...*”. The poverty-stricken local population also excavated and sold antiquities to antiquarians. This activity continued up to the 19<sup>th</sup> century, when the

people of Cyprus began to sense the conceptual changes in Europe regarding antiquities. Henceforth, the locals began to participate actively in the excavations taking place on the island in the context of antiquarianism. Edward Daniel Clarke, who visited Cyprus in 1801, illustrated this in the following account: *“Among the gems found in Cyprus, we noticed intagliated scarabaei with similar symbols; and obtained one whereon Isis was exhibited holding a lion’s cub, precisely according to the appearance presented by the statue discovered at Larnaka. Since these antiquities were found, the inhabitants have also dug up a number of stone coffins, of an oblong rectangular form. [...] Several intaglios were also discovered and brought to us for sale. We found it more difficult to obtain ancient gems in Larnaka than in the interior of the island, owing to the exorbitant prices upon them. At Nicosia, the goldsmiths part with such antiquities for a few paras”* (Clarke 1908[1810-1823]: 381).

Antiquities assumed at the time different roles within society, which go beyond the established interactions with antiquities today. In this context, the inhabitants of Cyprus had an intimate and rather utilitarian approach towards the material remains of the past. As research on the subject is still limited, it was not possible to examine the multiplicity of attitudes towards antiquities. Nevertheless, studies beyond Cyprus underline the variety of meanings and associations attributed to the material remains of the past by societies up to the 19<sup>th</sup> century, which responded to their contemporary cosmology and concerns (for example, for Greece see Hamilakis 2007b: 57-74; 2009). In any case, information available did not instigate different approaches on the part of each of the two communities. As the core of the identity of each community was their religion, antiquities were not over-emphasised for the purpose of manifesting national identities.

#### **4.3.2.2. Hellenism conceptualized**

People in Cyprus were affected by social, political, and intellectual developments in Western Europe, which gradually brought to the fore a distinct significance of antiquities. This is particularly the case with the Orthodox community of Cyprus which sensed the processes taking place in Greece through contacts with Greeks of the Diaspora.

As early as the 17<sup>th</sup> century, Greece began to expound the Classical past in order to develop its national identity, which was openly expressed during the War of Independence in 1821 (Hamilakis 2007b: 74-78). Against this background and following Greece’s example, nationalist consciousness and aspirations for union with Greece developed progressively within the Orthodox community of Cyprus. This marked a pivotal



shift in the understanding of themselves; their primary characteristic was their association with the newly founded Greek State, not their religion.

This re-orientation of the key element of their identity gradually incorporated western ideals in the significance of the past. Following the precedent set by Greece, the Orthodox community embraced Classical antiquities as the manifestation of their national identity. Prompted by this, the intelligentsia initiated in the mid-19<sup>th</sup> century steps for the study and promotion of the Greek past and subsequently, the first Cyprus oriented folklore studies were published. Influenced by relevant studies in Greece, their aim was to identify anything that proved links between the present and the Classical past<sup>3</sup> (Azgin and Papadakis 1998: 705-706). Similarly, attitudes towards the material remains of the past began to change. As a reaction to the uncontrolled excavation and exportation of finds at the time, members of the elite purchased and collected antiquities in order to protect them and keep them in Cyprus. Such is the case of Demetrios Pierides (1811-1895) who began to collect antiquities in 1839 (Karageorghis 1991: 11; Leriou 2008).

Demands for union with Greece were expressed more openly by the beginning of the 20<sup>th</sup> century. In this framework, antiquities became “*objects of adoration*” for the Greek community of Cyprus (Hill 1952: 607), designated to justify their national claims (Given 1998). The extract from an article by Nikolaos Lanitis, published in Estia newspaper in 1896, is indicative: “*The latest important outcomes of the excavation in Cyprus by Dr. Murray were unearthed here [in Cyprus] but his studious report, that shed new light to discipline, was published in London before the objects were transferred to the city [London]; these are the objects that have been recently **born from the motherland**, that affectionately protected them **in order to display them the day of the Union**, as **indisputable evidence** of common ancestry, to our brothers of the same blood*” (Stylianou-Lambert and Bounia 2016: 78, emphasis added).

The significance the Greek community attributed to the Classical past was aligned with the British agenda from 1900 onwards when interest shifted from oriental to classical antiquities (Given 1998: 11). That being so, the Greek community welcomed excavations around the island (Pilides 2009: 55) as they provided moral support and tangible manifestations of their national claims. Their bonds with the forerunners of western civilization would support their anticolonial orientation (Azgin and Papadakis 1998: 707).

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<sup>3</sup> Georgios Louka's *Filologikai Episkepseis ton en to Vio ton Neoteron Kyprion Mnimeion ton Archaion* [Φιλολογικά Έπισκέψεις τῶν ἐν τῷ Βίῳ τῶν Νεώτερων Κυπρίων Μνημείων τῶν Ἀρχαίων] (Philological Visits to the Monuments of the Ancients in the Life of Modern Cypriots, 1874), and Athanasios Sakellarios's *Ta Kyprika* [Τὰ Κυπριακά] (Cypriot Matters, vol.1,2, 1855) where the first folklore studies were published.

On the one hand, as indicated by the intellectual production of the time, publications on ancient monuments and folk culture focused particularly on material remains related to Greece, characterised as 'our heritage'. On the other hand, Lusignan, Venetian, and Turkish remains were identified as *foreign* (*xenika*), or even *barbarian* (*mixovarvara*) for the Ottoman remains in particular. Thus, Medieval monuments were neglected by the Greek community of Cyprus. The following extract from a letter G. Jeffrey (Curator of Ancient Monuments between 1903-1935) sent to the Museum Committee in 1909 is revealing: "*the interests and enthusiasm of the natives of Cyprus are centered in the so-called "classic" history. The destruction of the later monuments is looked upon with indifference and sometimes with pleasure as such monuments seem to remind the moderns of periods of distasteful foreign rule*" (Pilides 2009: 33). With this conception, Medieval monuments on the island were demolished on several occasions or were used as sources for building material (Pilides 2009: 21).

Nonetheless, the established tendency in Cypriot archaeology to focus on Classical antiquities gradually shifted during the 1920s to include Medieval antiquities within the archaeological spectrum. Besides the western scientific interest in the field, developed from the mid 19<sup>th</sup> century, political considerations lay behind this turn as well. The rising national claims of the Greek community of Cyprus and its association with the ancestors of western civilisation, promoted through their national claims, ascribed to the British and the Greek community the same cultural roots. This was in contrast to the basic notion of colonialism that underlined the distinction and the racial and cultural inequality between colonisers and colonised. Hence, the threats to the interests of the colonial authority encouraged the turn of scientific attention beyond the Classical past (Given 1997, 1998).

Nonetheless, the Greek community followed the intellectual developments in Greece. Byzantium was incorporated in Greece's national narrative since the mid-19<sup>th</sup> century, grounded in the continuity of Greek history from antiquity to Medieval times up to the present. In this respect, the association of Hellenism with Orthodox Christianity was justified through the establishment of a cultural and spiritual evolution and continuity (Hamilakis and Yallouri 1999: 127-130; Hamilakis 2007b: 112-119; Plantzos 2008). By the end of the 19<sup>th</sup> century, these developments were passed on to Cyprus through the interaction of the Greek community with Greek educational circles (Azgin and Papadakis 1998: 709; Eliades 2008). This encouraged adoption of the shift of interests and focus particularly regarding monuments of the Byzantine era (Pilides 2009: 31; Stylianou-Lambert and Bounia 2016).

#### 4.3.2.3. Visions beyond Hellenism

The Muslim community of Cyprus followed a separate course in the significance of antiquities. As Muslims settled on the island in 1571, they could not associate with the Classical past, a prevailing feature in the Cypriot archaeological scene up to the 1920s. Instead, they were more culturally familiar with the Medieval monuments, altered during Ottoman rule to be used as mosques or to serve other religious purposes. During British rule, Medieval monuments came under the jurisdiction of Evkaf (the Muslim Board of Turkish Commissioners for Charitable and Religious purposes) that voiced the interests of the Muslim community to preserve and present particular sites (Stylianou-Lambert and Bounia 2016: 86-91).

Consequently, the shift in research interests on the part of the British administration towards Medieval monuments embraced an aspect of the Muslims' particular interests. The draft letter of G. Jeffrey to the Colonial Secretary in 1928 is enlightening "... *The history of the Lusignan dynasty of Cyprus is without parallel in any other country and, at the same time, its relationship to medieval Europe inspires an interest in every European nation and also amongst the Turks. [...] The architectural remains of the Musée [Musée Lapidaire] are almost exclusively from ancient buildings used as mosques, medreses, etc. Moslems, therefore, regarded them as almost inalienable Moslem property...*" (Pilides 2009: 675).

The nature of the value attributed to the Medieval monuments was associated with the particularities of the Muslim community at the time. Retaining religion as the basic component of their identity, these monuments were detached from the national sphere of significance. Nationalism of the Turkish community, summed up in their claims for partition, was expressed openly in the late 1930s in reaction to the growing Greek aspirations for union with Greece (Attalides 2003: 36-46; Nevstat 2005: 432-434). At about that time, intellectual production appeared in the Turkish community. In this context, monuments were presented with the aim to dismiss the prevailing view at the time that the Ottoman rule represented a 'dark age'. Halil Fikret Alaya's book "*Cyprus History and its main Antiquities*" (Kıbrıs Tarihi ve Belli Baslı Antikiteleleri), published in 1939, included a special section on the main antiquities of the island. The book comprised photographs and some basic descriptions of monuments, the majority of which were dated to the Ottoman period (Hatay and Papadakis 2012: 30-31).

By the late 1950s, Turkish intellectual production aimed particularly to support the national aims of the community while folklore studies aspired to underline the continuity and legacy of the Turkish culture of Anatolia. However, archaeological monuments were not presented in that context. Instead, research interests focused on aspects of living

traditions, such as language, music, and dances (Azgin and Papadakis 1998). Therefore, the rise of nationalism did not alter significantly the role of antiquities within the Turkish community. Even though a national aspect was added to their significance, antiquities were not integrated in the process of politicising culture in order to justify their national claims. Moreover, individual endeavours for the protection and promotion of Medieval heritage were not documented. This matter, however, needs to be approached with some scepticism as it has not yet been studied thoroughly. The distance of the TC community from the archaeological practice is the outcome of the minimal intellectual production and its persistence to maintain its religious based identity throughout most of British rule. In any case, further studies are necessary (such as research in Turkish language Press of the time) in order to draw a more representative picture of the Turkish community's approach towards antiquities.

#### **4.4. FRAMING THE VALUE OF ANTIQUITIES**

The conceptual shift in the significance of antiquities, observed in Cyprus since the mid 19<sup>th</sup> century, highlighted the need to build a framework that would consolidate their value and position in the contemporary world. A first step towards that direction was taken during Ottoman rule. The *Ottoman Antiquities Law* (1874) was a move to control the growing number of excavations and exportation of antiquities. It envisaged that antiquities were to be divided among the excavators, the owner of the land, and the government. The law assigned, for the first time, a management role to the authorities (Knapp and Antoniadou 1998: 29). However, it was not in line with the western values of antiquities as its objective was to protect antiquities as a source of wealth for the Ottoman rulers (Stanley-Price 2001: 268-269; Wright 2001).

The decisive move to incorporate antiquities into a structure that would protect their historical and archaeological value was made during British rule. Steps taken in that direction were in line with the intellectual developments observed in the local society, which frequently influenced the course of archaeology. Hence, individuals who had developed an interest in antiquities contributed to the establishment of the institutional context of archaeological practice on the island.

As antiquities were considered a valuable resource for the colonising nation, measures were taken to ensure their exploitation. To this end, a ban was imposed in 1878 on unauthorised excavations. In 1883, the Cyprus Museum was founded as a privately funded organization, with the purpose of administering its share of the excavation finds. This was the outcome of a common endeavour of antiquarians and intellectuals active on

the island who represented the interests of the colonial authorities, and of members of the communities who had demonstrated their fascination in antiquities (Stylianou-Lambert and Bounia 2016: 81). On the initiative of certain intellectuals<sup>4</sup>, a petition was signed by the leaders of the main religious communities of Cyprus (the Archbishop, the Cadi and the Mufti) and was submitted to the British High Commissioner. In particular, the petition supported the foundation of a Museum of Ancient Art that would promote historical and archaeological research. Particularly, the petition aimed to establish a Government supervised national institution that would “*influence the mind and taste of people*” of Cyprus (Stanley-Price 2001: 270; Stylianou-Lambert and Bounia 2016: 81). The efforts of the foundation of the Cyprus Museum demonstrate for the first time the local communities’ acknowledgement of the inherent value of antiquities and the need to place them under the supervision of the authorities.

The High Commissioner consented to the request; hence, the Cyprus Museum was founded. The management of the Museum was assigned to a Committee, composed of the High Commissioner as president, the Archbishop and the Cadi as Vice Presidents, and a representative of each of the two communities who shared an interest in antiquities (Stylianou-Lambert and Bounia 2016: 81). Although the Cyprus Museum was not considerably active in the years that followed (Stylianou-Lambert and Bounia 2016: 81), its foundation marked a change in the management of antiquities as it enhanced the involvement of the authorities in defining their position within contemporary society. Furthermore, the foundation of the Cyprus Museum motivated participation of the inhabitants of Cyprus in archaeological matters.

From that point onward, discussions regarding the legislative framework that would formulate archaeological practice on the island intensified. However, this was not a straightforward procedure. The reason was the conflicting views of the different stakeholders, namely the British authorities and the inhabitants of Cyprus who participated in the discussions through their representatives in the Legislative Council<sup>5</sup>. Disagreements concerned particularly the exportation of antiquities from the island. The Crown supported the exportation of antiquities, while members of the Legislative Council objected, aiming to preserve their archaeological heritage in Cyprus (Hill 1952: 610-611). Consequently, a law approved by the Legislative Council in 1896 prohibiting exportation of antiquities from the colony did not receive royal assent. Likewise, the Legislative Council rejected the Ancient

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<sup>4</sup> It is not certain who first proposed the foundation of the Cyprus Museum; the German archaeologists Max Ohnefalsch-Richter and Lieutenant H.H.Kitchener were both credited with this initiative (Stylianou-Lambert and Bounia 2016: 80-81)

<sup>5</sup> The Legislative Council was formed following the new constitution in 1882 and was composed of elected members - Greeks (50%), Turks (25%) - and appointed British civil servants (25%) (Hadjidemetriou 2007).

Monuments Bill drafted in 1899 as it did not refer to the exportation of antiquities (Hill 1952: 610-611).

The consolidation of the position of antiquities in the Cypriot contemporary world was achieved with the 1905 *Antiquities Law*. Following the example of other European countries such as Italy and Greece, the law established the management framework of antiquities (Stylianou-Lambert and Bounia 2016: 84). The new law encompassed objects dated “*from the most ancient times up to the Turkish conquest of the Island*” (*Principal Law*: art. 2). In this framework, antiquities were regarded for the first-time as the property of the Government while the Cyprus Museum was transformed into a semi-official institution administered by the Museum Committee (Leriu 2015: 224). The composition of the Museum Committee was adjusted to include the religious leaders of each community, the Curator of Antiquities and five elected members (*Principal Law*: art. 39). The law enhanced the active contribution of intellectuals from Cyprus in the archaeological research on the island. Furthermore, besides their participation on the Museum Committee, members of the Greek community were appointed Curators of Antiquities; Efsthios Constantinides was appointed to the position in 1905, succeeded by Menelaos Markides in 1912 (Pilides 2009: 63-65; Leriu 2015: 225).

According to the Antiquities Law, the authorities were designated stewards of the material remains of the past and were responsible for their management for the benefit of the people of the Crown (*Principal Law*: art. 3). In consequence, excavation finds were declared property of the Government, abolishing the system of sharing that was in force under the Ottoman Antiquities Law (*Principal Law*: art. 17). Authorization would be required for excavations (*Principal Law*: art. 18) while strict provisions were set regarding exportation of antiquities (*Principal Law*: art. 32.1). Moreover, the British Administration was charged with the task of defining and assessing the values of antiquities in the contemporary world. To that end, the High Commissioner was responsible for declaring ancient monuments based on historic or traditional merits (*Principal Law*: art. 10) while alteration of any characteristics of ancient monuments was prohibited (*Principal Law*: art. 11, 13). Hence, the 1905 *Antiquities Law* embraced for the first time the historical and archaeological significance of antiquities as their principal value in contemporary society and subsequently envisaged measures to protect them. In this respect, antiquities were gradually detached from the web of daily life and the, up to that point, established engagements with the public.

Nonetheless, the law remained rather tolerant towards alternative engagements with the material remains of the past. Respecting private property and religious rights, Byzantine and Medieval religious monuments that formed part of the contemporary life of

the inhabitants of Cyprus, were exempted (Pilides 2009: 45-46). In line with the research interests of the time, the law was revised in 1927, to incorporate Byzantine and Medieval monuments in the list of antiquities that ought to be protected for future generations (*Antiquities Law 1927*: art. 31).

Articles regarding the exportation of antiquities from the colony were also amended in 1927 to encompass the shift in the significance attributed to antiquities by the Greek inhabitants of Cyprus. Associating the exportation of antiquities with the growth of international interest in Cypriot antiquities and the promotion of Cyprus' bonds with Greece and Europe (Stylianou-Lambert and Bounia 2016: 74), members of the Greek community attempted to influence the authorities in that direction (Violaris 2009). As a consequence, the 1927 amendments clarified that on the proposal of the Museum Committee and the approval of the Governor of the island, a proportion of excavation finds may be granted to the person authorised to excavate (*Antiquities Law 1927*: art. 22).

Subsequently, excavations around the island increased significantly, contributing to the development of the field and to the enrichment of the Cyprus Museum collection. This underlined the need to reorganise the local institutions and adapt to the professional developments in the field (Leriu 2015: 226). To that purpose, a new law was enacted in 1935 that qualified as antiquities any object, whether movable or immovable, dated earlier than 1700 AD (*Antiquities Law 1935*: art. 2). The law captured the modern significance of archaeology and incorporated antiquities under the exclusive jurisdiction of the Government. Hence, the Museum Committee was abolished, and the Cyprus Museum became a governmental institution. Its activities came under the control of the newly-established Department of Antiquities (DAC), which was responsible for all archaeological activity and publications on the island (Karageorghis 1985a; Knapp and Antoniadou 1998, 29-32).

The law also introduced stricter provisions regarding the protection and preservation of antiquities. In the case of accidental discovery, the finder would keep antiquities only if neither the Cyprus Museum nor the British Museum wished to acquire them (*Antiquities Law 1935*: art. 5). As regards the allocation of excavation finds, the law anticipated that the Director of the DAC should select and retain for the Cyprus Museum, without payment, any antiquities which in his opinion are required for the scientific enrichment of the Museum or for illustrating the history of art of Cyprus. The Director would then share out the remaining antiquities, granting the holder of the license half share of the finds of the excavation (*Antiquities Law 1935*: art. 16b). Under the provisions of the law, all antiquities allotted to the Government would be kept and protected for the

benefit of the inhabitants of the Colony (*Antiquities Law 1935: art. 18*) while exportation of antiquities would require authorisation by the Director (*Antiquities Law 1935: art. 25*). Finally, the Governor would be responsible for establishing District Museums, which would be under the control and management of the Director (*Antiquities Law 1935: art. 19-20*).

The law captured the social, political, and intellectual developments emerging since the late 19<sup>th</sup> century on the island, which gradually placed antiquities in a distinct context of significance. Being under colonial rule, it embraced antiquities not only in reference to their archaeological value, but also as a significant resource for the colonising nation. At the same time, however, the national views on antiquities, advocated by the inhabitants of Cyprus, were also promoted.

## **4.5. CYPRIOT ARCHAEOLOGICAL ITINERARIES**

### **4.5.1. STRUCTURING THE NATIONAL ARCHAEOLOGICAL RECORD**

Cyprus' independence marked a turning point in archaeological practice on the island as it signalled the initiation of the Cypriot official archaeological discourse. Built on the institutional structures set by the colonial authorities, the DAC continued after independence to represent the official archaeological institution of the island. In summary, its mission was the management of archaeological surveys and excavations, the establishment and management of museums, and the conservation, protection, and promotion of archaeological sites (DAC 2019). However, there was a basic distinction regarding the understanding and role of antiquities; detached from the discourse of colonialism and imperialism, the material remains of the past acquired a special role in the construction and recognition of national identities (Knapp and Antoniadou 1998). In this context, particular importance was placed on archaeology, as evidenced through the increased governmental funding allocated to the DAC (Leriu 2015: 228).

The legislative framework prepared during British rule was applied after independence in order to consolidate the position of antiquities in contemporary society. However, certain adjustments were made to encompass and secure the values of antiquities within the national context of significance. In this respect, the National Antiquities law was amended in 1964 to transfer to the Council of Ministers the privileges previously granted to the Governor, and to the District Museums, those granted to the British Museum. Moreover, the amendments clarified that "all antiquities which the holder of the license or the person acting on his behalf may discover during an excavation shall be entrusted to the Cyprus Museum without any payment whatsoever". Other provisions



of the law were also amended to clarify that the DAC would expropriate any land if this is required for the purpose of excavation (Karageorghis 1985a: 7).

In this connection, the provisions of the law that envisaged the use of antiquities by the colonial authorities were annulled, while others were introduced to secure the protection of antiquities even further. Antiquities that defined the identity of the people were incorporated in the national archaeological record, with exclusive stewardship designated to the Government of Cyprus. Hence, by 1964 the grounds of the Cypriot official archaeological discourse were established, as the basis for the development of particular agendas towards research and management of antiquities.

In any case, bearing in mind the multi-faceted socio-political landscape in Cyprus, the notion of national character, involved disputed definitions. By the 1950s, the two communities of Cyprus developed a binary significance and interpretation of the past. Elaborated to validate their national aspirations for union with 'mother Greece' and 'mother Turkey' respectively, separate historical narratives developed to support these claims (Kizilyürek 2001). The Greek community aimed to assert its origin and the historical continuity with its ancient Greek past (Hatay and Papadakis 2012: 29). Historical accounts began from the 14<sup>th</sup> century BC and the presumed arrival of the Myceneans in Cyprus, presenting a historically Greek island whose Greek natives had struggled for centuries against several enemies, mainly against the Turks (i.e. Alastos 1943; Georghiades 1953). By contrast, the Turkish narratives attempted to trace 'Turkish' rule on the island since prehistory by supporting the idea that the Hittites, who purportedly controlled the island in the 14<sup>th</sup> BC, were Turks (cf. Konur 1938, *Turks of Cyprus*). Alternative official historiographies were very brief regarding the pre-Ottoman history of Cyprus, but very detailed regarding the Ottoman period (i.e. Alasya 1939) (Hatay and Papadakis 2012: 31-32).

The differences expressed about the history of the island and the identity of its people were also evident in the significance of antiquities. In this sense, the material remains of the past were credited with a twofold significance; GCs accorded a national significance to the Hellenic and Byzantine antiquities, while the TCs gave national significance to Islamic monuments of the Ottoman Empire (Constantinou and Hatay 2010: 1601). Hence, nationalism in Cyprus took diverse forms and contributed to the construction of distinctive collective identities, which influenced the political realities and, consequently, the pathways of the official archaeological discourse within the independent Republic.

#### 4.5.2. SHIFTING ARCHAEOLOGICAL VALUES

The value and roles accorded to antiquities throughout Cyprus' history have always been interwoven with the changing political conditions on the island and, hence, with the shifting interests of the social actors involved in their management. This affinity escalated after Cyprus' independence, as the island entered a new turbulent phase of its history, and subsequently formed the grounds and the changeable trajectories of the Cypriot official archaeological discourse through the years.

After independence, senior positions in the DAC continued to be held by GCs. Porfyrios Dikaïos, Curator of Antiquities at the DAC since 1935, was appointed director. He was succeeded by Vassos Karageorghis in 1964, who had been assistant Curator of the Museum since 1952 (Karageorghis 2007: xv). The few TCs working at the DAC were exclusively skilled workers, as there were no trained archaeologists at the time (Karageorghis 2007: 47). They held these positions until 1963, when TCs withdrew from the Government and the Civil Service. Since then, the official archaeological activity on the island has been planned and implemented exclusively by GCs. In this course of events, the Hellenic-oriented narratives that had developed by the end of British rule persisted. Official historiographies of the time (cf. Spyridakis 1972) attempted to validate the continuity of Hellenism in Cyprus, underrating the political and cultural links with other eastern Mediterranean countries (Kullapis 1999: 281). This tendency intensified after the TCs' withdrawal from the Government, as illustrated in the following quote from the first publication of the Cyprus Research Centre, a government institution established in 1968 for academic research "... it [the Centre] will provide invaluable national service not only to Cyprus but to Hellenism as a whole" (Spyridakis<sup>6</sup> 1968 in Hatay and Papadakis 2012: 47).

Throughout this time, antiquities were accorded a distinctive role for the manifestation of national identity. Archaeological practice on the island developed accordingly. In alignment with the political agenda of the newly-established Republic, the DAC aspired to define the national identity of the island (Karageorghis 1985a, 1985b, 2007), which was associated with Hellenism including antiquity and Christianity (Knapp and Antoniadou 1998; Stylianou-Lambert and Bounia 2016). In this context, the increased number of archaeological excavations undertaken by both the DAC and foreign institutions active on the island, focused particularly on sites dated from the prehistoric to the Roman period<sup>7</sup>. Correspondingly, the study and preservation of later monuments,

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<sup>6</sup> Konstantinos Spyridakis was the first Minister of Education and Culture of the Republic of Cyprus. He served in that position during 1965-1970 (Ministry of Education and Culture 2018).

<sup>7</sup> For a brief review of the archaeological excavations taking place on the island during that period see (Leridou 2015).

although present, hold a secondary position in the overall archaeological practice on the island at the time.

This trend continued and was strengthened further after the 1974 events, responding to the new political realities. Occupation of the northern part of Cyprus led to the cessation of all archaeological activity in the area. According to the regulations of the Hague Convention (1954) and the Second Protocol of the Hague Convention (1999), the TC authorities were not eligible to undertake any archaeological survey, unless *that work is strictly required to 'safeguard, record or preserve cultural property'* (UNESCO 1999: art. 9). At the same time, as access to the northern part of the island was no longer possible, official archaeological activity by the DAC, concentrated exclusively on the southern part of the island.

As Lowenthal indicated *"Identity is more zealously husbanded by the quest of a lost heritage than by its nurture when regained"* (1992: 52). Indeed, following the 1974 events, antiquities were credited with a powerful political role and were linked to the development of ethno-national consciousness, as is the case with cultural monuments entangled in national conflicts (Gathercole and Lowenthal 1990; Meskell 1998; Kohl and Fawcett 1995; Diaz-Andreu and Champion 1996; McGuire 2008). This fact has expanded the role of antiquities in the manifestation of national identity. In this context, as Silberman (1995: 259) stated, archaeological practice, focusing particularly on the excavation and presentation of classical cities, is linked to a modern national self-consciousness. Likewise, museums were considered to manifest national identity. Michalis Louloupis, Curator of the Cyprus Museum indicated that: *"Most of all, Museums are the best sources of national self-awareness for a people (nation), like the Cypriots, who fight hard for freedom and survival in the land of our forefathers. In their museums, Cypriots can follow the course of their history. They can find out who their distant ancestors and immediate forefathers were. They can realize whose great people they are today, carriers (bearers) and material embodiment. Thus, better armed, they will responsibly decide on their future, as individuals and as people/ nation..."* (Louloupis 1987: 38 in Stylianou-Lambert and Bounia 2016: 70).

At the same time, however, the turbulent political realities emphasised the two-fold significance of antiquities that characterises the Cypriot community. Although an internationally non-recognised entity that was not eligible, according to international Conventions, to conduct excavations, the Turkish administration founded in 1975 the Department of Antiquities and Museums. From that point onward, it has been active in the area establishing museums and conducting surveys around the northern part of the island

(Stylianou-Lambert and Bounia 2016: 57). This fact generated a *conflicted heritage discourse* (Constantinou and Hatay 2010: 1601) which was included in agendas and decisions regarding what to protect, preserve, and promote. Along this line, identification and protection of antiquities primarily focused on monumental sites that testified the TCs historical presence on the island, as a means of justifying their ethno-cultural identity (Constantinou and Hatay 2010: 1601-1603).

However, in the 1980s there was a shift in the dominant agendas of official archaeology on the island. As the political environment changed after 1974, the hope for reunification of Cyprus produced a change in the official narratives of the GCs. Cypriot-oriented narratives replaced the Hellenic-oriented narratives (Papadakis 1998). Moreover, EU accession brought to the fore the multi-cultural character of Cyprus. In this course of events, a national Cypriot identity began to be promoted; while its Greek character is still at the core, its Venetian, Lusignan and Ottoman heritage is also presented (cf. PIO 2018). Against this background, the dominant agendas of the DAC have also shifted from a mainly Hellenic-oriented approach towards the preservation and presentation of Medieval and Ottoman sites as well.

On the other hand, the TC official narratives followed the same path as prior to the 1974 events, supporting partition (Hatay and Papadakis 2012). Narratives emphasise the multicultural character of the island and Greek antiquities are presented as the remains of one of the many conquerors of Cyprus (Kizilyürek 1999). Nevertheless, in a climate of growing bi-communal activities advocating unification, the narrative of the common heritage of the two communities of Cyprus emerged, gaining public support through bi-communal projects that aim to protect and preserve archaeological sites (Constantinou and Hatay 2010).

#### **4.6. CONCLUSIONS**

Political, social and intellectual processes from the late 19<sup>th</sup> century onwards introduced Cyprus into western modernity. In this framework, antiquities gradually moved away from the established pre-modern engagements in the world. The value of antiquities was reassessed and crystallised around western ideals. Archaeological practice emerged in Cyprus within the course of colonialism and attempted to justify western identity and colonial power over the colonised. At the same time, rising nationalism among the inhabitants of Cyprus, viewed antiquities as means to justify national claims. To some extent, this influenced official archaeological trajectories during British rule. Hence, the newly defined role of antiquities and the institutions and agendas developed to

consolidate their position in the contemporary world, emerged in the midst of colonialism, imperialism and nationalism (Knapp and Antoniadou 1998).

A Cypriot official archaeological discourse ensued with the island's independence, based on the institutional and intellectual grounds set during British rule. At the same time, archaeology on the island was incorporated into a national framework. In this sense, antiquities were employed to outline and endorse contested national identities and territorial claims. In this regard, antiquities attained a significant role in charting history, memory, and collective and personal identities. Therefore, they were imbued with an emotional power (Silberman 1995: 257).

Although over the years archaeological narratives have been modified to adapt to unsettled political realities, their position in contemporary society remained stable. Based on its national orientation, official archaeology, represented by the DAC, developed on two contrasting, yet coexisting, ideas. Associated with national aspirations and the imagined 'self', antiquities were invested with sacredness (cf. Hamilakis 2007b; Hamilakis and Yallouri 1999) and were accorded a supreme position within contemporary society. Although the sacredness of antiquities involved their detachment from the contemporary world, at the same time they were commoditized in order to build the international image of Cyprus and to define its position in the world.

Operating as the symbolic capital (cf. Hamilakis and Yallouri 1996) of the Republic, antiquities were placed in a distinctive context of significance and interaction. The dominant agendas developed accordingly, based on the protection and preservation of the inherent value of antiquities. Their engagements in the contemporary world were defined within this context. The authorities, as stewards of the past, have the power to define their position in society and place non-official engagements in a well-defined context of significance and interaction. This forms the official context of archaeology through which non-professionals sense, classify, and signify the material remains of the past, which co-exist and interact with its non-official contexts.

## CHAPTER 5: MARITIME PATHWAYS

### 5.1. INTRODUCTION

Maritime activity in Cyprus can be traced back thousands of years. Evidence of human presence, discovered at Akrotiri *Aetokremnos* rock shelter (south coast of Cyprus), affirms an open sea crossing since the 11<sup>th</sup> cent. BC (Broodbank 2006: 208-209). Testimonies of these activities, on land as well as underwater, captivated amateur interest from an early stage. From the 1960s onwards, when the grounds of Maritime Archaeology were set, these testimonies attracted scientific interest on the island. Fieldwork undertaken at different types of underwater and coastal archaeological sites since then has gradually expanded the research and interpretation horizons of Cypriot archaeology (Demesticha 2017: 296).

The development of scientific research in the field has introduced maritime antiquities in the official archaeological context. This chapter aims to identify the features of official archaeology, the general qualities of which have been analysed in Chapter 4, as reflected in the maritime archaeological field. Following a historical account of the surveys undertaken on the island, the chapter explores Cyprus' involvement in the field. Developments are examined in their wider socio-political and cultural contexts, in order to single out the factors that have defined Cyprus' engagements in Maritime Archaeology.

In this regard, the analysis seeks to establish the official aspect of the contemporary context of maritime antiquities. The values, meanings, and roles ascribed to them by DAC form part of the diverse stimuli of non-professionals in the process of developing their own understandings, engagements, and narratives around them. The chapter also outlines the background of the non-professional conceptions developed around ancient shipwreck sites discussed in Chapters 6-8.

### 5.2. FRAMING MARITIME ARCHAEOLOGY IN CYPRUS

#### 5.2.1. MARITIMITY BEYOND THE OFFICIAL CONTEXT

Maritime antiquities located on land as well as underwater, attracted interest in Cyprus at an early stage. European travellers of the 18<sup>th</sup>-19<sup>th</sup> centuries frequently described coastal sites. Such an example is the case of Richard Pococke. In his book "*Description of the East and some other countries*" (1908 [1743-45]: 251-254), he provides plans and descriptions of Kition and Salamis, which he attempts to interpret relying on ancient textual sources.

Maritime-oriented archaeological surveys began on the island following the establishment of the scientific grounds of Cypriot archaeology in the 1920s. Within the framework of the surveys of the newly founded DAC, du Plat Taylor (1980) documented and analysed the terrestrial remains of the harbour and moles of Agios Philon (northern shore of the Karpasia Peninsula) in 1935 (du Plat Taylor 1980). Further maritime surveys ensued by the Archaeological Survey Branch of DAC in the 1950s; the coastal areas between Dikhomo and Morfou were inspected by H. Catling (1963) while an archaeological and topographic study of Kition was conducted by K. Nicolaou in 1958 (Nicolaou 1976). Moreover, Nicolaou, in collaboration with A. Flinder, documented the remains of the harbour and of a complex of fish tanks (*piscinae*) in the ancient city of Lapethos (north coast, west of Keryneia) during their survey in the area in 1957-1959 (Nicolaou and Flinder 1976).

Underwater antiquities also attracted interest early on. Sponge divers from Greece, Lebanon, and Egypt, active in the area since 1840 (Hadjikyriakides 2015), came across antiquities during their underwater activities. A relevant press report indicates that in 1910, sponge divers from Syme (Greece) lifted two bronze cannons from Lemesos seabed, which they handed to the harbour master (*Eleftheria* 1910). However, it was not until the early 1950s that underwater antiquities attracted interest in a more systematic way. The invention of Aqualung (Cleator 1973: 45 - 52) gradually rendered the underwater environment accessible to a larger number of people, mainly to the members of the British Forces in Cyprus (BFC). Underwater surveys from thereon were conducted by members of the BFC. Salamis was surveyed in 1955, aiming to examine the possibility of preservation of a sunken city (*Eleftheria* 1955, DAC 1955: 87/54/1: 16). Moreover, as part of the "Operation Aphrodite I-III" project (1959, 1961-1962), members of the BFC also surveyed the areas of Moulia, Tombs of the Kings, Korallia bay, and Lara in the district of Pafos (DAC 1962: 87/54/1: 97-98, 115-116; Frost 1970: 22; Hohfelder 1995: 196).

These early attempts to approach maritime archaeological remains, however, were overlooked. As those endeavours were undertaken years prior to the establishment of the field within the archaeological discipline, the land-based surveys lacked a maritime perspective, and therefore, disregarded the agent of the sea as a basic component of their interpretation. On the other hand, underwater surveys at a time when underwater archaeology was more of an amateur pursuit than a scientific endeavour did not attract official archaeological interest.

### 5.2.2. THE SCIENTIFIC PREMISE

The independence of Cyprus coincided with a conceptual shift in the maritime archaeological field. The acknowledgement that “*it is far easier to teach diving to an archaeologist, than archaeology to a diver*” (Goggin 1960: 350) initiated scientific maritime archaeological work around the world (Bass 2011; Adams 2013a). In this context, foreign archaeological missions from Poland, USA, the UK, and Israel explored distinct aspects of Cyprus’ seabed during the nascent years of Maritime Archaeology.

Witold Daszewski (University of Warsaw) embarked on the first professional underwater archaeological survey on the island in 1965, extending his project to the ancient Pafos harbour (Daszewski 1981). The coast of Pafos was also the focus of a brief survey under the direction of G. Niemeyer (University of Cologne and the Technical University of Aachen), the report of which has never been published (Åström 1971: 61; Leonard 2008: 131).

Further harbour-oriented surveys were undertaken across the island. In 1971, Avner Raban and Elisha Linder (University of Haifa) surveyed and documented the ancient harbour works at Lapethos, Keryneia, Salamis, Pafos and Marion (Raban 1995: 163, 165-168). Continuing their work at Salamis, Nicholas Flemming (1973, National Institute of Oceanography, UK) identified and documented the enclosed southern harbour basin of the city (Flemming 1974).

The SCE, which was excavating the Late Bronze Age (LBA) site of Hala Sultan Tekke (1971-1983) under the direction of P. Åström (University of Gothenburg), expanded their surveys underwater. The aim of the surveys (1972-1973), focusing on Cape Kiti, was to document the underwater archaeological material that could be associated with the site’s harbour (Engvig and Åstrom 1975; Åstrom 1976).

By the mid-1960s, Cyprus also attracted foreign teams active in the shipwreck archaeological field. Following the completion of the Cape Gelidonya A (no 609) and Yassi Ada A (no 691) shipwreck excavations in Turkey, the University of Pennsylvania (UPenn) turned its focus to Cyprus. Michael and Susan Katzev visited Cyprus in 1966, aiming to explore future excavation possibilities in areas beyond Turkey (DAC 1966a: 87/54/1: 138). During their short stay on the island, the Katzevs briefly investigated points of interest, indicated to them by amateur and professional divers (DAC 1966a: 87/54/1: 140, 145).

Although no shipwrecks were located at the time, the UPenn extended its work on the island into a full-scale survey in specific areas (Bass and Katzev 1968; DAC 1966a:



87/54/1: 149). In 1967, the Cyprus Underwater Archaeological Search (CUAS), under the direction of M. Katzev, surveyed the areas off Akamas and Cape Apostolos Andreas hoping to locate shipwrecks that would be suitable for excavation (DAC 1966a: 87/54/1: 149). The survey located three scattered shipwreck sites: a Late Hellenistic site near Koppo island, off the western coast of Akamas (shipwreck no 19), and three shipwrecks of the Hellenistic and Byzantine period off the tip of Cape Apostolos Andreas at the eastern end of the island (shipwrecks no 7-9) (Bass and Katzev 1968). Encouraged by the sites discovered, the Research Laboratory for Archaeology (Oxford) carried out surveys off the coast of Cape Apostolos Andreas during 1969-1970, under the direction of E.T. Hall and Jeremy Green. The Cape Andreas Expedition (CAE) located three shipwreck sites (shipwrecks no 5, 6, and 10), six sites of spillage or jettison as well as in total 200 anchors (stone, lead, iron and Y shaped anchors) (Green 1970, 1973).

The CUAS survey at Cape Apostolos Andreas was suspended in 1967 upon the report by a local diver regarding the location of a well-preserved shipwreck site at Keryneia (shipwreck no 14). The excavation of the early 3rd century BC Keryneia shipwreck (M. Katzev, 1967-1972) brought to light the ship and her cargo in an outstanding state of preservation (Swiny and Katzev 1973; Katzev 2005). With at least 75% of her original structure intact, the lifting, conservation, and reconstruction that followed (Swiny and Katzev 1973; Steffy 1985, 1994) marked a turning point in the history of the field (see also chapter 6).

The KSP prepared the ground for the development of the field on the island. Moreover, the project assembled in Cyprus professionals that would contribute in shipwreck surveys. In this context, two shipwreck sites located during dredging operations at Larnaka port (Larnaka 1, no 22 and Larnaka 2, no 23), dated to the 18<sup>th</sup>-19<sup>th</sup> cent. AD, were inspected on behalf of the DAC, by Robin Piercy, then assistant director of the KSP (DAC 1971b: 87/54/2: 66, 1972: 87/54/2: 103, 111).

Besides underwater, maritime archaeological remains also attracted scientific interest. In 1967, H. Frost examined stone anchors recovered from around Cyprus by different archaeological teams (Frost 1970, 1985, 1995). On the other hand, the DAC focused particularly on the examination of material remains located on land. In this context, Nikolaou documented the topographies of Nea Pafos by combining historical sources with surface surveys (Nikolaou 1966a) and prepared a brief overview of 19 ancient harbours around Cyprus (Nikolaou 1966b). However, as during the first steps of the discipline particular focus was drawn on underwater remains (cf. UNESCO 1972), this work was not given due attention from a maritime perspective.

Even though the DAC did not engage in underwater archaeological fieldwork, by 1973 Cyprus had attracted a number of pioneers in the field (like Bass, Katzev, Green, Raban and Linder). Their pivotal contribution in defining the discipline's standards, gradually transformed the island into one of the centres of maritime archaeological work in the Mediterranean (Harpster 2008:12). This was particularly the case with the groundbreaking KSP that had placed Cyprus at the core of international scientific interest (Bass 2007; Steffy 2012). The results of the Project played a crucial role in Bass' decision to resign from the University of Pennsylvania and set up a foundation that would concentrate on shipwreck archaeological research in the Eastern Mediterranean (Steffy 2012: 54, 84). In 1973, the American Institute of Nautical Archaeology (INA) was founded. Since Katzev, Steffy, Bass, i.e. the nucleus of its team, were in Cyprus, the island became its temporary base while efforts were in progress to obtain permission to establish officially its headquarters on the island (DAC 1972: 87/54/2: 149-151).

### *5.2.3. MARITIME ARCHAEOLOGY ON HOLD*

The 1974 events restrained the noteworthy progress that had taken place in the field. The occupation of the northern part of Cyprus ceased archaeological practice in the area. The KSP team departed from Cyprus leaving the reconstruction of the hull of the ship unfinished. Likewise, the temporary headquarters of INA withdrew from Cyprus and never came back (Bass 2007). Although the team returned to Keryneia in 1975 to complete the reconstruction, the Keryneia ship and the rest of the excavation finds, located at the Keryneia, ceased to be part of the island's archaeological practice (Demesticha 2018: 67).

Maritime archaeological surveys continued in the southern part of the island, soon after the invasion, albeit to a lesser extent. The survey of Swedish Cyprus Expedition at Cape Kiti resumed in 1977 (McCaslin 1978) and 1980 (Engvig and Beichmann 1984). It concentrated on the shallow waters of the eastern side of the Cape, with the aim to document maritime activity in the area, focusing particularly on the Bronze Age. The pottery fragments and stone anchors located suggested that the area was used as an anchorage (Demesticha 2015: 56-57, 2018: 65-66).

During 1983 and 1984, the Underwater Research Group (Institute of Archaeology, University of London), under the direction of Cathy Giangrande, surveyed the west coast of Cyprus (from Maa to Lara peninsula), aiming to study the changing natural and human environment of the area. The project identified harbour sites (at Karatidhi Bay, Maniki and Agios Georghios areas), an anchorage (Lara Limnionas), and

the remains of four shipwrecks; two Byzantine (Lara, no 21 and Thalassines Spilies, no 17), a Hellenistic (Xerolimni, no 28), and one shipwreck whose date has not been reported (Agios Georghios, no 1) (Giangrande et al 1987).

A number of harbour surveys also took place around the island during that period. The French School at Athens, under the direction of Jean-Yves Empereur, conducted the second underwater archaeological excavation on the island at the submerged remains of the Hellenistic harbour of Amathous (Empereur and Verlinden 1986, 1987; Empereur 1995). Moreover, a well-preserved complex of ship sheds, dated to the Classical period, was excavated at the site of Kition-*Bamboula* under the direction of Marguerite Yon, University of Lyon (Yon 1995, 1996).

Research also expanded to include terrestrial material remains. Westerberg (1983) published clay ship models, graffiti and paintings of ships and ship representations on Cypriot artefacts, dated from the Bronze Age to the Archaic period (Westerberg 1983), while Basch and Artzy (1985) published ship graffiti from the Kition temples.

In the post 1974 era, research in the field was considerably limited in relation to the previous period. However, as diving began to expand, the number of public reports of underwater antiquities increased significantly. As the DAC did not have the necessary equipment nor the skilled personnel to respond to those reports, archaeologists or just associates who could dive, locals or from overseas based in Cyprus were invited to do so. Such a case was a shipwreck site reported by members of the BFC. The Georghios 2 shipwreck in Pafos (shipwreck no 2), preserving fragmented amphorae, was inspected in 1979 by Stuart Swiny, the then director of the Cyprus American Archaeological Institute (CAARI) (DAC 1979: 87/54/4: 3, DAC 1981: 87/54/4: 32). Another example was, the Kouklia Shipwreck (shipwreck no 20), reported in 1989 to preserve cannons and parts of the ship's equipment, it was inspected by technicians of the Pafos District Museum along with local divers. Estimating that certain finds were vulnerable to looting, the cannon preserved on the site was lifted while the rest of the finds were left *in situ* (DAC 1989: 87/54/5: 17).

#### 5.2.4. INTEREST REVIVED

By the 1990s, Maritime Archaeology gradually withdrew from the periphery. As a reaction to particularism in underwater archaeology and its intense focus on shipwrecks (Westerdahl 1986: 11; Tuddenham 2010: 6), Maritime Archaeology expanded its research scope integrating different types of material remains (Jasinski 1999, Gibbins and Adams

2001, Tudenhamm 2010, Flatman 2011). Hence, the field embraced the concept of the maritime landscape (Westerdahl 1992, 2011) and expanded its research on human activities on land and the seas, and activities related to interconnected waterways, adjacent and associated communities (Gibbins and Adams 2001: 279; Adams 2002: 328)

Foreign scholars introduced the broadened scope of maritime archaeology on the island (Demesticha 2018). In his article "*Mediterranean Maritime Landscapes: transport, trade, and Society on Late Bronze Age Cyprus*" Knapp (1997) seeks to surpass the boundary between the land and the sea; by combining different types of evidence (underwater and terrestrial) from Cyprus and other Eastern Mediterranean countries, he introduced an interpretative aspect of LBA in Cyprus from the maritime point of view.

A similar shift was also observed in maritime archaeological fieldwork. The Cyprus Coastal Survey (CCS), conducted between 1989-1999 under the direction of John R. Leonard (State University of New York, Buffalo), first introduced the examination of the underwater and coastal landscape, focusing on the island's Roman harbours. The survey gave particular emphasis at the anchorage at Dhroushia-Kioni (Leonard 1995a), the coastal and underwater areas of Kourion (Leonard 1995b, 2005), and the harbour site of Akrotiri Dreamer's Bay (Leonard and Demesticha 2004). In this sense, the CCS contributed to the interpretation of the Roman Cypriot economy through the examination of port networks and patterns of coastal land use (Leonard 2008: 135). In the same context, the Pafos Ancient Harbour Exploration Project, under the direction of Robert L. Hohfelder (University of Colorado, Boulder) and John R. Leonard, recorded the underwater harbour remains as well as the inner port, which is now on dry land (Herscher 1995, 1998, Hohfelder 1995)

Following a similar line, the Maroni Tsaroukkas Project (1993-1999), under the direction of Sturt W. Manning, combined terrestrial and underwater survey to explore the shift to international trade during the LBA. His work suggested that the area must have served as a major trading centre, with a port or an anchorage (Manning et al 1994, 2002). Correspondingly, the Pafos Ancient Harbour Exploration Project, under the direction of Robert L. Hohfelder (University of Colorado, Boulder) and John R. Leonard, recorded the underwater harbour remains as well as the inner port, which is now on dry land (Herscher 1995; 1998; Hohfelder 1995).

Maritime archaeological surveys concentrating on land and underwater archaeological remains continued in the 2000s. The west coast of Cyprus was the focal point of further investigations by Duncan Howitt-Marshall (University of Southampton, UOS); during the western Cyprus Underwater Project (2002), the Akamas peninsula was

examined aiming to link anchorage sites with a pattern of occupation in the terrestrial archaeological record (Howitt-Marshall 2003).

During that same period, survey projects revisited areas that had been initially examined in the 1990s. Since 2014, the Cyprus Ancient Shoreline Project, under the direction of G.M. Andreou and D. Sewell (University of Edinburgh) has focused on the south-central coast of Cyprus, particularly the Vasilikos, Maroni and Pentaschoinos river valleys. The project combines underwater archaeological survey, aerial photographic analysis and historical cartography, aiming to document the eroded archaeological sites in the area, but also to detect the role of seaborne trade in the economy of Cyprus diachronically (Sewell 2013; Andreou and Sewell 2016; Andreou et al 2017).

The surveys at the Akrotiri-Dreamer's Bay also continued under the direction of Prof. Simon James, (University of Leicester) since 2015. The Akrotiri-Dreamer's Bay Ancient Port Project, addressing the southern side of the Akrotiri Peninsula, aims to place the Dreamer's Bay port (Nisaourin) in the context of its regional coastscape and the history of Cyprus. The project includes the excavation of the port, provisionally dated to 200-400 AD (Ferréol Salomon, UOS), and the investigation of the geomorphology and the submerged remains of the site (Lucy Blue, UOS) (James and Score 2015, 2016, 2017; Salomon et al 2015).

Further to the coastal surveys, the attention of archaeological projects during the 2000s was also drawn particularly to underwater material. During 2005-2007, 120 anchors located at Kouklia-*Achni* anchorage (west Cyprus), were documented by D. Howitt-Marshall in collaboration with members of the INA (Howitt-Marshall 2012; Leidwanger and Marshall 2008). At the south coast of Cyprus, the Episkopi Survey Project (2003-2005, INA), under the direction of J. Leidwanger, surveyed the area south and west of the Akrotiri Peninsula. The project aimed to determine the extent and nature of maritime contacts at Episkopi-*Bamboula* and its Greco-Roman successor, Kourion, from the Bronze Age through the Byzantine period. Within this framework, shipwrecks, pottery, and anchor assemblages were reported at Dreamer's Bay, Cape Zevgari and Avdimou Bay (Leidwanger 2005a; Leidwanger and Howitt-Marshall 2006). J. Leidwanger also investigated the eastern coast of Cyprus. The Eastern Cyprus Maritime Survey (2006-2009) directed attention to the location and documentation of material evidence for long-term patterns of seaborne exchange and maritime infrastructure development during antiquity (Leidwanger 2013: 191).

Moreover, work in Cyprus in the 2000s extended for the first time to the investigation of submerged prehistoric landscapes. During 2004-2009, Albert J.

Ammerman (Colgate University, Hamilton, New York) studied the pre-Neolithic sites of Akamas-Aspros and Agia Napa-Nissi. The projects included terrestrial surveys and trial excavations, which revealed pieces of chipped stone tools dated to the 8<sup>th</sup>-7<sup>th</sup> millennia BC. Taking into consideration that the sea levels around Cyprus were lower (Gomez and Pease 1992), the survey expanded underwater in order to study coastal foragers in the area (Ammerman et al 2006; 2007; 2008; 2011).

Despite the significant steps forward in coastal archaeological fieldwork, shipwreck archaeology remained on the sidelines as very few shipwreck-oriented surveys were undertaken on the island before 2004. The three scattered shipwreck sites surveyed during that period were located during extensive maritime archaeological surveys; two Late Roman shipwrecks (Cape Zevgari, no 11 and Avdimou shipwreck, no 4) were recorded during the Episkopi Survey Project (Leidwanger 2007), and a Roman shipwreck (Protaras, No 26) during the Eastern Cyprus Maritime Survey (Leidwanger 2013).

However, the sweeping expansion of diving on the island from the 1990s onwards increased significantly the number of reports regarding the location of underwater finds. Among them, only one shipwreck was inspected; a post-Medieval shipwreck located by local divers at Paralimni (Nissia shipwreck, no 25) was briefly inspected by a team from the Ephorate of Underwater Antiquities (EUA) from Greece, invited by the DAC for that purpose (DAC 1994: 87/54/5: 262). Nevertheless, apart from the photographic documentation, no further research was undertaken on the site (Koniordos, personal communication July 2014).

Hence, the maritime archaeological field in Cyprus has witnessed significant advances since the 1990s. Fieldwork centred on the examination of the island's coast-scape, captured the theoretical developments worldwide and, thus, expanded its interpretative framework, adopting a maritime approach. However, despite developments in the field, the DAC did not engage in maritime fieldwork. Following the same line of action as in previous years, its surveys on coastal sites, undertaken mainly as rescue excavations (i.e. Hadjisavvas 1997), were not incorporated in a maritime context of interpretation (Demesticha 2018: 65).

#### *5.2.5. A LOCAL SHIFT TOWARDS THE SEA*

In the late 2000s, a shift was observed in maritime archaeological research, which signalled the engagement of local institutions in the field. The establishment of the Chair of Maritime Archaeology at the UCy by THETIS Foundation in 2007, served as a

springboard for promoting the engagement of Cypriots in the field; the trained personnel associated with the academic institutional structures of the island, encouraged scientific research in different aspects of the field.

In this connection, the UCy, under the direction of Stella Demesticha, launched the first shipwreck excavation undertaken by Cypriot institutions in 2007. The excavation of the Mazotos shipwreck (no 24; see chapter 7), a well-preserved shipwreck site dated to the late Classical period, reported by local divers (Demesticha 2011, 2017; Demesticha et al 2014), set the grounds for further development in the field. Thus, while the Mazotos shipwreck excavation is still on going, a second excavation began. In 2014, the UCy in collaboration with the DAC initiated the excavation of the Nissia shipwreck (shipwreck no 25), which was reported and inspected in 1994 (Demesticha 2018: 68). Moreover, the Xylofagou anchorage at Larnaka was documented during a field school of underwater archaeology. conducted in collaboration with the Nautical Archaeological Society of the UK (Demesticha 2018: 70).

Furthermore, the UCy developed collaborations with other Cypriot institutions and proceeded to other maritime-oriented studies. As part of the Research Project *KARAVOI: The Ship Graffiti on the Medieval Monuments of Cyprus*, the UCy in collaboration with the Cyprus Institute, recorded, studied, and digitised 233 ship graffiti from 44 different monuments of the island, dating from the 15<sup>th</sup>- 20<sup>th</sup> cent. AD. (Demesticha et al 2017).

Besides its ongoing projects, the establishment of an academic institution specializing in the field provided for the first time the possibility to respond to reports made by the public regarding the location of underwater antiquities. During the students' field school in 2008-2009, the UCy surveyed and documented three scattered shipwreck sites at Cape Kiti (Kiti N1-N3 shipwrecks, nos. 16-18), reported by the Scientific Committee of Cypriot Underwater Activities (Demesticha 2015).

Through research activities in different maritime archaeological themes, the UCy has introduced maritime archaeology in the Cypriot archaeological spectrum. In this respect, research on the island has gradually moved beyond the established land-based perspective to incorporate the maritime lens in the approach and interpretation of archaeological sites (see for example Demesticha 2015; Demesticha et al 2017), thus participating in the theoretical evolution of the field.

### **5.3. CYPRIOT ENGAGEMENTS IN CONTEXT**

As Demesticha (2018:65) argued, “Cyprus never turned its back to the sea” (2018: 65). Indeed, the DAC embraced the nascent discipline since its appearance in the 1960s and underwater archaeological remains were incorporated in the 1964 amendments of the *Antiquities Law*. These amendments specified for the first time that antiquities include any objects from the territorial waters of the Republic (*Antiquities Law* 1964: art. 2), indicating that they should be treated as antiquities located on land (Pilides and Christos 1999). Hence, underwater antiquities were incorporated in the national archaeological record while their management was defined, albeit at an elementary level, as was the case worldwide at the time (cf. Strati 1995; Dromgoole 2007). The amendments consolidated the position of maritime antiquities in contemporary society, defining their national value and, hence, the context of their engagements with both professionals and non-professionals.

In the course of over 40 years, however, the DAC seemed hesitant to engage in maritime archaeology. This situation cannot be examined in isolation from its socio-political and disciplinary contexts. The growth of scientific interest in maritime archaeology coincided with Cyprus’ independence and the first attempts to set the groundwork of official archaeology. At a time when archaeological practice was aligned with the political agenda of the newly-established Republic of Cyprus, one of the DAC’s main objectives was the promotion of Cyprus’ heritage abroad (Karageorghis 1985a). In this context, it supported supported scientific research in the field by granting permissions to numerous foreign archaeological missions to survey different types of maritime archaeological remains.

. Even though the multifold stimuli could have acted as a training ground for local archaeologists, practical consideration kept maritime archaeology beyond the priorities of the DAC. During the first years of independence, the DAC numbered only three archaeologists (Vassos Karageorghis, personal communication October 2018). Consequently, focus was directed towards terrestrial excavations aiming to contribute towards the development of cultural tourism on the island (Karageorghis 1985a: 6). Even when the number of archaeologists gradually increased, the 1974 events dictated reassessment of the DAC’s priorities. A large proportion of its time and budget was allocated to confronting illicit trafficking of antiquities from the occupied part of Cyprus. Moreover, responding to the political agenda, the DAC’s activities aimed at contributing to the rebuilding of Cyprus’ economy through cultural tourism (Karageorghis 1985b; 2007).

Besides the practical issues that did not encourage Cyprus’ involvement in the field, conceptual concerns, associated with the DAC agenda at the time, also played a vital role. As already indicated (Chapter 4.5.1), following independence, the DAC was



expected to highlight material that would help build the national identity of the citizens of Cyprus (Karageorghis 1985a: 6). That was also the case in the post 1974 era. In this context, land excavations were crucial in producing archaeological material that would confirm the country's identity.. This was further stimulated by the fact that with the occupation of the northern part of the island, sites that had acquired an iconic position in Cypriot archaeology (i.e. Salamina, Enkomi) were no longer accessible. Ergo, archaeological practice focused on 'replacing' archaeological sites located in the northern part of Cyprus, with new ones (Karageorghis 2007).

By the late 1980s, a well-established approach prevailed; the sea was beyond the reach of Cypriot archaeological institutions as only foreign archaeological missions had the expertise and the funds necessary to undertake research in the field (Demesticha 2018: 68). However, developments in the international political scene and in maritime archaeology gradually shook the conventional traits in the field and paved the way for gradual re-orientation.

The *United Nations Convention on the Law of the Sea (UNCLOS, 1982)*, which aimed to establish a legal order for the seas and oceans, indicates the prominent position the sea acquired in international politics. As Cyprus is located in an area with disputed adjacent coasts, it attributed a significant political role to the sea and thus proceeded to ratify the UNCLOS in 1988 as per article 203 of the *On the Convention of the United Nations for the Law of the Sea (Ratifying) Law of 1988*. Since then, the importance of the sea in politics has multiplied. Particularly, the discovery of hydrocarbon reserves in the Eastern Mediterranean region, in the 2000s, has created a new political setting that involves inter-state cooperation, but also disputes on sovereignty rights over seabed resources (Pontera 2017: 191-192). As international politics moved from a mainly land-based approach towards the sea, underwater antiquities gradually acquired a more significant position in the international scene. This is already evident by the UNCLOS, which draws attention to legal issues related to the protection of UCH at an international and national level. In particular, it deals with archaeological and historical objects found beyond the limits of national jurisdiction (article 149) and within the national jurisdiction, including the contiguous zone (article 149). According to this provision, Cyprus may exercise jurisdiction and control for such purposes in its territorial zone (12 nautical miles), its contiguous zone (24 nautical miles), and its continental shelf (200 nautical miles).

Discussion on underwater antiquities since then has resulted in the drafting of the UNESCO Convention for the Protection of UCH (see also chapter 2). However, Cyprus, like other Eastern Mediterranean countries (besides Egypt and Lebanon), has not ratified the Convention (UNESCO 2019). Taking into consideration the geographical restrictions

prevailing in the area, its ratification would require agreements on the basis of international law, in order to declare EEZ and/or Contiguous zone, within the limited confines. Even though Cyprus has proceeded to relevant agreements with the Republic of Egypt (2003), the Republic of Lebanon (2007), and the State of Israel (2010), based on the median-line principle, this is not the situation with Turkey (Ministry of Foreign Affairs 2016).

In any case, the new realities that contributed to the gradual turn in the field, witnessed in Cyprus as well, were further enhanced by the progress observed in maritime archaeology in the Eastern Mediterranean during the 1990s. Such progress included the completion of the excavation of two shipwrecks with Cypriot associations (Ma'agan Mikha'el no 529, and Cape Gelidonya A no 608), and an ongoing excavation (Uluburun no 688), stimulated action on a local level. They were probably what prompted the Leventis Foundation to support the Iria Shipwreck excavation and exhibition in Greece (shipwreck no 232), which carried in part Cypriot cargo (Demesticha 2018: 67). These developments also triggered the scientific engagement of Cypriots in the field. Three Conferences with maritime-related themes, organised on the island during that period, encouraged a number of Cypriots to engage in maritime archaeological discussions. Two years following its foundation in 1991, the Archaeological Research Unit (ARU) of the UCy, in collaboration with the Cyprus Port Authority, convened the International Conference *Cyprus and the Sea* (Karageorghis and Michaelides 1995). A year later, the CAARI hosted another maritime-oriented International Conference entitled *Res Maritimae: Cyprus and the Eastern Mediterranean from prehistory to late antiquity* (Swiny et al 1997). The Thalassa Museum also hosted in 2005 the 9<sup>th</sup> *International Symposium of Ship Construction in Antiquity – TROPIS IX*, supported by the Pierides Foundation (Tzallas 2008). For its part, the Government of Cyprus organised in 1992 the exhibition *Cyprus, Copper and the Sea* in the framework of the Seville Universal Exhibition (Marangou 1992).

As Demesticha (2018: 63-64) indicated, the engagement in underwater archaeology of governmental bodies, which depend on political and administrative decisions, in most of the cases has lagged behind private or research institutions' involvement in the field. Indeed, a private institution took the decisive step towards the establishment of maritime archaeology in Cyprus. In 2004, the non-governmental foundation THETIS was established aiming to promote and support maritime archaeological research on the island. During the first years of its existence, THETIS provided financial support to underwater archaeological research around the island (Demesticha 2018: 67-68). Nonetheless, the most elemental step towards the development of Maritime Archaeology in Cyprus was made with the creation of a Chair of

Maritime Archaeology in the Department of History and Archaeology at the UCy. By funding the Chair, THETIS promoted the training of new archaeologists in the field. What is more, the Chair brought together experienced personnel and secured the necessary equipment, thus supporting maritime archaeological fieldwork on the island. The coincidental report of the Mazotos shipwreck at about the same time (see chapter 7) triggered the first shipwreck excavation undertaken by Cypriot institutions. This changed the well-established practice of over 40 years that only foreign missions had the expertise and funds to undertake such projects (Demesticha 2018: 67-68).

Developments in the field underlined new issues that had to be handled. The Mazotos shipwreck brought to the fore the need for appropriate infrastructure for the conservation of waterlogged artefacts. To this end, the DAC created a Conservation Laboratory for underwater finds in 2010, contributing significantly in the support of underwater archaeological projects on the island (Demesticha 2018: 68). With this course of events, the protection of maritime antiquities was for the first time actively included in the priorities of the DAC. The *Antiquities Law* was amended in 2016 to incorporate certain provisions of the UNESCO Convention regarding the protection, preservation, and presentation of underwater antiquities. With this amendment, the position of maritime antiquities in the official archaeological context was further defined and particularised (DAC 2016). More specifically, the amended law defines the maritime zones of Cyprus (territorial sea, contiguous zone, continental shelf and Exclusive Economic Zone), where the law applies. It also details the pre-requisites for underwater excavations and for the removal of antiquities from the seabed, taking into consideration the particularities of maritime antiquities. The law also indicates the right of the Director of the DAC to declare protection zones of underwater/ maritime antiquities.

The latest developments in the field planted the seeds for incorporating a maritime approach in the presentation of antiquities. For example, on the occasion of the Cyprus Presidency of the Council of the European Union in 2012, the exhibition *Ancient Cyprus Cultures in Dialogue* organised by the DAC, which included a section devoted on harbours, navigation and sea trade (Demesticha 2012; Pilides and Papadimitriou 2012). On a local level, in 2017 the first maritime-related permanent exhibition was included in the platform 'Celebrating -Pafos 2017'. The exhibition, *Cyprus, the sea and the lighthouses: A Diachronic History*, was inaugurated by the 19<sup>th</sup> Lighthouse in the archaeological site of Kato Pafos (Christodoulou 2019).

#### **5.4. GENERATING OFFICIAL MARITIME ARCHAEOLOGICAL NARRATIVES**

For over 40 years maritime-oriented research on the island was not part of an official agenda, as the DAC never expressed particular interest in surveying a specific type of site. Instead, the interests of foreign archaeological teams defined research aims. Shipwreck-oriented surveys were undertaken on the island in the 1960s aiming at the location of well-preserved sites (DAC 1966a: 87/54/1: 138) and the methodological experimentation in the field (Green 1970; 1973). This course was in line with the focal point of maritime archaeology during the first steps of the nascent discipline (see for example Dumas 1962; du Plat Taylor 1965; Throckmorton 1965; Bass 1966).

Since then, however, no archaeological team has expressed an interest in shipwreck archaeological research. Practical considerations related to the infrastructure, equipment, and funding required for shipwreck excavation, as well as the fact that apart from the Keryneia shipwreck no other well-preserved shipwreck site was located in the area, must have also contributed towards that direction. Hence, fieldwork following 1974 focused almost exclusively on harbour and anchorage sites, embracing the broaden scope of maritime archaeology. In this context, the documentation of the limited number of ancient shipwreck sites during that period was undertaken as a response to casual findings within the framework of other projects, and/or to reports made by recreational divers.

Since the 1960s, 26 shipwrecks have been surveyed, and three have been excavated, or are being excavated (see Appendix: Shipwreck nos. 1-28). Despite the limited research in the field, ancient shipwreck sites played a key role in delineating the official maritime archaeological pathways on the island. They were in fact the stepping stone for introducing the local archaeological community to the field. The Keryneia shipwreck excavation placed Cyprus at the centre of shipwreck archaeological research in the 1970s and generated interest on the field. Even though following the 1974 events maritime archaeology remained on the sidelines of the official agenda, shipwreck excavations undertaken in the 1990s in the eastern Mediterranean triggered local interest and prepared the ground for theoretical discussions. Moreover, the location of the Mazotos shipwreck signalled another turning point as it marked the initiation of local engagement in the field.

Although the DAC did not engage in maritime archaeological research, shipwreck archaeological surveys were pivotal in communicating the official roles and values attributed to maritime antiquities. This was undertaken only when the type of antiquities that could convey the national narratives promoted was brought to light.

In this connection, the Keryneia shipwreck was assigned a central role. At a time when archaeological practice aspired to define national identity (Karageorghis 1985a; 2007), the remains of a Greek shipwreck would manifest Cyprus' connections with Hellenism. Selection was not based exclusively on the shipwreck's dating. After all, the excavation of Amathus harbour and Kition shipsheds, dated to the Hellenistic and Classical periods respectively, did not receive similar attention. The state of preservation of the Keryneia shipwreck enhanced what Hamilakis has described as the monumental topographic production of the nation (Hamilakis 2007b: 58). Moreover, the international interest it attracted consolidated the DAC's agenda to promote Cypriot archaeological heritage around the world.

The activities that ensued around the Keryneia shipwreck stimulated the debate regarding the national identity of the newly founded Republic. The site acquired political overtones from the first steps of the project, which was marked by the visit of Archbishop Makarios III on the diving barge of the KSP (Karageorghis 2007: 98). This move did not only aspire to justify the national significance of the site to the world. It was also a means of promoting the value of archaeological heritage, a general practice during that period, which aimed at consolidating the position of antiquities in contemporary society (V. Karageorghis, personal communication October 2018).

The publicity that the Keryneia shipwreck attracted nationally and internationally acquainted the professional and non-professional circles with the emerging discipline (Harpster 2015), contributing to the development of archaeological consciousness around underwater archaeology. This fact was further enhanced through the DAC's endeavour to communicate the KSP results to the public. During the project, public lectures were held, achieving "*unprecedented attendance for cultural events*" (Eleftheria 1968). Additionally, a temporary exhibition of the Keryneia shipwreck finds was mounted at the Keryneia Castle (Katzev 1970: 13). The response of the public is evident in the numbers; the exhibition increased the visitors to the Castle and gradually became the second most popular historic monument on the island, after the Roman city of Salamis (Harpster 2015).

The Keryneia shipwreck had been accredited an important position within contemporary society when the occupation of Keryneia, after the 1974 events, detached it from the area of control of the Republic (see chapter 6). This added another dimension to the role assigned to it: building upon its already powerful political role, the Ship provided the grounds for national narratives, which were linked to the development of ethno-national consciousness. The '*enslaved ship*', or "*the occupied ship*" (Fileleftheros 1984), as described in news reports, was personified to capture the national claims of the GCs, summarized in the hope for return. The construction of the replicas of the Keryneia ship

enhanced further these narratives in the ensuing years. Keryneia II (constructed in 1985), and Keryneia-Liberty (constructed in 2003) generated new channels of communication between the Ship and the public and reintroduced it in the tangible monumental landscape of Cyprus (see chapter 6). Thirty years after her launch, Keryneia II was granted to purpose-built Thalassa Museum (Agia Napa, Cyprus), where she has been exhibited since 2005 (Tzallas 2007).

For forty years, public presentations on maritime archaeology focused around the only shipwreck site ever excavated on the island, which shaped public conception on the field and asserted the Keryneia ship's position within contemporary society. Official institutions contributed in this course. This is revealed in the following extract from the preface of the book *"The Keryneia Ship"* published by the Ministry of Education of Cyprus: *"The second objective of the publication refers to the national significance of the ship. The ancient ship, enslaved by the Turkish conqueror at the castle of Keryneia, symbolized the aspirations of the Cypriot people for liberation and return to their homes. Keryneia II revived these aspirations. The journey of Keryneia II in fact awakened the fighting spirit of our people and intensified the everlasting historical bonds between Greece and Cyprus"* (Andreas Fylaktou, Head of Secondary Education, Ministry of Education: 5). However, the promotion of the Keryneia ship after 1974 was not directed by the DAC. As the ship and her finds were located at the Keryneia Castle, it remained beyond the official archaeological practice and hence, beyond the official agendas of the DAC (Demesticha 2018: 65).

Maritime surveys that took place from thereon did not attract similar attention from the DAC and the press. The location of another well-preserved shipwreck associated to the Greek world inspired the development of the field and brought underwater archaeology to the fore again. The Mazotos shipwreck captured official interest instantly and enhanced the moves towards the establishment of the maritime archaeological field in Cyprus. At the same time, it signalled an elemental shift in the DAC's approach; it moved beyond the mere response to fieldwork to assume a more active role in delineating official agendas and producing maritime-oriented narratives. Although the monumentality of the Mazotos shipwreck contributed towards that direction, itineraries followed since then indicate a shift in research interests, which reflect the official archaeological narratives formed from the 1990s onwards (chapter 4).

In this regard, interest is not oriented towards ancient shipwreck sites as research undertaken up to date also includes other types of sites (i.e. research on ship graffiti and at the Xylofagou anchorage). What is more, research has moved beyond monumentality and Hellenic-oriented studies to embrace less preserved sites of the

Medieval and Post Medieval period. That is the case of the coherent, yet much looted Nissia Shipwreck, dated to the Ottoman period (chapter 8).

As research in the field is still limited, it is probably too soon to delineate an official archaeological discourse on maritime antiquities, especially since fieldwork has not yet been undertaken by the DAC, but by an academic institution. Nevertheless, the DAC's perspective is present in this course. Both the UCy's excavations, at Mazotos and Nissia, are conducted in collaboration with the DAC, which underscores the shift in archaeological narratives produced since the 2000s. This shift is also illustrated in its first maritime-oriented exhibition, which focuses on the 19<sup>th</sup> century Lighthouse at Kato Pafos. Therefore, even though the steps undertaken in the field thus far are still small, they are indicative of the intent to embrace multiculturalism in the official narratives.

## **5.5. CONCLUSIONS**

Maritime archaeological fieldwork has been conducted in Cyprus since the 1960s. In accordance with the Antiquities Law amendments of 1964, maritime antiquities were incorporated in the national archaeological record, which consolidated their position in contemporary society. Moreover, the DAC supported maritime archaeological research on the island through granting permissions to foreign archaeological missions to survey different types of sites.

However, the DAC has been hesitant to engage in maritime archaeological research. Practical considerations associated with the particularities of underwater archaeological research as well as the socio-political realities on the island since the 1960s, lie at the core of this approach. As the DAC remained inactive in the field, the type of research undertaken on the island up to the 2000s was not motivated by a specific Cypriot agenda. In this context, the official narratives and presentations developed around maritime antiquities were coincidental; they were brought to the fore only in the case of antiquities illustrating the national symbolic value of maritime antiquities.

Ancient shipwreck sites had a pivotal role to play in this course. They illuminate a specific time in history, in contrast to other types of maritime sites that may represent habitation and have been used over long periods of time. Moreover, shipwrecks have a distinctive context of excavation and interpretation as they are not integrally associated to the wider archaeological landscape they are embedded in, as in the case of coastal sites. This also contributed towards their elaboration for the expression of official archaeological narratives. Moreover, their monumentality responded not only to the needs of the official

agenda, but also to the need to prepare the grounds for the development of the field in Cyprus.

Under these circumstances, the Keryneia shipwreck was accorded a significant role in the construction and presentation of official narratives through maritime archaeology. The significance developed around it introduced the nascent discipline to both professionals and non-professionals and, consequently, shaped a particular understanding and significance around maritime antiquities. However, since then, minimal steps have been taken to consolidate the position of maritime antiquities in Cyprus. These involved the development of research and presentation agendas and the adoption of measures towards the protection of maritime antiquities.

This course did not change until 2007. Although another well-preserved shipwreck boosted development of the field, this shift came at a time when official narratives expanded beyond monumentality and beyond Hellenic-oriented surveys. In this respect, even though advancement in the field is still limited, the orientation of research and public presentations show a tendency to embrace wider interpretive contexts. Nevertheless, official public archaeological programmes are still to be developed, so the shifting narratives embraced through maritime archaeological research have not been communicated to the public. Hence, public conception of maritime archaeology is still rooted in the extensive presentation and promotion of the Keryneia shipwreck by non-governmental institutions.



## CHAPTER 6: THE KERYNEIA SHIPWRECK

### 6.1. INTRODUCTION

The Keryneia shipwreck (shipwreck no 14) is a Hellenistic merchant ship that sank less than a mile off the coast of Keryneia (the places mentioned in the text are indicated on the map in Figure 6.1). Its discovery in 1965 introduced it to the contemporary world and triggered the development of distinct narratives around it. Its excavation brought to light the ship and her cargo, both in a very good state of preservation (Swiny and Katzev 1973; Katzev 2005). This characteristic earned the Keryneia shipwreck an exceptional position within the, nascent at the time, field of shipwreck archaeology; a rank it holds up to-date as it remains one of the best-preserved ancient shipwrecks ever recovered from the seabed (Harpster 2015: 156). Moreover, the remains of the ancient Greek merchant ship were instantly embraced by the archaeological and political circles of the newly-founded Republic of Cyprus. Embedded throughout its fifty-year afterlife in a turbulent phase of Cyprus' history, the internationally known Keryneia shipwreck has been gradually attributed diverse roles and meanings (Constantinou et al 2012; Harpster 2015; Dimitriou 2016; Demesticha 2018).

Besides the scientific and the official Cypriot contexts outlined above, there is another, non-official yet salient, perspective surrounding the Keryneia shipwreck in the contemporary world. Upon its discovery, the site was introduced within the local society of Keryneia. Composed of GCs and a TC minority, the maritime community of Keryneia accredited the shipwreck with diverse and changeable meanings throughout its course within the contemporary world.

The current Chapter focuses on the perceptions, negotiations, and practices the local community developed around the Keryneia shipwreck. It begins with the presentation of the two key constituents of the discussion; the local community and the site itself. Then follows an examination of the site's engagements in the contemporary world, in order to highlight the distinct relations developed between the site and the various contexts surrounding it. With the above as the basis that defined the Keryneia shipwreck's engagements with the local community, focus turns to the two community groups, in order to analyse the uses and meanings accorded to the site throughout the different phases of its afterlife.

## 6.2. SITUATING THE LOCAL COMMUNITY

Keryneia, the capital of the district by the same name, is located in the northern part of Cyprus. The interaction of the cultural and natural environment, situated in the broader historical and political context of the island, shaped the particularities of the local community both individually and collectively, and defined the city's course in the world.

The population of Keryneia in the 1960s was 3.498 inhabitants, 2.373 of whom were GCs, 696 TCs and 429 other, mainly Maronites, Armenians and British (Demetriadou 2018). The foundations of the society can be traced back to the Ottoman rule, when the settlers established in the city formed the core of the Muslim minority that gradually emerged, which lived alongside the Orthodox community. Although, following the emergence of nationalism among the two communities, bi-communal clashes broke out on the island (1931, 1958), these were considered as isolated incidents in Keryneia (Chrysanthou 2008). Violent bi-communal confrontations broke out also during 1963-1964. Throughout the clashes, the road from Nicosia to Keryneia was blockaded by armed Turkish groups. This disrupted the city's connection with the capital, access to which was possible only via the UN convoy twice a day (Chrysanthou 2008). However, bi-communal confrontations did not affect Keryneia in any other way. As locals note: "*Keryneia is the only region in the whole island that had no problems neither during the 1955-1959 anti-colonial struggle nor during 1963*" (Local 22).

Despite their differences, the two communities co-existed in peace; lower Keryneia (i.e. the walled city) was inhabited exclusively by GCs, while GCs and TCs lived together in upper Keryneia. Indicative of their harmonious coexistence is the fact that there were instances of marriages between members of the two communities (Local 21) despite a family law was in force in the TC community that prohibited marriages of TCs with GCs (Kizilyürek 2003), in Keryneia there were instances of marriages between members of the two communities (Local 21).

The natural features of the city also defined its path in the world and the qualities of its inhabitants. In the minds of Cypriots, Keryneia is associated with a particular image largely reproduced in pictures and postcards: a small city built close to the small port, numerous fishing boats in the water and the Castle of the city in the background (Figure 6.2). An image that portrays a community for which the sea was not simply part of the scenery, but a living social space. The geographical characteristics of the area contributed towards that direction: encircled by the Pentadaktylos mountain range to the south and by the sea to the north. Over the years, the sea played a vital role in the financial and cultural environment in the city as well as in the locals' daily activities.

The harbour of Keryneia never acquired a prominent position in Cyprus' commercial activity. As a small port that could not accommodate large merchant ships, its activities were defined by its proximity to the southern coast of Asia Minor (Marangkou 1997: 269-280). During the Ottoman rule, the Keryneia harbour "... *maintained a certain degree of importance*" even though it was "*bad and small..., upon a coast very deficient in maritime shelter*" (Sibthorp 1787: 338). Commercial transactions took place with Cilicia, Egypt, and Antalya, mainly exporting carobs, wheat, and olive oil (Aristidou 1995: 273). As indicated by John Macdonald Kinneir who visited Cyprus in 1814 "*the harbour... is exposed to the north wind and cannot admit a vessel of more than a hundred tons of burthen*" (Kinneir 1818: 418). For this reason, the big merchant boats anchored outside the port and smaller boats and barges transferred the products to and from the port (Maratheftis 1987: 53). During the same period, Greek merchants and sponge divers were active at Keryneia. These contacts were further enhanced following the foundation of the Greek State in 1830 (Pavlidis 1987; 56-57).

The connections with Asia Minor and the Aegean Islands continued during the British rule, although with a downward trend. Thus, through their ancestors' narratives, these bonds formed part of the collective memory of the inhabitants of Keryneia who lived in the city in the 1960s. As a local recalls, "*My grandfather went to Turkey around 1908. With the money he had, he bought a mule and rented a wooden shack; he went around the villages and bought different products like beans and butter and stored them. When a boat came from Keryneia he would send the merchandise and make a profit*" (Local 18).

Commercial contacts with Asia Minor came to an end after the Asia Minor Debacle in 1922, whereas contacts with the nearby coast did not cease completely. As a local recalls, "*My father had a boat with which he would take high ranking officers of the British army on cruises. They would set off or set sail from Keryneia and go to Turkey, Syria, Lebanon, and then return to Cyprus following the route of Varosi, Cape Andreas and finally back to Keryneia*" (Local 16). Likewise, contacts with the Greek islands, although not as regular, did not stop altogether. In fact, these relations were also evident in the 1950s; as a local indicated "*The last Greek ships I remember were two boats from Kalymnos carrying crocks [in the 1950s] ... That was, let's say, the swan song [for Keryneia] as a commercial port*" (Local 18).

Following independence, the everyday life of the inhabitants of Keryneia was reshaped to conform to the changing socio-political and financial realities on the island. Responding to the modern economy model (Hadjikyriakou 2018: 38), the majority of the locals were employed in the services sector (48,16%) (Papagiannis 1987: 37-38), while only 18 people were registered as professional fishermen, 4 of whom were TCs

(Papagiannis 1987: 22). The new conditions prevailing in the city altered the physical association of its inhabitants with the sea and its maritime landscape. Whereas the majority of the locals were no longer professionally involved with the sea, embodied experiences with the marine element were still vital for shaping personal and collective identities. Participants in the interviews emphasised their fundamental closeness to the sea, noting that the “*Keryneiotes* [the locals of Keryneia] *were born in the water*” (Local 16), as well as their intimate engagements, indicating that “*Each neighbourhood had its own* [own emphasis] *beach*” (Local 15).

Their engagement with the sea began at a very early age and defined the different stages in their lives. As a local recalls: “*When we were children we used to go to the sea with our parents. Later on (at about 10-12 years), we set ourselves two goals. The first goal was to swim about 100m up to the barges, the old boats that were used to load carobs on the boats; the second was to go further up to Magli’s yacht which was at the centre of the harbour, deeper. You would pass your final test if you dived at the mouth of the harbour and swam from one side to the other*” (Local 17).

Through their engagement with the sea, locals were also engaged with boats from an early age; their relevant accounts start from the age of 4-5 when they went for boat rides. In fact, boats had such a significant position within the local community that boat-handling skills would define their status in society, as clearly indicated by the following account: “*One day we went with some friends on a boat outing to Echirnos islet, west of Keryneia. We were having fun, singing and fishing, when suddenly the boat bumped onto Archangel’s rock. The worst humiliation for a fisherman from Keryneia! The boat owners jumped into the water to push the boat away before the dockers could see us and start making fun of us. We had to wait for them to dry before returning because it would have been shameful*” (Local 17).

Another factor that contributed to the formation of the locals’ distinct identity from the 1960s onwards was tourism. It began to grow during the British rule and expanded further with the construction of numerous new hotels. Keryneia developed into a popular destination for both local and foreign tourists. Within the same realm, the harbour of Keryneia became an attractive destination for yacht owners (Papagiannis 1987: 38).

By the 1970s, Keryneia was already a fast developing city with its distinct character. The locals of Keryneia established a vigorous social interaction with the people, the place, and the objects, which defined their existence. However, the invasion of Turkey in 1974 and the occupation of the northern part of Cyprus altered the existing situation.

The GC inhabitants were forced to flee and relocate in the southern part of Cyprus, experiencing the physical absence of their place. TCs remained in the city, although a significant number of them left Cyprus altogether. However, as TCs from Lemesos and Pafos, as well as settlers from mainland Turkey moved to Keryneia, the TCs natives of Keryneia experienced a grand change in the cultural and social conditions in their city.

After 39 years of no communication, the restrictions of movement between the northern and southern parts of the island were lifted in 2003. This was the incentive for the locals to engage in new types of relationships with the city and the people. Since then, GC natives of Keryneia were able to re-visit their city. Moreover, this gave the opportunity to the pre 1974 local inhabitants of Keryneia to meet again and engage in social interaction. However, as these engagements do not form part of their daily routine, the feeling of the loss of their place (the physical place for the GCs and the cultural and social place for the TCs) still prevails within both communities.

### **6.3. SITUATING THE SITE**

#### *6.3.1. ARCHAEOLOGICAL PERSPECTIVES*

The Keryneia ship is a merchantman, built around 315 BC, that sank off the coast of Keryneia between 294-291 BC (Figure 6.3). Having lain on a flat, sandy seabed for over 2300 years, the ship gradually transformed into a well-preserved shipwreck composed of a mound of around 80 amphorae in its visible parts, covering an area of 3x5m (Katzev and Katzev 1968). The site was excavated between 1967-1972 under the direction of M. Katzev (UPenn), revealing significant aspects of ancient commerce, life aboard, ship building techniques and ancient sailing.

In total, 403 amphorae were excavated from the site. The primary cargo was composed of Rhodian amphorae of four different types with stamps on their handles, which contributed to the dating of the ship (Lawall 2011). Nine more types of amphorae were found on board, originating from Samos, the Cyclades (Paros), possibly northern Greece, Cyprus, and the Levant (Katzev 1969, 1970).

Besides the Samian amphorae, which contained quantities of almonds still in their shell, the rest of the amphorae were found with no indications of their content, leading to the hypothesis that a portion of the cargo could have been empty jars. A noteworthy number of almonds (over 9000) were also recovered from the cargo area, within the hull, indicating that they could have been stored aboard in containers of perishable material (Katzev 1969, 1970). Further to the above, 29 stone hopper type grain mills made of volcanic stone from the island of Nisyros were also located. They were stacked in three

rows along the axis of the ship, below the amphora cargo. Their position suggests that they probably represent remnants of an earlier cargo, which served as ballast in the ship (Katzev 1969, 1970).

Two separate areas in the fore and aft part of the ship were associated with cabin space, based on the concentrations of small finds. Culinary and cooking vessels were preserved as well as the galley wares, the majority of which originated from Rhodes. Most of them were discovered in pairs of four, indicating the number of the crew when the ship sank (Katzev 1970). Additionally, two sets of lead net weights were found forward of the bow cabin, which is probably where the sailors stored their fishing gear. Seven bronze coins were also recovered from the site. Five of them were minted with the name of Alexander the Great and one with the name of Ptolemy I in Cyprus. These facts not only confirm the date of the wrecking of the ship, they also point to Rhodes as the probable home port of the ship's final voyage. Regarding the ship's gear, an one-armed wooden anchor with a lead filled anchor stock as well as a wooden pulley were found at the bow and the stern of the ship respectively (Duivenvoorde 2012; Katzev 1970).

The Keryneia shipwreck preserved the hull of the ship in an exceptional state. Approximately 75% of her original structure was preserved: an important part of her external structure (the keel, more than half of the stem, and 22 strakes of the outer planking) as well as parts of her interior structure (frames, ceiling planks, cross beams, and a mast step) were preserved (Steffy 1985, 1989, 1994). The conservation of the hull of the ship was conducted during 1970-1972, under the direction of Oberlin College and Francis Talbot (Katzev and Katzev 1974) while Richard Steffy studied and reconstructed her during 1971-1975 (Figure 6.4). Built with Aleppo pine, the Keryneia Ship was constructed in the shell-first technique. Her planking was joined together with mortise-and-tenons and her frames were adjusted to the planks with clenched copper nails (Steffy 1985, 1989, 1994).

The remarkable state of preservation of the Keryneia Ship and her reconstruction triggered the continuation of research on the experimental archaeological level. Replicas of the Keryneia ship were constructed, aiming to contribute to research regarding ancient ship construction, life on board, and sailing. In 1985, Keryneia II was built in the shell-first technique at the Psaros shipyard (Perama, Greece) by the Hellenic Institute for the Preservation of Nautical Tradition (HIPNT) in collaboration with the American Institute of Nautical Association (AINA), (Katzev 2005; Tzallas 2007). Built in the shell first technique, Kerynia II became a *"goodwill ambassador, aiming to promote the idea of nautical archaeology by experiment"* (Tzallas 2007: 304). She sailed along the Aegean and the Eastern Mediterranean for three years, covering over 2000n.m, including a sailing trip in

1986 from Greece to Cyprus, and the return trip to Greece in 1987 (Tzallas 2007).

In 2003, a second replica Keryneia-Liberty (Figure 6.5) was built at Charalampos Avgoustis shipyard (Lemesos, Cyprus) by the Keryneia-Chrysokava Foundation. Unlike the first replica, Keryneia-Liberty was built in the traditional building technique (frame first), following the same lines with the original ship. Since her launch, the ship has sailed from Cyprus to the Aegean during the Athens Olympic Games of 2004, utilizing her return voyage to investigate life on board during a long open sea trip (Katzev 2005). The Keryneia-Liberty, now moored at Limassol Marina (Cyprus), has laid the groundwork for experimenting, inter alia, sailing techniques, life on board, cargo loading, and stowage methods (Katzev 2005, 2008; Kariolou personal communication, November 2017).

Fifty years following the inauguration of the Keryneia shipwreck excavation, the project is still an ongoing process. While the Keryneia shipwreck's final excavation report is to be published within the next few months, the Kyrenia Ship Preservation Project continues. Its aim is the cleaning of the Keryneia ship hull, the conservation and her finds, as well as the identification and selection of pieces to be restored for gallery display (Cutulle 2015; Harpster 2015; Katzev 2015).

### 6.3.2. *ENGAGEMENTS IN THE CONTEMPORARY WORLD*

The Keryneia shipwreck shifted into its afterlife upon its discovery in 1965 by A. Cariolou, a GC local diver from Keryneia. Yet, for two years following its first discovery the shipwreck had not obtained a particular identity within society. Not being able to note the site's exact position, it was not before the beginning of 1967 when Cariolou managed to relocate the site once again and report it to the authorities, officially introducing it to the contemporary world (Katselli 2002: 17).

The report of the site coincided with M. Katzev's underwater archaeological survey around Cyprus in search of possible future shipwreck excavations (DAC 1966a: 87/54/1: 137-138). Following the tendencies of the then newly founded field, the team aimed to discover and excavate a Classical-Hellenistic well-preserved shipwreck site, a period that had not yet been investigated (DAC 1966b: 22/67/1: 1-3). The survey around Cyprus was brought to a close when Cariolou indicated to the team the well-preserved shipwreck site, which was instantly considered "*a miracle...*" as this would be "*the first Greek shipwreck ever found!*" (Kyriakidou 1970)<sup>8</sup>. Indeed, this would be the first shipwreck ever located in

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<sup>8</sup> The words of Michael Katzev after seeing the Keryneia shipwreck for the first time.

such a good condition, at a depth where divers could work (Table 6.1) (Green et al 1967; Bass and Katzev 1968).

No	Shipwreck no	Name	Country	Date	Depth	State of preservation
1	14	Keryneia	Cyprus	Hellenistic	>30	Well-preserved
2	104	Agia Galini	Greece	Roman	>10	Coherent
3	134	Antikythera A	Greece	Hellenistic	60≥	Coherent
4	135	Antikythera B	Greece	Hellenistic	≥50	Coherent
5	138	Artemision	Greece	Hellenistic	≥40	Coherent
6	232	Iria	Greece	Bronze Age	>30	Coherent
7	292	Marathon	Greece	Hellenistic-Roman	Not reported	Coherent
8	299	Methone B	Greece	Byzantine	30	Coherent
9	427	Akko 1	Israel	Ottoman	>10	Well-preserved
10	434	Akko Tower	Israel	Ottoman	>10	Coherent
11	574	Ras El Bassit B	Syria	Islamic	>40	Well-preserved
12	579	Arap Adasi	Turkey	Roman	60>	Well-preserved
13	598	Cape Gelidonya A	Turkey	Bronze Age	>30	Coherent
14	621	Istanbul	Turkey	Classical-Hellenistic	>40	Well-preserved
15	680	Yalikavak	Turkey	Hellenistic	60>	Well-preserved
16	681	Yassi Ada A	Turkey	Byzantine	>40	Well-preserved
17	682	Yassi Ada B	Turkey	Roman	>50	Well-preserved

**Table 6.1:** List of coherent and well-preserved shipwreck sites located up to 1967 in the Eastern Mediterranean.

The expressed interest to excavate the site by the UPenn met the requirements of the Republic, which aspired to promote Cyprus' heritage abroad and to contribute to the construction of the national identity of its people (Karageorghis 1985a). Hence, its surface survey ensued promptly and its excavation was planned to take place during the following year.

The news about the location of an ancient shipwreck circulated among the locals soon after its report to the authorities, as indicated in a report to the Director of the DAC by archaeological officer Michalis Louloupis: "... *The continual presence of the archaeological team at the Keryneia Port and their frequent diving at the site piqued the community's curiosity and stimulated media interest. Inevitably, news of the existence of the shipwreck soon spread.*" (DAC 1967b: 22/67/1: 27). However, at this stage, no means



of communication had developed among the official context of the site (the foreign archaeological team or the DAC) and the local community.

The initiation of the Keryneia Shipwreck Project (KSP) altered the existing webs of interaction between the site and the local community. The excavation of the Keryneia shipwreck moved on swiftly. By the end of the 1969 field season, the hull of the ship was completely exposed on the seabed. Its recovery and lifting amplified the significance of the project; the only relevant projects undertaken at the time were the lifting of the 17<sup>th</sup> cent. AD Vasa ship (Stockholm, Sweden, Olsen and Pedersen 1968). Thus, the Keryneia shipwreck was the oldest shipwreck ever excavated and lifted from the seabed at the time. Moreover, the conservation and reassembly of the ship was groundbreaking not only because it was the first time that the hull of an ancient ship was being reconstructed from its fragments that were scattered on the seabed. It would be the first reconstruction of a ship built in the shell-first technique, a fact that changed the existing ship building theories and ranked the Keryneia Ship in an exceptional position within the shipwreck archaeological field (Steffy 2012: 86-87).

The scientific significance of the Keryneia shipwreck triggered international interest, evident during the site's excavation. The National Geographic Society supported the project and was present on the island throughout the project, capturing the pioneering endeavour (Katzev 1970: 13; Steffy 2012: 88). The site was featured twice in the National Geographic Magazine, in June 1970 (vol. 137:6) and in November 1974 (vol. 146:5) and provided the material for the documentary "With captain sailors three", first aired in 1978 (Harpster 2015: 158).

Furthermore, the first well-preserved ancient Greek merchant ship ever excavated (Kyriakidou 1970) attracted national attention. The excavation was given extensive coverage by the Media, which followed every step of the project, with numerous newspaper articles and TV broadcasts. Moreover, important personalities visited the site during the project such as the US ambassador to Cyprus at the time Taylor G. Belcher and Princess Margaret (Karageorghis 2007: 98, 101); as Loren Steffy (2012: 82)<sup>9</sup> describes: "*The Keryneia project had a higher profile on the island than my parents anticipated. Within months of our arrival, my mother was among a group of American women, mostly diplomats' wives, invited to meet the Cyprus President...*".

The significance of the site, as expressed through the scientific, international and national circles, was evident in the everyday life of Keryneia and determined its position

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<sup>9</sup> Son of R. Steffy, director of the Keryneia Ship reconstruction.

within the maritime-oriented local society. The archaeological team, counting over 35 persons, resided in the city for almost four months per year for the two years the excavation ran (DAC 1969: 22/67/2: 3). Following the lifting of the hull of the ship, her reconstruction gathered in Keryneia archaeologists, conservators, and the group in charge of reconstruction (Steffy 2012).

For the local society whose life centred on the port's waterfront, "...*this was a lived experience*" (Local 17) sensed through their daily activities in the city; they would see the archaeologists in the afternoon unload the amphorae lifted from the site and walk towards the castle where conservation took place. Later on, when the timbers of the ship were lifted and transferred to the Keryneia dock, a number of people would hang around to see the whole procedure (Katzev 1970).

The locals' engagement with the KSP was further intensified by the mutual efforts of the project's team and the DAC. The project results were presented to the local community through public lectures and a small display of selected finds from the site, which opened prior to the completion of the excavation, September 1969 (*Eleftheria* 1968; Katzev 1970: 13)

The reconstruction of the hull of the ship was almost completed and the official opening of the permanent Keryneia Ship exhibition was in preparation when the Turkish invasion on the island interrupted the ongoing work. The archaeological team had to abandon the city and move back to the United States (Steffy 2012). It was not until October 1974 that members of the KSP were able to visit the Keryneia castle and examine the ship and her finds. By the spring of 1975, R. Steffy returned to Keryneia to complete the reassembly of the ship, adding her interior planks (Katzev 1981). In July of the same year, the permanent exhibition of the Keryneia Ship officially opened to the public (DAC 1975: 22/67/5: 47).

The 1974 events reassessed the site's position within contemporary society. As Keryneia came under the sole control of the TCs, the DAC could no longer have an active involvement in the management of the Keryneia ship and the excavation finds. The local community's engagements with the site altered accordingly. The TC community of Keryneia continued their usual engagements with the ship while the GCs lost their established physical contact with it.

However, the two replicas, based in the southern part of Cyprus, rematerialized the lost physical contact of the GC community with the ship. Following her experimental voyages, Keryneia II was exhibited in Greece, Cyprus, New York (USA), Nara (Japan), Seville (Spain), and Hamburg (Germany). H. Tzallas and HIPNT granted the ship to the

Thalassa Museum, in Agia Napa (Figure 6.6) where she has been exhibited since 2005 (Tzallas 2007; Katzev 2008). The Keryneia-Liberty, on the other hand, is now moored at the Limassol Marina (Lemesos, Cyprus) and is still being used for experimental archaeology purposes.

#### **6.4. IMAGINING THE SITE: CO-PRODUCTIONS IN THE LOCAL COMMUNITY**

The inhabitants of Keryneia were engaged in a regular interaction with the material traces of the past. Built monuments (i.e. the Medieval castle and Byzantine churches) formed part of their lived environment and their everyday engagement with the world. Moreover, archaeological remains were revealed on several occasions during excavations of the DAC as well as during construction works around the city. Based on the descriptions of G. Kleanthous, guardian at the Keryneia castle from 1949 until 1974, 23 cases of antiquities traced under houses, businesses, and in fields within the city of Keryneia, dated from the Geometric-Roman periods, were documented (Neophytou 2017: 130-134). Even so, according to the local community, *“if that wasn’t your particular interest, you wouldn’t know about them.”* (Local 14). Keryneia’s seabed had also been explored over the years, but this was by sponge divers, free divers, and fishermen, for livelihood and entertainment purposes. Through their engagement with the sea, locals also encountered antiquities underwater, mainly intact or fragmented amphorae. If any antiquities were lifted, they were either kept by them or they were handed over to the archaeological officer of Keryneia (Local 17). Nevertheless, as these were *“common stuff”* (Local 18), they never attracted wide public interest.

Although *“common stuff”* did not trigger the locals’ interest, another type of antiquities captured their attention. Golden finds and other *“important things”* (Local 23) enhanced the locals’ imagination and stimulated stories regarding discoveries and looting. The following story is one of the many documented regarding antiquities located on land: *“According to a narrative, a lady summoned a worker to dredge the sewer of her house which was full. As soon as he began to work, a cave preserving ancient tomb was revealed. The owner of the house dismissed the worker immediately and continued the ‘excavation’ herself. The story goes that she found gold rings and earrings and other objects made of gold. According to what is said around the neighborhood, she invented a clever way to send them to her sister to sell in the U.S. She made rusks where she hid the gold objects and then sent them to her sister”* (Neophytou 2017: 131).

Both communities of Keryneia were actively involved in the production and reproduction of imaginary treasure stories regarding the material remains of the past

(Local 21). Similar stories were generated around the Keryneia shipwreck once news of its discovery spread around the city. The location of a well-preserved shipwreck triggered discussions at the coffee shops regarding the treasures discovered at the site. Even though no one, except Andreas Cariolou and his son had ever seen the site, as TCs indicate, locals would invent stories about golden coins and jewelry the shipwreck preserved, and, even, regarding people lifting from the site gold, and selling it (Local 22).

The shipwreck was beyond the spectrum of their affective experience. What is more, no information communicated to the local community that revealed an aspect of its identity. In fact, it is the physical and conceptual absence of the ship that generated fictitious stories around it. Common productions around the Keryneia shipwreck, however, did not last long. The identity of the shipwreck, called the *Greek merchant ship*, soon circulated in the local community of Keryneia and transformed the significances the two communities had developed around.

## 6.5. THE GREEK-CYPRriot COMMUNITY

### 6.5.1. ESTABLISHING AN INTIMATE RELATIONSHIP

The remains of a well-preserved Hellenistic shipwreck were accorded an extraordinary significance by the GC community. The underwater environment of its deposition generated a close attachment between the site and a certain group of people who had developed a rigorous relationship with the sea. This fact urged them to make a move for the first time. To their minds, such an important site should not be excavated by a foreign institution. In a letter to the Director of the DAC following the surface survey conducted on site in 1967, Cariolou noted that “*we would be much prouder if you would undertake the excavation in collaboration with Cypriot<sup>10</sup> divers*” (DAC 1967b: 22.67/1: 74-75). Failing to comprehend fully the scope of the scientific knowledge and experience necessary for the excavation of the site, they evaluated their maritimity and underwater experience as the most important qualification for undertaking the project. Hence, Cariolou proposed ways Cypriot divers could work under the directions of Karageorghis, then Director of the DAC who would be on the boat as “*it would not be possible for you to become a maritime person overnight*” (DAC 1967b: 22/67: 74-75). To substantiate the rights of Cypriot divers to the project, Cariolou focused on their technical expertise in diving, pointing out that “*our divers, the Cypriots, are more careful and capable. Suffice to*

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<sup>10</sup> The term Cypriot was used among the GCs up to 1974 to signify the Greek community of the island (Hatay and Papadakis 2012: 27)

say that since 1954 [when scuba diving began in Keryneia] we haven't had any accidents" (DAC 1967b: 22/67: 74-75).

Eager to have an active involvement in the investigation of their material past, the locals felt that by inviting a foreign mission to excavate the site, the DAC undervalued their abilities. The reference to this in Louloupis' report is revealing: "... *It should be mentioned at this point that he [Cariolou] and some other amateur divers from Keryneia expressed their discontent because the DAC disregarded their capabilities and assigned the excavation to the mission. Their usual complaint was 'were there no Cypriot divers?'*" (DAC 1967a: 67/74/1: 21).

The fact that the DAC did not adopt the divers' suggestions, caused frustration and a feeling of exclusion from their own heritage and their own surroundings. This brought to the fore the conflicting zones of interactions between the official and non-official contexts of the discipline. As Glafkos Cariolou recalls, "*my father was so outspoken towards the DAC. He even threatened that he would bomb the site!*". It was only following this correspondence that G. Cariolou was included in the excavation team in 1968, participating in the morning dives of the project (G. Cariolou personal communication, November 2017).

The disappointment of the GC community with the manner the first underwater archaeological project was proceeding was also expressed towards the archaeological mission involved with the site. The team was not approached positively, as clearly described in the following extract from the report of Louloupis to the director of the DAC: "*Around mid-October a private yacht arrived at the port of Keryneia, under the name Nefeli, with two US citizens. According to M. Katzev, the crew of the yacht are experienced divers and he used them in the shipwreck survey. However, the presence of Nefeli at Keryneia gave rise to a **new wave of rumours** [emphasis added] about the crew and the archaeological mission, because some students from Keryneia recalled that the crew of Nefeli had an issue with the Piraeus Coast Guard... Rumours became charges when on 20 October Katzev confirmed that there were 4 broken amphorae at the site. This was the result of a failed attempt to remove the amphorae. The attempt was probably made between 18 and 19 October when the team had not worked at the site due to bad weather conditions. Naturally, suspicions turned to the crew of Nefeli because of the incident with the Piraeus Coast Guard mentioned above. The spread of these rumours **created an unpleasant atmosphere** [emphasis added] in Keryneia for the archaeological team and the crew of Nefeli, which obliged them to give explanations to the authorities.*" (DAC 1967a: 67/74/1: 21).

Driven by the significance of the shipwreck, the GC community questioned the intentions of the archaeological mission. The absence of any visual contact with the shipwreck and the surface survey stimulated further the locals' imagination and produced various scenarios. However, skepticism among the GC community was soon to be replaced by new meanings and practices once the excavation of the site began.

#### 6.5.2. CAPTURING THE NATIONAL VALUE

Greek antiquities held an important position among the GC community of the late 1960s in Cyprus. They were regarded as manifestations of the prevailing conception at the time that *"Cyprus does not belong to Cypriots... Cyprus belongs to the entire Hellenism"* (Spyridakis 1968 in Papadakis 1998: 149). The GC community of Keryneia could not be detached from this general tendency. Their particular identity was formed around Greek traditions, as indicated in the following extract from the first Bulletin published by the Keryneia Folklore Society in 1967 *"We should all help to preserve the treasures of our heritage. These treasures are some of the main living proofs of our genuine and pure Greekness"* (Chiotelli-Kypri 2016: 19). Indeed, the national value attributed to the site by the GC community of Keryneia is evident from the first moments of the site's transition into its afterlife. This is underlined in Cariolou's first account of his encounter with the shipwreck: *"...I experienced the greatest moment of my life. What I saw was beyond words. There were around 80 intact amphorae, which I touched with my own hands"* (Katselli 2002: 17-19). Upon its relocation in 1967, he did not follow the usual path of reporting the site to the DAC. Instead, he lifted an amphora and showed it to his close friend, Neoptolemos Michaelides<sup>11</sup> who knew personally the then President of the Republic. As Cariolou's son recalls, they took the amphora to the presidential palace to show to the President who instantly called the Director of the DAC (G. Cariolou, personal communication November 2017).

The presence of the archaeological team at the Keryneia port and the circulation of the news regarding the *"Greek merchant ship"*, as the site was known among the locals (Local 16), placed the shipwreck in an singular position among the GC community: its temporality *"confirmed our roots"* (Local 18) while its monumentality fostered feelings of pride and ownership. These feelings intensified during the excavation of the site and escalated the official *"sensation"* (Karageorghis 2007: 98), as illustrated by the visit of Archbishop Makarios III on the diving barge of the Keryneia shipwreck excavation (Figure 6.7).

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<sup>11</sup> Neoptolemos Michaelides (1920-1993), a well known architect from Keryneia.

However, the Greek origin of the Hellenistic merchant ship was not confined to an abstract association with a distant and non-reachable past. According to Papadakis (1998: 150), national narratives are blended and interconnected to personal and local histories. Likewise, for the GC community of Keryneia, the ancient Greek merchant ship was linked to particular aspects of their local history. Their collective memory was shaped based on their ancestors' narratives regarding their maritime connections with the Greek islands and the subsequent bonds created with them. This memory was also associated with their relatively recent past, which was lived through their engagement in the world. As a local indicated, *"During the 1940s-1950s we often had sponge divers from Greece in Keryneia. They would go out at sea for sponge fishing; and at dawn they would gather at the port. We would see them there processing the sponges they had caught... We used to see these things; it was part of our everyday life"* (Local 17).

Although interchanges with the Greek islands ceased in the 1960s, remnants of past relationship were present in contemporary society. Locals note that several families in Keryneia had their roots in Greece, as their names manifest: Chiotis (from Chios), Skopelitis (from Skopelos), Kranidiotis (from Kranidi), Samiotis (from Samos) (Katselli 2002: 37). Based on these collective interpretations of their social memory, the national significance of the Keryneia shipwreck blended with their particular local history. As a result, the temporality of the remains accorded to their maritime relations with Greece an intrinsic and timeless value that would justify and manifest their identity. In the words of a local: *"The Keryneia Ship confirmed our contacts with Greek islands from antiquity and that was great..."* (Local 15).

The national significance accorded to the site gradually replaced the initial suspicions. Instead, following the initiation of the excavation, the GC community embraced the project with enthusiasm. Hence, GCs interacted with members of the archaeological team on a daily basis, gradually developing regular social relations. As a local recalls, *"In the evenings the team members visited the seafront restaurants-bars. My father-in-law owned the well-known Bitter Lemons Bar-Club. The members of the team frequented the place. That is where locals [GCs] engaged with them and learned about the excavation. Drinking wine every night, they gradually became friends... When you become friends, it is easy to ask, how did the excavation go today?"* (Local 17).

International interest further enhanced the position the KSP had acquired among the GCs and made them feel part of the whole endeavour, as indicated by the following narrative: *"The biggest bookshop of Keryneia, the Hatzilampi bookshop, brought the edition of the National Geographic magazine dedicated to the shipwreck, and it was almost immediately sold out. Every Keryneiotis [GCs] wanted to buy it...Possibly his name*

was mentioned in the article. There might be a photo of the lifting of the wood where he could see himself...” (Local 17). As a result, “... for two years the lifting of the Keryneia shipwreck was the most important event in the city” (Local 17). It, therefore, evoked strong social and aesthetic experiences which were imprinted in the collective memory of the GCs (cf. Connerton 1989; Bergson 1991; Seremetakis 1994).

The occupation of Keryneia in 1974 altered the expressions of the national significance around the ship. In fact, following 1974 the Keryneia ship was accorded a powerful political role and was linked to the development of ethno-national consciousness. Although this role was attributed to all the Greek antiquities located in the occupied part of Cyprus (Silberman 1995: 259), the Keryneia ship gradually acquired a unique position in the post 1974 ethno-national narrative. By definition, it was connected to the established “*idea of the sea*” (Mack 2011: 25), and hence, the primordial symbolism of the sea with liberty (Phelan 2007:8). This association was further enhanced by the prevalent notion that just “*as the sea brought them [the conquerors], the sea is going to push them away*” (Local 14). The symbolism surrounding the Keryneia ship was not expressed until her re-materialization through the construction of Keryneia II. Her replicated spatiality recreated the lost physical contact with the Keryneia ship and offered a tangible base for the development of national narratives, which associated her sailing in the sea with the return to the homeland.

Constructed in 1986, three years following the unilateral declaration of the “Turkish Republic of the Northern Cyprus” (Hadjidemetriou 2007: 374), Keryneia II served as a symbol of resistance and hope. This is clearly stated in the following newspaper extract, one of the many that characterise this period: “*The only wish we can make is that Keryneia is liberated from the Turkish occupying forces by the time the ship (the hull) is completed and launched for its experimental voyage. We hope we will be able to gaze in the horizon tailwinds fill the sails and the ship sailing towards our waters. So that we, the Greeks, welcome it. For, a Greek ship with Alexandrian history cannot be welcome by a barbarian people who do not have sea water in their veins*” (Michaelidou Andreou 1983: 6).

The “*occupied ship*” (Fileleftheros 1984), the “*ship of hope*” (Fileleftheros 1986), as Keryneia II is described in news reports, was considered the “*floating ambassador of the Cypriot culture*” (Neophytou 2006: 26) and became a symbol of the Cyprus Republic, featuring on banknotes, coins, postage stamps and the new biometric passports (Figures 8-10).

The national narratives developed around Keryneia II were aligned to the locals’



sensed significance of the ship. Feeling that “*Unfortunately we did not have enough time to enjoy the ship*” (Local 14), the pain for the loss of their place was incorporated in expressions about the loss of physical contact with the ship. Although the inhabitants of Keryneia supported and followed the events that were organised for Keryneia II, they retained a rather passive role in the construction of the ethno-national narrative throughout her life. However, the conclusion of the activities involving Keryneia II prompted them to undertake a more active role. With the purpose of having a replica of the Keryneia ship permanently in Cyprus, her second replica (see above) was built on a local initiative (Cariolou, personal communication November 2017). Her association with the previous narratives and the hope for return is clearly evident by her name alone: Keryneia-Liberty.

The practices and events designed for Keryneia-Liberty, especially during the first years after her construction, followed a similar line to those of Keryneia II. Advocated by distinguished personalities of the political scene of Greece and Cyprus<sup>12</sup>, the replicas provided the tangible manifestation of the timeless continuity of Greek culture on the island, evoking the ethnic imagination of a nation whose sovereignty was being disputed (cf. Hamilakis 2007b). This was particularly evident during the sailing of Keryneia-Liberty to the Athens 2004 Olympic Games, which by definition enclosed a symbolic meaning for Hellenism, as they were the first Olympics to be organised in Athens since the contemporary Olympics in 1896 (Hamilakis 2007b: 1-6).

The ship sailed from Amathous following a grandiose ceremony attended by the political leadership of the island. The rituals included libation to Poseidon and a procession in which amphorae containing gifts from Cyprus were carried to the ship (Figure 6.11). Similar ceremonies, although less imposing, were organised at each stop of the ship during her sail around the Aegean islands before her final stop at Piraeus (Neophytou 2006). Proud of the whole endeavour, the locals of Keryneia followed the ship’s route (mostly by air and, in some cases, by private boats) and attended the reception ceremonies at the various islands it visited.

As Connerton noted (1989: 48), commemorative ceremonies incorporate the assumption of exclusive rights over a past that is closely related to the present and, hence, contribute to the shaping of the communal memory. That was particularly the case with the Keryneia-Liberty; rematerialization of the Keryneia Ship served as a *national*

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<sup>12</sup> Patron of the Keryneia II was Melina Merkouri, then Minister of Culture of Greece while the patrons of Keryneia-Liberty were Glafkos Klerides (then President of the Republic of Cyprus), Kostis Stefanopoulos (then President of Greece) and Andreas Cariolou (the person who discovered the Keryneia shipwreck) (Neophytou 2006: 24, 34).

*capital* (Hamilakis and Yalouri 1996), encapsulating the hope for return. Although this role was attributed to the ship by official circles, it was embraced by the local community of Keryneia, as indicated in the words of Konstantinos' Orogas, former Mayor of Keryneia (Neophytou 2006:11): *“Through the cultural events organised from 1984 up to the Olympic Games in 2004, Keryneia II as well as Keryneia-Liberty demonstrated to the civilized world the Greekness of Keryneia and Cyprus and the unbroken links between Cyprus and mainland Greece, from antiquity to this day. Furthermore, the Keryneia Ship has been established as the symbol of the struggle for the return of all the legitimate inhabitants of Keryneia, to their city”* (in Neophytou 2006: 11). Stemming from a sense of ownership towards the ship, the GC community of Keryneia took on a significant role towards sustaining the national capital and, therefore, consolidating the notion of the Keryneia ship as a source of narratives on the timeless continuity of Greek culture on the island (cf. Hamilakis 2007b).

However, the narratives around the replicas could not stand detached from the socio-political developments on the island. In this context, soon after the construction of Keryneia-Liberty in 2003, another aspect was gradually added to the prevailing account regarding the Keryneia ship and her replicas. Once the restrictions of movement to and from the occupied north were lifted in 2003, TCs were encouraged to participate in the sailing of Keryneia-Liberty during the 2004 Olympic Games. This initiative, encouraged by a local of Keryneia (Glafkos Cariolou), received some criticism. However, prompted by curiosity to meet GCs, five TCs followed the ancient sailing course on ancient sailing at Ledra Palace in the Green Line (G.Cariolou, personal communication November 2017) and one of them participated in the first leg of the voyage from Pafos to Rhodes. As he states: *“It was all about getting to know some GCs. It had nothing to do with boats, sailing and all that... I was really curious. Are they as arrogant and impatient as we are?.. I wanted to know...”* (Cakir, personal communication November 2017).

Such a participation of a TC in the Keryneia-Liberty voyage could be characterised as tokenism (Constandinou et al 2012: 189), perhaps not unfairly taking into consideration the emotions and symbolisms surrounding the sailing of the ship to the Olympic Games. Nevertheless, the latest developments in the field (see chapter 5) indicate that it may have marked the beginning of a gradual change in the political rhetoric surrounding the Keryneia shipwreck responding to the present socio-political realities in Cyprus.

### 6.5.3. THE LOCAL SYMBOLIC VALUE

For the locals of Keryneia, the sea was transformed into what Brown and Humberstone (2016: 26) described as an embodied cultural and material vital space. In this regard, the Keryneia shipwreck generated additional distinctive connotations among them, deriving from the central position the sea maintained in their lives. The collective memory of the locals of Keryneia was not directed towards their links with Greece, but also towards *“the glorious times of the Keryneia port”* (Local 18), when these links were still active. Thus, the remains of an ancient Greek merchant ship were incorporated with the social relations evolved around the sea, which had played a key role in the production and negotiation of their collective memory and identity (cf. Connerton 1989; Halbwachs 1992).

Naturally, the locals of Keryneia felt an instant bond and understanding with the ship itself through their daily routine engagement with boats. The fundamental role that ships retained within the local community was still evident in the 1960s although expressed in different forms. Almost every local was familiar with boatxgv from a very young age. As they grew older they would be involved in fishing, developing what Phelan (2007: 3) described as “a symbiotic relationship between person and boat”. In fact, this bond was present throughout the interviews; participants did not only describe their boats and their particularities, but also recalled the names of boats anchored at the port of Keryneia fifty years ago.

Based on a powerful sense of locality in relation to the sea, the materiality and temporality of the site affirmed the most basic aspect of their distinctive identity, their maritimity, which they felt singled them out as a community. As a result, significance of the site developed around the association of the inhabitants of Keryneia with the sea. As a local recalls: *“Upon hearing about the site I thought about the people who were on that ship. Of course, it was an ancient ship; but these were old colleagues; maritime people who earned their living from the sea and had wrecked. I think these connections are instantaneous in our minds”* (Local 18). All the above notions around the Keryneia shipwreck were strengthened through the profound national and international interest stimulated around the site. The site provided a tangible manifestation to the world of the locals' individuality. Promotion of the site in Cyprus as well as abroad enhanced their link to it.

The Keryneia ship gradually acquired an outstanding position within local society as it became an active agent of collective national and social memory, and identity. However, following 1974, the Keryneia ship was imbued with the affective power of absence (Hetherington 2004), a cultural, physical and social phenomenon which defines people's conceptions of themselves and of the world they engage in (Bille et al 2010: 4).

As Ingold (1993: 154) indicates, “... *through living in it, the landscape becomes part of us, just as we are part of it*”. Indeed, members of the GC community of Keryneia emphasise “*Everybody considered Keryneia beautiful; but for us, it was our very existence*” (Katselli 1978). Cobb and Ransley (2009) supported that the seascape has similar qualities with the landscape. This was particularly the case for the locals of Keryneia who considered the sea a lived space that formed their existence. Therefore, their anguish over the loss of their hometown also included the loss of the sea of Keryneia, which alienated a part of themselves. As a local recounts, “*The sea was in our DNA...I loved the sea so much that for 3-4 years following the invasion I refused to get into the sea. Where would I go? The sea of Keryneia was unique*” (Local 18).

The absence of their place was filled with nostalgia, a sentiment that has been associated with negative and regressive feelings and actions (Lowenthal 2015: 49-54). Even though the sense of longing produced ethnic narratives based on the Keryneia Ship, it also acted as a *motivating emotion* (Campbell et al 2017: 609); it generated creative practices in the present (c.f. Smith and Campbell 2017), drawing upon the past and what was lost. The driving force for the construction of the Keryneia-Liberty “*probably stemmed from a sense of survival after losing Keryneia*” (Local 17). It was against this background that the Keryneia-Chrysokava Cultural Foundation was established in 2002. Its main objective was the construction of Keryneia-Liberty with the particular aim to “*revive in contemporary generations our love for the sea*” (Neophytou 2006: 37).

The Keryneia-Liberty, however, did not replicate either the absent spatiality of the ship (cf. Papadopoulou 2016: 367) or the absent spatiality of the Keryneia sea. Her primary, official role is the continuation of the experimental archaeology practices initiated with Keryneia II. In this respect, the locals’ engagement with the ship is aligned with the archaeological circles as it provides the field with a unique tool in the investigation on how ancient merchant ships operated and were experienced in the past. The locals of Keryneia, who are responsible for the maintenance of Keryneia-Liberty, organise and implement the ongoing experiments, in collaboration with the KSP team (Figure 6.12). In this way, they return to a familiar place, the sea, and to a familiar context, the ship and her sailing: applying the knowledge they acquired through their engagement with the sea, and in a way, re-producing the activities and social relationships developed around the Keryneia sea. In return, these practices create new experiences and new social memories with reference to the past, bonding the locals of Keryneia together. In other words, “*this is something that keeps our bond with our city, and the bonds among Keryneiotes*” (Local 18).

While the re-materialization of the find that manifests their maritimity stems from the locals' need to return to the familiar place and practices regarding the sea, the use of Keryneia-Liberty within the contemporary world is not confined to that. Urged by the nostalgia for their homeland, the Keryneia-Liberty has stimulated alternative interactions with the ship. Over the years, locals have been engaged in teaching ancient sailing techniques. This was implemented for the first time during the preparations for the participation of Keryneia-Liberty in the 2004 Olympics festivities. After months of an intensive theoretical and practical preparation, 27 people from around Cyprus composed three crews of the ship necessary during her sail (Neophytou 2006: 149-151). The practice continued after 2004, as a number of people followed similar courses, carried out by the main crew of Keryneia-Liberty (G. Cariolou, personal communication November 2017). Moreover, on the locals' initiative, educational programmes for school children have been developed. Since 2004 GCs from Keryneia are visiting schools around Cyprus, on a voluntary basis, and present the educational programme "The ancient ship of Keryneia".

The nostalgia for their lost place motivated the locals of Keryneia not only to re-enact their past relation with the Keryneia Ship, but also to spread around Cyprus the knowledge acquired. In this respect, Keryneia-Liberty and the activities developed around her served as a unique educational tool that enabled the locals of Keryneia to achieve what was initially aspired upon the discovery of the shipwreck; to participate actively in the research, protection, and promotion of an important aspect of their material past, which manifests the *longue durée* of their maritimity.

## **6.6. THE TURKISH-CYPRIOI COMMUNITY**

### **6.6.1. THE MUTED PRESENCE OF THE SHIP**

As already stated, soon after the report of the site to the authorities, the community of Keryneia leaned of its specific identity. This defined the type of engagements the TCs developed with the shipwreck and the KSP. Although both communities experienced the same stimuli regarding the KSP, the project did not make an impression on the Turkish Cypriots. As they indicate, they would members of the archaeological team in the city and they were familiar with the new finds brought to light through the discussions in the community (Local 23). Nevertheless, unlike the GCs, TCs did not seek a closer interaction with the members of the archaeological team but confined themselves to the distant observation of the KSP at the port. As they explained, "*We would see them [the team members] at the port, going to work on the boat, bringing back ancient things. But no one*

*cared about them, they were doing their job. There was no reason to go and talk to them”* (Local 21).

It is quite likely that the public presentations of the shipwreck made by both the official circles and the local community played a significant role towards that direction. The ship was known around the city as the *Greek merchant ship*. However, the TC’s cultural heritage on the island was manifested through monuments that were constructed or modified from the Ottoman rule onwards. Hence, the temporality of the Keryneia shipwreck did not allow the development of any historical or cultural bonds between them and the site, which would have produced alternative significances around it. The absence of such bonds was further enhanced by the national significance attributed to the shipwreck by the GCs. Even though the two communities did not engage in the bi-communal clashes between 1964-1967, the fact that a national value was manifested through the Keryneia shipwreck during a particularly turbulent phase of Cyprus’ history, hindered efforts to establish any type of association with the site. Therefore, the TC community of the city retained a rather passive approach throughout the KSP, as regards to the engagements and significances developed around the site.

#### 6.6.2. MAKING THE SHIP RELEVANT

The occupation of Keryneia in 1974, shifted the social context of the Keryneia Ship, assigning to the TCs for the first time the responsibility of the management of the ship and her finds. In this context, the TC authorities assumed the task to complete the permanent exhibition at the Keryneia Castle, which opened officially in 1975 (Harpster 2015: 156). Since then, the Keryneia Ship exhibition has become one of the most visited cultural places in the northern part of Cyprus (Conrad Dervish, former guardian of the Keryneia Castle, personal communication April 2018). Indeed, in 2008 from visits to the Keryneia Ship represented approximately half of the revenue from cultural heritage sites in the northern part of Cyprus (Harpster 2015: 160). Hence, the TC community credited the site with a financial value, as it became an important source of income (Figure 6.13).

The new realities on the island attached to the Keryneia ship a valuable political role. In alignment with the TCs’ political agenda following 1974, which aimed to disassociate Cyprus from Greece (see chapter 4), the Keryneia ship was incorporated in the efforts to legitimize their control over the northern part of the island. Unable to establish a historical link with the Keryneia shipwreck, the TC authorities attempted to de-ethnicize the ship aspiring to minimize its relationship with Greece and to legitimize their territorial claims in the area (Constantinou et al 2012: 187). Over the years, information

regarding the site was misrepresented in the exhibition of the ship at Keryneia castle; for example, the ship was considered Phoenician (DAC 1975: 22/67/5: 19-23) that sailed along the coast of Anatolia (Constantinou et al 2012: 187). Similarly, emphasis was given on the TC involvement in the restoration of the ship, while the GC contribution before and after the 1974 events was not publicised (DAC 1975: 22/67/5: 47). Following representations of the Republic to UNESCO (DAC 1975: 22/67/5: 47) these narratives were modified. Today, TCs consider that they are in charge of the material remains of the shipwreck which is not culturally associated with them (Harpster 2015: 158).

Even though this represents the official role the TC authorities attributed to the ship, the local community of Keryneia followed a distinctive path of significance. Whereas the TC local community never accorded to the site a cultural significance, the 1974 events gradually produced an alternative relationship with it. Following the occupation of Keryneia, the TCs retained their established relations and interactions with the natural environment of the city. At the same time, the displacement of the GC community and its relocation to the south as well as the settlement in the city of TCs from other areas of Cyprus and settlers from mainland Turkey, altered the social landscape of Keryneia. As they point out "*Keryneiotes [TCs] are left all alone...*" (Local 21).

Ingold (2017: 20) indicates that the social environment is not an addition to a separate existence of the individual through which human life springs. Instead, the matrix of human existence in the world emerges and is defined by the dialectic interplay among natural and social relations, hence through embodied actions and interactions of animate and inanimate things and persons (Ingold 1993: 163-164). Thus, the loss of the social interactions attached to the landscape of Keryneia following the 1974 events upset a well-established reality among the TC local community. They were deprived of part of their established social practices through which people experience and understand their place and their position in the world (cf. Bourdieu 1977). Indeed, as TCs note regarding their post 1974 reality in the city, "*we have gradually become foreigners in our own city as nowadays there are only few native Keryneiotes living in Keryneia*" (Local 21).

The pain for the loss of their social environment brought to surface a rather obscure, up to that moment, acknowledgement of events, memories, and objects, which represent the pre-1974 city of Keryneia. In this respect, cultural and religious heritage, previously associated exclusively with the GC community of Keryneia, acquired new meanings. The following account of a TC is indicative: "*In 1974 came the disaster. I set off for Keryneia to search for my mother. On the way I encountered two soldiers who were carrying a bag. One of them asked if I were Cypriot. I said yes. He said I've got some stuff for sale and he showed me a big cross, a candle holder, and another object. I asked him,*

*what's this? He said it's gold. It wasn't just gold. I could read an inscription on the cross, it said 1963 Bishop of Romania gift to the Bishopric of Keryneia. I gave him some money and I bought them. I kept them until 2003. When the crossings opened, the first thing I did was to return them to the Bishopric of Keryneia"* (Local 22).

TCs never developed any bonds with religious monuments and artefacts as they were considered culturally and religiously foreign to them. However, the 1974 events and the loss of distinctive social features of their city, introduced these in another perspective. For the TC mentioned above, the religious artefacts were part of the heritage of Keryneia, which was in peril. Hence, buying them would protect an aspect of Keryneia's heritage from being lost or exported from the island. In his mind, he did his duty as a local of Keryneia to protect part of the city.

Analogous, meanings though isolated, were produced around the Keryneia Ship after 1974. In this respect, a TC working at the Castle of Keryneia reacted to an omission in the items displayed in the Keryneia Ship exhibition, which in any case was not related to the information presented regarding the first life-span of the ship, therefore regarding its construction and use. He was concerned with how the story regarding the shipwreck's discovery was presented; a story he could relate to through his own memories in the city. He reacted to the fact that the Keryneia Ship exhibition did not mention the person who first discovered the site. On his initiative, the picture of Andreas Cariolou was added to the exhibits in the 1990s. As he points out, *"It was a matter of respect and appreciation. It was our duty to include the picture of the person who located the site. He was a Keryneiotis who devoted his whole life to the sea"* (Local 24).

This may be considered a unique incident. Nevertheless, it emphasises its significance among the community. Every TC interviewed highlighted the fact that the picture of Cariolou was in the exhibition. They went on to explain that they take friends and relatives from abroad to visit the exhibition. For them, the picture of Cariolou serves as the incentive to remember and pass on to their friends and relatives their own past experiences, focusing particularly on the social relations and interactions in the city when the two communities used to live together (Local 25).

As Smith (2006: 122) indicates, "heritage, particularly in its material representations, does not only provide a physical anchor or a geographical sense of belonging, it also provides the scope for negotiation of a sense of 'social place' or community identity". Indeed, for the TC community of Keryneia, the Keryneia Ship is associated with their past living conditions and the personal bonds they had established with the person who discovered the site. It therefore represents a manifestation of their



distinctive past, which differentiates them from the people who inhabited the city after 1974. In this respect, the ship has become a means of demonstrating their distinct local identity, which for them is threatened by the new conditions in the area.

## 6.7. CONCLUSIONS

The Keryneia shipwreck can be described what Weiner (1994) has called a *dense object*. Since its discovery, the site has been engaged in an intense afterlife, characterised by changing contexts of interactions and negotiations, which have generated multiple symbolic and cultural meanings around it. The diversity of their features and expression underlines the polymorphic character of the Keryneia shipwreck's engagement in the contemporary world.

The official agents surrounding the site have generated meanings associated with a *monumentalized time* (cf. Hamilakis 2007b: 105); a static time that focuses particularly on the first life-span of the Keryneia shipwreck. Its state of preservation and the significance of information assembled through its excavation and reconstruction, ranked the site in an exceptional position within the field of shipwreck archaeological. Embedded in the first stages of the nascent discipline, the site has set the grounds for the development of disciplinary and professional identities (Harpster 2008: 12). On the other hand, the *Greekness* of the ship imbued the site with symbolic connotations from the Cypriot official circles. Integrated in a turbulent and changeable political landscape, the Keryneia shipwreck and its replicas were employed for the negotiation and shaping of a national identity, in a process to justify political power and sovereignty in the present.

The highly projected official significances of the Keryneia shipwreck are just one of its multiple features in the contemporary world. Throughout its afterlife, the site has also been engaged with the multi-cultural local community of Keryneia. In this context, distinct local significances generated in the midst of the prevailing socio-political conditions and the official significance and uses developed around the site.

For a brief period following its discovery, the shipwreck remained detached from its official contexts. In the absence of any identification characteristics and of any embodied interactions with the site, the Keryneia shipwreck was not signified as ancestral relic. Prompted by the numerous popular stories associating antiquity, and particularly shipwrecks, with gold, locals attributed to the site an imaginative identification linked with treasures.

The introduction of the official agents in the webs of interaction surrounding the

Keryneia shipwreck discontinued the established understandings developed by the local community. The GC community attributed particular significance to the site's first lifespan. The date of construction and use of the shipwreck did not only affirm their national identity projected by the official circles; it also provided the incentive to negotiate different aspects of their social identity. The *Greekness* of the shipwreck evoked the selective elaboration of collective memories of their recent past, which associated their existence with the Greek islands and the sea. This produced symbolic connotations around the site. Its materiality and temporality underlined the continuity of the distinctive local identity of GCs, which they believed distinguished them from the rest of the Cypriot society. The TC community, on the other hand, unable to establish any associations with the ship's first lifespan or with its symbolic overtones, excluded themselves from any negotiations around it.

Further to the significance of the material remains of the Keryneia ship as ancestral relics, alternative negotiations and meanings developed around the site which go beyond the monolithic time projected by the official contexts. They underlined its multi-temporality, not only in reference to its different stages of its lifespan (first lifespan, period of stasis and afterlife), but also in reference to the site's itinerary in the contemporary world. Both communities developed historical associations with the afterlife of the site, particularly with the period of its discovery and excavation. Stemming from their aesthetic experiences in their city during the KSP, after 1974 the Keryneia shipwreck represented their distinctive characteristics as a local community and their past life.

The national significance accorded to the site encouraged the GC community to sense this connection soon after the location of the Keryneia shipwreck. This fact motivated the community to seek a role in its afterlife, while the situation subsequent to 1974 was further motivation to participate actively. The national and scientific significance of the ship encouraged the construction of the replicas, inspiring the GC community to engage in activities around them. Although these were embraced by the official contexts in order to manifest the monumentalized time of the ship, the GC community imbued additional meanings to their activities. Keryneia-Liberty provided the ground to negotiate the distinctive identity of Keryneiotes before 1974, during the discovery and excavation of the site.

The TCs' contribution was communicated only after 1974 and was confined to a rather emotional expression of the significance attached to the site. That was due to the position that the Keryneia ship retained in their lives. For them, the site did not obtain a national significance. The fact that after 1974 the TC authorities associated the Keryneia ship with a foreign heritage hindered them from voicing the significance they attributed to the site. Moreover, as a museum exhibit, the Keryneia ship remained beyond their engagements in

the world, which would have enabled the development of activities around it. Consequently, the associations the TC community developed with the site were expressed through oral stories that underlined their distinctive heritage of Keryneiotes.

Even though the multiple meanings developed around the Keryneia shipwreck were stated in distinctive ways, depending on the webs of interaction developed with the site and its official contexts, they inspired the local community of Keryneia to become involved. In this context, past social memory of the locals was re-enacted around the Keryneia ship through practices, stimulated by their past engagement in the world. This fact, evoked new heritage production in the present by both, GCs and TCs, which goes beyond the Keryneia shipwreck per se, but also beyond the official conceptualization of heritage (cf. Smith 2006: 79-80).

## CHAPTER 7: THE MAZOTOS SHIPWRECK

### 7.1. INTRODUCTION

The Mazotos shipwreck (shipwreck no. 24) is a well-preserved site of the late Classical period (first half of the 4th century BC), located 1.5 miles off the coast of Mazotos (the place names mentioned in the text are indicated on the map in Figure 7.1). The official course of the shipwreck within the contemporary world began in 2006, when the site was reported to the DAC. The second well-preserved shipwreck site ever discovered in Cyprus instantly gathered around it scientific interest and encouraged the beginning of the first shipwreck archaeological project ever undertaken by Cypriot Institutions. This fact has earned the Mazotos shipwreck a distinctive position on a national level (Demesticha 2017: 296).

The official network of the Mazotos shipwreck does not represent but one course of the site's itinerary within the contemporary world. In fact, the afterlife of the site, initiated upon its first location by non-professionals, was set in motion years before its report. Since then, the shipwreck has been blended with a multifaceted social landscape that comprised of different groups of people related to its maritime and terrestrial spatial context: the local community of Mazotos as well as fishermen and divers who were active in the area.

This Chapter focuses on the non-official meanings generated around the Mazotos shipwreck by the three groups associated with it. Discussion begins with the shipwreck site itself; the aim is to delineate its particularities and the diverse webs of interaction developed with contemporary society since its first location. Focus then turns to the distinct social groups that are engaged with the site. Given their particular characteristics, the analysis unfolds to explore the practices and meanings developed around the Mazotos shipwreck throughout its afterlife.

### 7.2. SITUATING THE SITE

#### 7.2.1. *ARCHAEOLOGICAL PERSPECTIVES*

The Mazotos shipwreck (Figure 7.2) represents a typical example of a well-preserved shipwreck site, as per Gibbins (1990: 379). Lying at a depth of 44 metres on a sandy, almost flat seabed, the ship occupies an area of 16x6.5m. It preserves an oblong concentration of at least 800 amphorae partly or totally visible, the majority of which

maintained their upright position (Demesticha 2011; Demesticha et al 2014: 139).

The Mazotos Shipwreck Project (MSP) began in 2007 by the UCy, under the direction of Dr Stella Demesticha and Professor Demetrios Michaelides, in collaboration with the DAC. The four surface surveys (2007-2009) conducted, which aimed to map the visible remains of the site, confirmed its importance within the Cypriot and the Eastern Mediterranean context (Demesticha 2011). Dated to the Late Classical period, the Mazotos shipwreck is one of the thirty sites located in the Eastern Mediterranean clearly dated to the 4<sup>th</sup> cent. BC. Among them, only the coherent Antidragonera shipwreck (Greece, no 142) has been fully excavated thus far (Table 7.1). Moreover, the site was added to the limited list of shipwrecks dated to the Classical period clearly associated to Cyprus. Besides the heavily looted Ma'agan Mikael shipwreck excavated (Israel, no 529), only one Classical shipwreck has been located within the Cypriot context (Cape Andreas site 19, no 10), preserved in a fragmented condition. Therefore, the excavation of the Mazotos shipwreck could shed light on shipbuilding techniques during the 4<sup>th</sup> cent. BC as well as on Cypriot seaborne trade, both of them representing fields of very restricted archaeological visibility (Demesticha 2011).

No	Shipwreck no	Name	Country	State of preservation	Research
1	24	Mazotos	Cyprus	Well-preserved	Excavation
2	38	Heracleion-Thonis (Shipwreck 6)	Egypt	Well-preserved	Surface survey
3	117	Agnontas	Greece	Scattered	Report
4	119	Ai-Yannis Tholou A	Greece	Scattered	Surface survey
5	133	Antidragonera	Greece	Scattered	Partial excavation
6	150	Chalkidiki A	Greece	Coherent	Surface survey
7	152	Chios A	Greece	Well-preserved	Surface survey
8	162	Daskaleio II	Greece	Scattered	Surface survey
9	177	Fournoi (Shipwreck 1)	Greece	Scattered	Surface survey
10	273	Kythnos	Greece	Well-preserved	Report
11	276	Lemnos	Greece	Scattered	Not survey

12	277	Levitha	Greece	Coherent	Surface survey
13	324	Peristera A	Greece	Scattered	Surface Survey
14	358	Psathoura	Greece	Scattered	Surface survey
15	378	Skantzoura	Greece	Coherent	Surface survey
16	394	Styra (Shipwreck 3)	Greece	Scattered	Surface survey
17	409	Thorikos (Shipwreck 19)	Greece	Scattered	Surface survey
18	417	Vamvakas	Greece	Scattered	Surface survey
19	421	Voula A	Greece	Scattered	Surface survey
20	422	Voula B	Greece	Scattered	Report
21	423	Voula C	Greece	Scattered	Report
22	528	Newe Yam A	Israel	Scattered	Report
23	548	Tantura Trench VIII	Israel	Well-preserved	Surface survey
24	566	Tyre D	Lebanon	Scattered	Surface survey
25	580	Ayitaşı Burnu	Turkey	Scattered	Surface survey
26	583	Bozburun B	Turkey	Scattered	Surface survey
27	595	Çanakkale A	Turkey	Well-preserved	Report
28	611	Fethiye	Turkey	Coherent	Surface survey
29	621	Istanbul	Turkey	Well-preserved	Surface survey
30	647	Marmaris B	Turkey	Scattered	Report

**Table 7.1:** Shipwreck sites dated in the 4<sup>th</sup> cent. BC, located in the Eastern Mediterranean.

Once its scientific significance was established, the Mazotos shipwreck excavation began in 2010 with the purpose of defining the orientation and the extent of the site as well as the state of preservation of the hull of the ship. Six excavation field seasons have been completed since then (in 2010-2012, 2015-2016 and 2018), which concentrated on the south and north extremities of the site, that is the bow and stern of the ship respectively (Demesticha 2009; 2011; 2017; Demesticha et al 2014).

The Mazotos shipwreck carried a homogeneous cargo of wine amphorae from the

Aegean. Its main cargo was Chian amphorae of two different capacities (11L and 22L), dated to the middle of the 4<sup>th</sup> cent. BC. Other types of amphorae in smaller numbers were also located. The second most common amphora type up to date consists of 'mushroom rim' (Sholokova 1) amphorae from the south-eastern Aegean. Two different amphorae types from the North Aegean were also discovered in the assemblage (Demesticha 2017: 289).

The secondary cargo of the ship was composed of wine jugs stowed at the aft part of the ship, among the amphorae. Olives could represent another secondary cargo as indicated by the significant number of olive pits preserved on the site (over 10.000, dated to the first half of the 4<sup>th</sup> cent. BC). Most of them were packed in three Chian amphorae, two of which were located at the stern and one in the middle of the assemblage. The rest were found buried in the sand at the bow of the ship (Demesticha 2017: 289-290).

Excavation also brought to light parts of the ship's structure and equipment. Particularly, the keel was preserved at both extremities of the site at a relatively good state, enabling the estimation of the total length of the ship at 18-20m. This fact has illuminated an important aspect of the shipbuilding technique applied; both ligatures and mortise-and-tenons were used to join the garboard, the stem post, and the keel of the ship (DAC 2018). Information regarding the structure of the ship also derived from the three pairs of lead cores of different dimensions, uncovered at the bow of the ship. They represent the remains of the ship's anchor stocks of a type used extensively in the 4<sup>th</sup> cent. BC (Demesticha 2017).

The results of the MSP are far from final as this is still an on-going excavation. However, research thus far indicates that continuation of its excavation may reveal valuable evidence regarding the use of space on board, stowage systems, site formation processes, and shipbuilding techniques during the late Classical period (Demesticha 2011; Demesticha et al 2014: 139).

### 7.2.2. *ENGAGEMENTS IN THE CONTEMPORARY WORLD*

The underwater environment of ancient shipwreck sites enables the development of diverse webs of interaction with people through the years, which mostly remain unknown. That is also the case with the Mazotos shipwreck; the transition to its afterlife as well as its path in the contemporary world can never be reconstructed completely. However, the interviews conducted shed light on aspects of the development and constant transformation of diverse relationships with it.

Both the depths and the surface of the Mazotos sea have been explored over the years. According to reports, sponge divers have been active in the area since the early 20<sup>th</sup> century. They would dive to depths up to 65m., holding their breath up to three minutes (Chronos 1934). Free diving was replaced by scuba equipment in the 1970s (Economou and Konteatis 1988: 8), which enabled divers to spend more time on the seabed. At the same time, the Mazotos sea was one of the fishing grounds around Cyprus; an elderly fisherman recalled that since the 1940s they would move for a few months per year to the Mazotos coast (Fisherman 16). However, before the introduction of engines on boats, fishermen could not cast their nets in waters deeper than 35 metres as it would have been difficult to lift them by hand (Fisherman 7). It was only by the late 1970s, when engines and cranes were introduced on fishing boats, that fishermen started to explore broader areas and deeper waters (Fisherman 5). Hence, from the late 1970s onwards, the shipwreck interacted with the two distinct community groups. Fishermen recall that about that time they “*used to lift some things, probably from there [the shipwreck]*” (Fisherman 6). On the other hand, sponge divers from Greece, who were active in the area, are said to have noted the site on their sea maps (Fishermen 4 and 7).

Even though fishermen’s interaction with the site never ceased since then, that was not the case with sponge divers. As the profession declined by the mid-1980s (Economou and Konteatis 1988, 1990), direct engagements with the site were reduced. It was not until the 2000s, when deep diving expanded on the island that the site re-engaged with divers. Even though the exact date of its re-location by divers cannot be defined, a terminus post quem can be set at around the early 2000s; according to a participant in the interviews “*Someone took me to the site some 15 years ago*” (Diver 9: 2014). Despite the occasional recreational diving in the area, the particularities of the underwater landscape of the shipwreck did not encourage extensive interplay between the site and the constantly growing number of divers. Hence, as the site gradually became known in the area, direct engagements were confined to the few divers who were able to dive in deep waters and had heard about the shipwreck through their contacts with fishermen and other divers.

Apart from the above two groups, the local community of Mazotos also associated with the shipwreck in distinctive ways. Stories about its discovery were being reproduced in the village by fishermen since the 1970s. As locals recall, “*It’s been over 30 years since I first heard about a shipwreck in the Mazotos area...*” (Local 8). However, no channels of communication connecting the site with the local community of Mazotos were established.

In 2006, two divers reported the shipwreck to the DAC, generating new webs of interaction around it. Being the second well-preserved shipwreck ever discovered in



Cyprus, the site instantly captured the interest of the academic and official archaeological circles. Interest enhanced further when the MSP was launched a year later. The site was accorded an exceptional position within the national context, evident through the extensive media coverage (Demesticha 2018).

The report of the Mazotos shipwreck to the authorities altered the dynamics of the existing relations between the shipwreck site and the non-professional groups associated with it. Upon its report, the shipwreck was named after the area it was located in, theoretically attributing to the passive, up until then, inhabitants of Mazotos an active role in creating new uses, meanings, and narratives around the site. On the other hand, its report to the DAC disrupted and renegotiated the regular relationship fishermen and divers had developed with the site. Even though their established interactions did not cease completely, fishermen and divers had to abandon the exclusivity of physically interacting with the site and readjust the uses and meanings developed around it.

### **7.3. THE LOCAL COMMUNITY**

#### *7.3.1. SITUATING THE LOCAL COMMUNITY*

Mazotos is located in the coastal plain of the Larnaka district (south coast of Cyprus), west of Cape Kiti, just 2.5km from the shore. Travellers' accounts who visited Mazotos from the 16<sup>th</sup> century onwards, described the village landscape: "*The plain which we crossed was rather fertile. At two or three miles from the road, it is bounded by the sea, on the other side, at a somewhat greater distance, by mountains. Mazotos is a poor village on good soil at the foot of the hills*" (Ali Bey 1908[1814]: 403).

Despite its proximity to the sea, the fertile ground of the village turned the majority of its inhabitants towards the land. Von Löher, who visited the island towards the end of the Ottoman rule, described Mazotos as one of the most valuable agricultural areas of Cyprus that produced and exported, among others, fruits and corn. Furthermore, he indicated that the inhabitants of Mazotos were also engaged in farming (Loher 1908[1878]: 261, 272-274). The locals' orientation towards the land continued during the ensuing years. At the beginning of British rule, the administration provided the locals with areas of state land for cultivation. Hence, the majority of the inhabitants of Mazotos, now numbering 832 (Statistical Service of Cyprus 2011), have been, and still are, engaged in cultivating the land they inherited from their ancestors and in livestock rearing (Papageorgiou 2009).

During interviews, senior inhabitants of the village gave detailed accounts of their

memories of working in the fields, or in stock farms. In contrast, they were reluctant to engage in maritime narratives. Despite the closeness of the village with the sea, the coastal area of Mazotos was not a lived space for its inhabitants since “*going to the sea was not considered a necessity*” (Local 8) in the past.

Up to the 1970s, fishermen both from Mazotos and from other areas of Cyprus frequented and socialized at the coastal landscape. Nevertheless, the two cosmos (of fishermen and locals) rarely met. Only “*those that had fishermen friends or relatives would meet them at the shore on a good day [when there was a good haul] and they [the fishermen] would cook for them*” (Local 7). Even those that did go did not develop a close relationship with the sea. As an elderly lady remembers “*I used to go to the sea very often to see my uncle. And I always went into the sea*” (Local 5), however, it was apparent that she never learned how to swim. In fact, the majority of older people of Mazotos either never went to the sea or went to the sea once – twice per year to visit the Church of Panagia Petounta, located 1.5 km, south of Mazotos, close to the sea (Papageorghiou 2009: 53).

In the mid-1970s when fishermen active in the Mazotos area started to use the nearby harbours, the minimal encounters of the natives of Mazotos with the sea diminished further. The village numbered only 3-4 fishermen, poor people who, not having inherited land for cultivation, turned to the sea for their living (Local 11). Even though they would interact with other locals at the village coffee shop, social stratification based on a person’s occupation prevailed. Fishermen were belittled, called *tsiegkenides* (τσιεγκένηδες, idlers) because, as their work depended on weather conditions, they could not go fishing every day (Fisherman 5).

Nowadays, the inhabitants of Mazotos attribute different qualities to the coastal landscape and the sea, stemming from the current socio-economic conditions prevailing. Since 2008, there has been a growth in the real estate sector in the area while a new road has been built to connect the village with the beach. This has enhanced development in tourism projects involving accommodation and seaside restaurants-bars. Consequently, the significance of the maritime landscape has shifted from the obscurity where it was kept by the agriculture-based economy to a more conspicuous position: now it is the incentive to develop the tourist industry in the area.

The latest developments have enhanced the locals’ engagement with the sea. Besides the few amateur fishermen, a significant number of the inhabitants of Mazotos go to the beach and engage in sea sports. Nevertheless, the changes observed within a relatively short time have not brought any radical modifications in the way the sea is

perceived. Their narratives continue to exclude their personal experiences and feelings produced through their engagement with the sea. In this context, the locals value the sea as “*very beautiful since it attracts many people from Nicosia*” (Local 2). They retain, however, a certain distance as “*... the sea is to attract visitors to come*” (Local 12).

### 7.3.2. SENSING THE SITE FROM A DISTANCE

The sea was merely a physical surrounding excluded from the way the locals of Mazotos experienced their world. Hence, the location of an ancient shipwreck site in their sea area did not produce any webs of interaction between the locals and the site. Sensed only through the descriptions of the few fishermen the village had, the discovery of the shipwreck remained a story known by a few.

It was only after the report of the site to the DAC and the extensive publicity the issue attracted, that the shipwreck became known among the locals of Mazotos. The Community Council instantly contacted the DAC requesting information about the site and offering to become involved (DAC 2007a: 14.01.05: 11). However, besides the official circles of the village, the shipwreck did not trigger the inhabitants’ interest, which would have enabled the establishment of channels connecting the site with the local community of Mazotos.

The reason for this may be that the local community never established with the sea any kind of bond strong enough to incorporate the maritime aspect in the formation of their local identity. What is more, the way the locals of Mazotos understood and used their history in their daily lives enhanced their detachment from the site. The village was excluded from the official (state produced) history. Apart from scattered references about Mazotos in written sources, no attempt has been made up to date to research and synthesise its history in a contextual manner. Moreover, archaeological research undertaken in the area is confined to the excavation at Mazotos-*Petounta*, where the remains of an architectural complex (probably a basilica) were revealed, including a baptistery dated to the 4<sup>th</sup>-6<sup>th</sup> cent. AD (Flourentzos 2010: 84). The results of the project, however, were not communicated to the public. In the absence of a disciplinary presentation of their past, locals create a *subjective past* (Jones 2007: 53), which is based on intergenerational narratives passed on by word of mouth, and on their own experiences. Just to cite two examples of the numerous stories presented throughout the interviews with locals:

“*Further down from Panagia Petounta there used to be the Church of Saint*

*Georgios and around ten houses. My grandmother used to tell us that” (Local 4)*

*“People used to live at Petragkalas. I will tell you why. I saw some broken vessels in the area. They also excavated the area, they found some things” (Local 10).*

The Mazotos shipwreck was not incorporated in the collective and experiential way of producing their history. As an elderly man characteristically indicated, *“They talk about the shipwreck but I have never **seen it** [emphasis added]. I don’t recall anything about it” (Local 8)*. Located in an environment that was excluded from both their ancestral narratives and their own experiences, the site was not associated in any way to aspects of their local history.

Their disconnection with the site was further enhanced by the absence of any contact with the MSP team, the only possible mediator between the locals and the shipwreck. Due to practical considerations, up to 2015 the team lodged at the summer camp of the Hellenic Force in Cyprus (HFC) at Agios Theodoros village. As the camp is located 5 km from Mazotos, no webs of interaction were developed between the project’s team and the local community of Mazotos. There was not a considerable change after 2015 when the base of the MSP was transferred to Mazotos. Even though the team spent one and a half months in the village, the nature of their work did not favour extensive associations with the locals. Working on the boat from early in the morning and returning to their base in the afternoon to continue their work, archaeologists were not seen around the village. It was evident during my first contact with the local community towards the end of the 2015 field season, that many people were not aware that the shipwreck was being excavated by the UCy and that the team was staying in the village.

### *7.3.3. CONSTRUCTING THE CULTURAL LOCAL IDENTITY*

The established detachment from the Mazotos shipwreck altered when webs of interaction were produced among the local community and the team excavating the site. Acknowledging the distance between the inhabitants of Mazotos and the site, the archaeological team sought ways to approach them. School presentations by the end of the 2015 field season was an opportunity for children to learn about the Mazotos shipwreck. In this framework, the children also visited the project’s office where they were informed about the documentation procedures and had the opportunity to see the finds lifted from the shipwreck. In addition, at the end of the 2015 and 2016 excavation field seasons, the MSP team, in collaboration with the Mazotos Community Council, organised public presentations of the work undertaken on the site. This fact generated the development of new meanings and associations with the site.

The Mazotos shipwreck covered a deeply felt gap in building the locals' identity, which stemmed from their need for a researched, scientifically legitimate past to differentiate them from other communities (cf. Holtorf 2005). This fact was evident during the interviews. Almost all the participants mentioned with pride the only book that has been written about their village, "Mazotos: a village with beauty and history" (Papageorgiou 2009). The book focuses on the past and contemporary history of the village based mainly on locals' narratives and, to a limited extent, on the scattered historical sources available. Moreover, almost every local interviewed mentioned that Mazotos used to be one of the principal districts of the island during the Frankish and Venetian periods, underlying the past significance of their village. Hence, the Mazotos shipwreck, of a unique archaeological and national importance, as illustrated by the extensive national media coverage the site received, was ideal in providing a link with a glorious past that would define their identity.

However, there is a paradox in this, associated with the particularities of ancient shipwrecks as archaeological sites. Although spatially related to the area, the Mazotos shipwreck has not, thus far, provided any material remains that would justify a cultural link between the village and the ship as such. In fact, no Cypriot artefacts have been found at all. Moreover, the composition of its homogeneous cargo as well as the size of the ship suggest a connection with organised ports, rather than with the small anchorages that might have existed in the vicinity of Mazotos. The view that because of prevailing westerly winds in the area, the ship might have been directed towards the ports of Kition or Salamis (Demesticha 2017: 290-291) is only a hypothesis. In reality, no local community on the island could claim a cultural association with the site. As Cyprus is on the sea route connecting the Aegean with the Levant and Egypt, Cyprus could have been a stop-over or en route to another destination. In this case, the only connection with the island could be its route at the time of its wrecking (Demesticha 2017: 285).

Despite the detachment of the site from its cultural landscape, locals developed a sense of ownership of the shipwreck, justified by its contemporary spatial context and the name attributed to the site by the DAC. The associations made between the site and the local community gradually generated an emotional bond between the two, which served as a tool to engage people in an active process around the site (cf. Wetherell et al 2018).

This was expressed from the first moments of the report of the Mazotos shipwreck through the official circles of the village. Driven by the aspiration to develop a tangible connection to the site, the Community Council expressed the intention to establish a local museum to exhibit the Mazotos shipwreck finds (Stylianou 2011). Moreover, the site was incorporated in the official presentation of the village through brochures and the local

website. In this respect, the site was attributed a role in the manifestation of their distinct identity, which would enable the local community to define their position in the contemporary world.

After the presentations by the MSP, the local community too became active around the site. The materiality and temporality of the shipwreck remains, although not experienced in any way, motivated the selective recollection of the locals' fragmented and unstructured maritime knowledge and experience (cf. Hamilakis 2010), in order to produce a tangible link between the two. In this line, locals attempted to connect the result of the accidental wrecking of the ship during its voyage, with the particular maritime landscape of the area and their experiences:

*“When we were young, we could see fragments of buildings in the area opposite the shipwreck. This could have been a settlement; people could have inhabited the area. The shipwreck could be connected with that settlement; ships might have anchored there for their commerce”* (Local 11).

In addition to the individual attempts to associate with the site, collective activities were also initiated, which attempted to strengthen the bonds with the site. Following the first presentation at the Mazotos Primary School (the only school in the area), the shipwreck was drawn on its exterior wall (Figure 7.3). Moreover, a school programme regarding the shipwreck was launched in 2018, in collaboration with Chios' Primary school. Apart from a number of courses on different aspects of the site (i.e. construction of amphorae, winds in the area, diving), the children are engaged in creative processes such as poetry and art drawing themes inspired from the Mazotos shipwreck, which will be exhibited at the Mazotos Community Council (Figures 4-5). Children are also encouraged to take on an active role in the shipwreck's afterlife. In this framework, schoolchildren of Mazotos will act as guides to their peers from the surrounding areas who would visit an exhibition about the Shipwreck to be organised in the near future. What is more, a competition has been announced to choose a new name for the Mazotos shipwreck, for “our” shipwreck as they call it (personal communication Aggela Kaimaklioti<sup>13</sup>, February 2019). Such undertakings by different sections of local society, underline the need of the local community to establish a closer relationship with the site. It also highlights their desire to have an active role in its itinerary in the contemporary world, since they consider themselves related to its first life span.

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<sup>13</sup> Mrs. Kaimaklioti is the Headmistress of the Mazotos Primary School.

#### 7.3.4. CONSTRUCTING THE LOCAL ECONOMIC IDENTITY

The material remains of the past do not only contribute to the composition of cultural local identities. They also play a vital role in building economic identities and, therefore, in the negotiation regarding the position local communities hold in the world (Silverman 2002). In this sense, the endeavours of the local population to connect the Mazotos shipwreck with their identity and to produce a tangible link between them and the site are not only associated with the past. Interweaved with their aspirations for the economic development of the area, they are also associated with the present and future course of the community.

In their recent attempts to shift from an agricultural-oriented economy to the tourist industry, locals have expanded the economic zone of Mazotos to include the sea. However, a general disappointment was expressed towards the authorities because *“they are not planning any development projects that would attract people [visitors] to the village”* (Local 6). In this framework, the location of a well-preserved shipwreck site in their sea area was seen as an opportunity to expand their economic space contextually by turning to heritage economy.

The statement of the local Community Council during the first steps of the excavation of the Mazotos shipwreck that *“we are not asking... we are demanding”* (Stylianou 2011) the construction of a museum to house the Mazotos shipwreck is also associated with their aspirations to acquire a prominent position within the economic landscape of the island. Based on the precedent of the KSP and unaware of the procedures in an underwater archaeological excavation, the locals believed that it would have been possible to exhibit the ship in a museum soon after the excavation began. However, aspirations of the local population to promote archaeological sites located in their area are not always aligned with the disciplinary methods of research and the variables that need to be taken into consideration during an archaeological excavation.

This is particularly the case in the excavation of an ancient shipwreck site located in deep waters, like the Mazotos shipwreck, as it is a difficult, costly, and lengthy procedure. The considerable funds required for each field season have excluded the possibility of excavation every year. To conform to the requirements of their working environment underwater, divers are only allowed to spend 20 minutes on the seabed, limiting the actual working time to maximum 2 hours per day. Additionally, as artefacts recovered from the underwater environment erode by the activity of water and its components (i.e. salt and undissolved particles), their conservation requires special treatment. The methods applied and the time required depending on the materials (i.e. ceramic, metal, wood) (Mustaček 2014) do not only determine when each artefact will

regain its physical integrity, but also define when and which artefacts should be lifted from the seabed so as not to exceed the conservation laboratory capacity.

Under these circumstances, and in contrast to the local community's aspirations, the MSP proceeds at a slow pace. The inability to fulfil their plans generated a disappointment with the archaeological team and the DAC. Nevertheless, the Community Council expressed this disappointment only during the first years of the MSP. As no webs of interaction had been developed with the team excavating the site, the Community Council could not comprehend the difficulties to fulfil their goal. In this context, commenting on the fact that the finds lifted from the site are transferred to the Conservation Laboratory of the DAC at Larnaka, they complained that "*you are taking away the finds that belong to us*" (Local 12). Nonetheless, the interaction of the local community with the MSP gradually bridged the gap between the two. Once they realized that the exhibition of the ship is not possible, the locals now adjusted their plans and decided to create a small museum to exhibit photos and videos of the shipwreck, instead of artefacts (Local 5).

## **7.4. THE FISHING COMMUNITY**

### *7.4.1. SITUATING THE FISHING COMMUNITY*

The Mazotos sea, known as "*a good fishing spot*" (Fisherman 4), has been exploited for years not only by the few fishermen from Mazotos, but also by fishermen from different areas from Zygi to Ormideia. Up to the mid- 1970s, the area was the fishing ground for the 3-4 fishermen from Mazotos who were active throughout the year, and for fishermen from Ormideia and Xylofagou who moored their boats at Akrogiali area for 2-3 weeks every spring (Figure 7.6). Back then, "*There were no engines. One fisherman would pull the paddle and estimate the depth through skantaliarisma<sup>14</sup> (σκανταλιάρισμα). The other would throw the nets which he would then lift by hand with the help of his companion*" (Fisherman 7). Under these circumstances, fishing was limited to waters up to 35m deep, close to the shore. The situation changed by the late 1970s as the introduction of engines and cranes on boats enabled fishermen to explore broader areas on a daily basis. Hence, the social landscape of the Mazotos sea expanded to incorporate fishermen who moored their boats at the harbours of Larnaka, Zygi, and at Latourou following its construction in 2002.

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<sup>14</sup> Skantaliarisma (σκανταλιάρισμα) is the method fishermen used to estimate the depth of the sea prior of the sounders. They would tie a weight on a rope and submerge it until it touched the seabed.



Although culturally diverse in terms of their locality, fishermen identify themselves as a distinct social entity, bound by the central position the sea retains in their lives. Their routine interaction with the maritime environment sets the grounds for the development of distinct practices and experiences imbued with social relations, which serve as a cultural tool for the formation of a shared identity (Lowe 2003; Westerdahl 2005; Prieto 2016).

Following in their ancestors' footsteps, most fishermen were introduced to the sea from a very early age. As a fisherman, professionally active since the 1980s recalls, *"My father used to take me on the boat with him since I was 5-6 years old. Initially we had a sail. Then, around the 70s, we put an engine on the boat. We used the engine to reach the place [fishing ground] and then turned it off. Then we used the oars to put the nets. In the afternoon, my grandfather would teach me how to make the nets"* (Fisherman 5). These skills have been handed down from generation to generation, contributing to the formation of their distinct identity.

The knowledge and experiences acquired through the interplay with the seascape are closely linked to the relationships among people and the creation of a separate community with its own codes, rules, and practices (Ingold 1993, 2000; Pálsson 1994). As fishermen recall, *"We were really close to one another, irrespective of our origin. We would put all the fish we had caught together, and eat as a family. Whenever someone was in danger, everyone would rush to help"* (Fisherman 7). This community was strengthened as a result of the marginalization it experienced from the rest of society since *"as soon as they learned you were a fisherman they would look at you with contempt"* (Fisherman 8).

The growing technological innovations have gradually brought fundamental changes within the fishing community and the way the seascape is perceived and experienced, questioning their identity (O'Driscoll-Adam 2014). The changes incorporated in the profession concerned particularly the technical skills and the effort required during the fishermen's daily engagement with the sea. Nowadays, online weather forecasts, GPS, and sonar systems on boats have replaced ancestral knowledge about the environment (both, above and below the sea) and orientation within the seascape. Moreover, the use of engines and cranes minimized the need for collaboration among fishermen at sea (i.e. in the process of lifting their nets) while industrialization replaced various tasks that used to be part of their everyday life (i.e. making fishing nets). Hence, technology introduced to the profession has not only reshaped the bodily memory developed through their routine interaction with the sea, it has also reshaped the social relations produced through their engagements in these tasks.

The new conditions have gradually introduced a stratification in the homogeneous fishermen's society of the past, differentiating between fishermen who have adopted the skills and ways of life from their ancestors and those who are new in the field. Moreover, even though no longer confronting marginalization by society, fishermen feel neglected by the system. As they indicate, "*The sea can no longer provide a livelihood. The difficulties increase [the protected turtles and dolphins that destroy their nets], but no one protects the fishermen*" (Fisherman 8). However, regardless of their disappointment, the sea still holds an important position in their lives as "*This is not a profession that would make you rich... But the important thing is to do something that you love... So often we struggle to make it back to the shore... the next day we are back in the sea*" (Fisherman 8).

In any case, their practical engagement with the sea created a bond among fishermen and the sea, which is closely linked to their identity and sense of place (Ingold 1993, 2000b; Pálsson 1994). All the fishermen interviewed described the sea as their "*second mother*", indicating an existential kinship among the two that accompanies them even after their retirement as "*not a day passes without going to the sea*" (Fisherman 5). It is this engagement and bond that makes the fishermen aware not only of what the sea can offer, but also of the risks it entails, because they know that it is beyond their control. As they indicate "*never say that you know the sea.. Never... people who say that drown*" (Fisherman 7).

#### 7.4.2. SENSING THE SITE FROM THE SURFACE

Fishermen do not engage in a direct interaction with the seabed. However, through their daily engagement with the sea, they develop alternative methods of determining their position in the sea, and of comprehending the underwater environment, including its physical and geographical characteristics. That was particularly the case in the 1970s, when the Mazotos shipwreck was first located. Without technological aids, fishermen at Mazotos knew the particularities of the seabed. For example, using the Stravrovouni cliffs as their landmark, they knew that "*from the cliffs up to the kakotopos [κακότοπος, rough place], where the depth changes, we would go to fish bass, sea-bream, bas grouper*" (Fisherman 6) in specific seasons as "*fish availability depends on the day, on the season, on the moon*" (Fisherman 4). The area of the shipwreck was one of the main fishing grounds of the Mazotos sea for fishermen working with longlines and net fishing.

As fishermen are able to sense the seabed through their nets, they located the site when their nets were "*wedged under some strange rock*" (Fisherman 6). It was not until

finds were caught in their fishing nets that the site was transformed from a “*strange rock that attracts fish*” (Fisherman 4) to an ancient shipwreck. Although not engaged in an affective interaction with the site, fishermen perceived the shipwreck indirectly and formed a general picture of its features through the finds lifted in their nets. As a fisherman recalls, “*we used to lift some things probably from there...*” (Fisherman 6). The situation gradually changed since the mid-1980s when sonars made their first appearance on fishing boats. Technology nowadays enables fishermen to have a clearer view of the site. As a fisherman said about the shipwreck, “*... I could see it, I saw its outline, I knew exactly where it is and I could visualise the whole thing*” (Fisherman 9).

The report of the site to the DAC did not affect drastically the indirect links developed between the fishermen and the site since fishermen continued to use it as a fishing ground when the archaeological team was not working at the site. Likewise, no significant changes were noted in the way the site is sensed. As the boat of the MSP team moored at the Latourou harbour, fishermen based at Larnaka and Zygi harbours were not able to develop any form of interaction with the archaeological team (Figure 7.7). On the other hand, the 10-15 fishermen that moored their boats at Latourou harbour watched the archaeological team leave the harbour every morning and return in the afternoon, sometimes carrying amphorae lifted during the day. Their interaction with the archaeological team enabled them to learn more about the site. A fisherman recalls, “*I talked with the captain and the students and we were told that the site has amphorae, for wine and olives*” (Fisherman 5). Hence, a limited number of fishermen became better acquainted with the different aspects of the official practices by watching from a distance as observers.

#### 7.4.3. THE SITE AS A SYMBOL OF PROFESSIONAL IDENTITY

The particularities of fishermen as a distinct social entity are based on the exploitation of the maritime environment for a living and the daily practices this entails (Prieto 2016). In this respect, the sea is inherently associated to their professional identity, hence, their very existence. In this course, well-preserved shipwreck sites represent an important source of income. They serve as habitat for marine life since they provide a hard substrate in a soft sediment area, which attracts large amounts of fish (Firth 2018:20). Indeed, the Mazotos shipwreck has been characterised as a “*fish nest*” (Fisherman 9) that attracted a number of fishermen.

The transformation of the “*strange rock that attracts fish*” (Fisherman 4) to an ancient shipwreck site did not modify its use as a commodity to secure their livelihood. As

fishermen note, *“we only care about fishing in order to make our living. We don’t care about what lies underwater”* (Fisherman 9). Instead, it prompted fishermen *“... to protect their fishing ground”* (Diver 7b) in order to safeguard their financial status”. As a diver recalls, *“Fishermen always caught amphorae in their nets. Before the Keryneia we did not know their significance. They were displayed at the port and were given to anyone who would ask for them”* (Diver 6). The Keryneia shipwreck excavation did not only demonstrate the significance of the finds they lifted in their nets. More importantly, it indicated the growing threats to the source of their livelihood: fishermen would not report the site to the authorities because a possible excavation would destroy their fishing ground. Likewise, they tried to keep its exact position a secret from divers as their activities of both spear fishing divers and recreational divers disturbed the marine life of the area.

The use of the site as a commodity was not altered after its report to the DAC and the initiation of the MSP. However, even though fishermen continued to use the area as a fishing ground, there was a general growing concern. The archaeological site interfered in their real-life transactions, as its archaeological and national significance clashed with the personal meanings and values the fishermen attributed to the site. In an area where *“fish is scarce”* (Fisherman 5), the Mazotos shipwreck represents *“an important source of income”* (Fisherman 1), which, in their view, is now threatened. Consequently, fishermen attempt to secure access and use the site as fishing ground:

*“They blame fishermen for every evil. That’s a mistake. The fisherman does not cause any damage to these things. Damage is caused by spear fishing divers, they break everything with their spears without considering the history behind it, they only think of what kind of fish they will find. And trawls...They are tools being dragged that destroy whatever comes in their way. But the coastal fisherman is the least to blame for those things”* (Fisherman 8).

However, the fishermen’s concern and reaction is not entirely related to the archaeologists. To the contrary, they indicate that declaring the area of the shipwreck a protected zone based on its size could be beneficial to them because spear divers would be kept away, allowing the site to develop as a fish nest. In this respect, their reactions are directed mainly towards the Fisheries Department and the legislation regarding fishing. In their view, *“Surely we have to respect the sites and the protected fish, but someone has to protect us as well”* (Fisherman 8). Thus, the site did not primarily represent a means to strengthen their bonds with their past, but a work place that would enable them to establish their professional identities and financial status in the present.

#### 7.4.4. THE LURE OF THE PAST

Throughout the Mazotos shipwreck's afterlife, fishermen never developed a direct interaction with the site, which would have enabled them to comprehend its particularities. However, the skills they acquired through their engagement with the sea and their boat helped them anticipate its state of preservation:

*“Sunken wooden [ships] are eaten away by shipworms. They are on the sand, or covered by sand. Like these boats here [at the port]. To keep the shipworms away we use paint. It's poison, so that shipworms don't eat them. Those [ancient ships] were also coated with pine tar to protect them from the shipworms. If they are covered under the sand perhaps the parts that were soaked in water are preserved, due to the pine tar. But shipworms ate away the interior of the timber”* (Fisherman 7).

In addition, their indirect interplay with the site through their nets, which never lifted any *“remarkable finds”* (Fisherman 6), provided them with a general image of its features. However, these understandings were not reproduced while the site was detached from the official context. Instead, the well-preserved ancient shipwreck site located underwater triggered their imagination. Accounts by fishermen and locals during the interviews recalled an imaginary story about an old fisherman who lifted from the site an amphora full of gold. This story was not repeated extensively in the interviews, probably because they felt that, since the interviewer was a member of the archaeological team excavating the site, they would be challenged. However, a similar story developed around another shipwreck site in the area gives an insight on how similar narratives are generated and on the practices and meanings they engender. During a favoured discussion theme among the fishermen regarding the finds lifted in their nets, one of them recounted:

*“There is another [shipwreck] here, extremely important. It is full of chests, in its hold and inside! My sonar documented three masts. I lifted a piece of wood and a pulley. This shipwreck is full of gold”* (Fisherman 7).

The fisherman sensed the site only through sonar images and the fragments lifted in his nets. Based on this information, he developed a *meta-story* (Holtorf 2010) which would make the site meaningful to him and to others. In this respect, the existence of gold was justified by linking it to an episode in the history of Cyprus. He, therefore, concluded, *“It is one of the ships that looted Varosi<sup>15</sup>”*, an interpretation mentioned on several occasions by fishermen and divers about different shipwreck sites around Cyprus.

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<sup>15</sup> What the fisherman actually refers to is the plunder of Ammochostos that took place following the one year siege by the Ottomans and the fall of the city in 1571.

Although imaginary, these stories enlighten the relationships developed around ancient shipwreck sites and the narratives and practices they evoked. The notion of treasure developed among the fishermen is closely related to the role of the sea in their lives as the provider of their livelihood. Most of the fishermen interviewed indicated that *“All I want to catch in my nets is a golden statue, but I have never managed to do so”* (Fisherman 8) and added *“[finding gold] would mean a way out of the hardships to make a living”* (Fisherman 8). However, as they are not actually searching for gold, what they say is most probably connected with their aspiration to overcome poverty, rather than engage in treasure hunting (cf. Migliore 1991).

This approach changed following the initiation of the MSP, although some of the fishermen did ask the interviewer whether in fact there was gold on the shipwreck. In reality, the MSP downgraded the legend of the shipwreck as a treasure carrier, and turned the fishermen’s interest to the site itself. In consequence, most of the fishermen interviewed wanted to learn about the fish located on the site and the underwater currents the archaeological team experiences while working.

## **7.5. THE DIVING COMMUNITY**

### **7.5.1. SITUATING THE DIVING COMMUNITY**

The underwater landscape of Mazotos was explored by divers over the years. Sponge divers, active around the coasts of Cyprus from 1840 onwards (Patellis 1998), also used the Mazotos sea for sponge fishing. At least this was the case from 1934 onwards according to the first available report regarding sponge diving in the area (*Chronos* 1934). As Cypriots were not engaged in the profession, the underwater landscape of Mazotos was explored by sponge divers, mainly from Greece, but also from Lebanon and Egypt, who visited the area for a few months per year (*Chronos* 1934). Sponge diving continued in the ensuing years; fishermen in the area still recall their interactions with a few of the last sponge divers from Greece who lived in the area around the end of the 1980s and were using the Zygi harbour as their base (Fisherman 7). However, from 1987 onwards, when the sponge disease spread around Cyprus (Economou and Konteatis 1988, 1990), sponge fishing in the area dropped and gradually disappeared completely (Fisherman 4).

Reports to the DAC in the late 1970s about the existence of antiquities underwater (see also chapter 5.4.2) indicate that divers began to explore the underwater landscape of the western part of Larnaka district. Nevertheless, the topography of the coast, with

pebbled beaches and rocks as well as the absence, up until recently, of a good access road to the sea was a drawback in the development of the area as a tourist or diving destination. Hence, Mazotos was never a popular diving location. Instead, known as a good fishing area, the Mazotos seabed was explored by spear fishing divers from different social background and origin.

The change that gradually occurred on the type of diving in the area, with the decline of sponge fishing and the rising of recreational diving, entails a basic distinction that forms the particularities of divers' relationship with the underwater environment. Their engagement no longer takes place for livelihood purposes, a fact that defines the frequency and the particularities of diving. Instead, since the 1990s scuba divers in the area are exclusively engaged in occasional recreational encounters with the underwater environment. This fact develops a distinct appreciation of the sea, the dangers it entails as well as the type of meanings, practices, and relations developed around their underwater experience.

However, physical environments where activities take place and social relations grow are essential for the development of one's sense of self and identity (Prince 2013). This is particularly the case in deep diving where *human and non-human bodies associate and affect each other, transforming themselves and each other in the process* (Pauwelussen 2017:124). Indeed, deep diving is an affective engagement with "*an infinite and unexplored space*" (Diver 7a) where the bodily, sensory, and emotional modifications are multiplied. It presupposes certain skills beyond the habitual sensation. During the process of diving, the human body learns to adapt to the new fluid environment, confront the somatic effects of pressure and temperature, and move effectively (Levett and Millar 2008; Straughan 2012). As "*man was created to walk, not to dive in the water, or put all that gear and compete with fish as rivals*" (Diver 8), submergence into deep waters produces to the divers a sense of achievement, but also a sense of control over the sea. Especially so, since the risk of deep diving is considered a "*challenge*", "*to surpass your limits*" (Diver 8) that not many, especially in the 1990s, were able to do in Cyprus.

Further to the bodily modifications, diving provides a sensory engagement with the underwater environment as it introduces divers into a "silent world" (Cousteau 1953, Helmreich 2007). In the absence of verbal communication, divers use their distinct sign language; so, while underwater, they hear nothing apart from the breathing sound from their regulator. This generates a feeling of "*calm and peace*" (Diver 8) and lends to the diving experience a certain sensorial and mnemonic depth as you submerge into "*a place where you are liberated*" (Diver 7a).

### 7.5.2. SENSING THE SITE FROM THE DEPTHS

Apart from the occasional recreational diving in the area, the particularities of the underwater landscape of the shipwreck did not encourage extensive interplay between the site and the constantly growing number of divers from the 1990s onwards. Deep diving requires particular training and experience as well as costly equipment. Hence, the social landscape of the shipwreck was confined to the few divers on the island who were able to dive in deep waters.

Even though there was a growth in deep diving following the 2000s, the number of people engaging with the site was limited to those who had heard about the existence of an ancient shipwreck in the area, through their contacts with fishermen and divers. A network of people from different social and spatial contexts developed gradually around the shipwreck. Their lives were not necessarily connected to the sea in any other way (i.e. living in a coastal area or earning their livelihood from the sea), which would have clearly added a maritime aspect to their identity. Moreover, their engagement with the site could not be incorporated in their daily routine. Diving at the site involved travelling there from their cities, finding a boat to reach the exact location, and at least two more people: their diving buddy and a person who would stay on the boat while the others would dive. Hence, diving at Mazotos was not part of their daily routine, but rather a break from it.

Nevertheless, the underwater world is a “lived” space for the divers in the sense that they can totally submerge into it and interact with its different features. In this context, divers developed a physical interaction with the material remains of the “*huge*” and “*untouched*” (Diver 7a) shipwreck site. Their multi-sensory engagement with the site at “*a place where you are all alone*” (Diver 8), re-engaged and reactivated the site within a totally different context, generating divergent and contrasting uses and meanings.

The report of the site to the DAC disrupted and renegotiated a regular relationship between the divers with the site. Setting as its primal quality the shipwreck’s archaeological significance that needs to be preserved and investigated, divers had to abandon their physical engagement, handing over its exclusivity to the archaeological team working at the site. This did not only disturb the divers’ relationship with the site, but also the basis of their engagement with the underwater environment, which up to that point had been free from any restrictions. Such an existential transformation in the dynamics of the webs of interaction related to the shipwreck could not be implemented immediately. Although for some the report of the site to the DAC meant interrupting their engagement with the site, others continued to dive in the area and to engage physically with the site, albeit in secrecy and in a gradually reduced frequency.



### 7.5.3. THE SITE AS A SYMBOL OF RECREATIONAL IDENTITY

The interest developed around the shipwreck before and after its report to the authorities is associated with diving as an experience-based phenomenon, as well as with the particularities of the site as such. Diving is a setting for aesthetic impressions, fascination with the underwater world, social intercourse, and adventure (Arnshav 2013:141). The site was located in the framework of a recreational activity. As indicated by one of the persons said to have first located the site, *“While scanning the seabed aiming to locate a fishing spot, I found a weird thing. It did not attract my interest as a fishing spot, because it seemed fairly small. I marked it, though, and went for a dive a couple of years later as sometimes even a small rock could produce fish”* (Diver 1). However, the temporality and the monumentality of the site gave another essence to the whole experience. The well-preserved shipwreck satisfied divers’ passion to *“interact with places that no one else has ever seen before”* (Diver 8). What is more, with almost 800 amphorae lying on the seabed, the site was inherently associated to the iconic image of the Keryneia shipwreck. According to a diver’s account: *“The first images I had from the site were marvellous. Because we knew... When you talk about a shipwreck, our mind instantly turns to Keryneia. It was a trademark.”* (Diver 8). This fact enhanced the diving experience around it; the archaeological significance of the *“intact”* and *“huge”* site of Mazotos (Diver 7a), resembling the Keryneia shipwreck, offered divers an exclusive physical experience of a past event frozen in time.

Although for years divers visited the shipwreck, *“taking commemorative photos”* (Diver 1) and *“admiring it from above”* (Diver 6), no one ever reported it to the DAC. In fact, as one of the persons who reported the site indicates, *“it was only when I saw that many people knew and dived at the site, that I reported it”* (Diver 16). The growing number of people who knew about the site deprived the divers of their exclusive contacts with the shipwreck, which was one of the most important aspects of their physical interaction with it.

The notions of personal satisfaction and fulfillment of personal aspirations were not detached from the shipwreck after the site was incorporated within the official archaeological context. The story behind its report clearly indicates that. Two amateur divers reported the site almost simultaneously. Having in mind the attention Andreas Cariolou had received in the Media and in the presentation of the ship, they sought equal attention. As one of them indicated, *“I had in mind Andreas Cariolou. The promotion of Keryneia was grandiose so we admired that man. I also wanted to contribute to my country as he did”* (Diver 16). In fact, the eagerness for publicity and the need to have *“my name published”* (Diver 16) as well as to *“determine who actually located the site”* (Diver

1) even caused disagreement between the two which was kept for years.

In any case, the report of the site to the DAC did not meet their expectations, a fact which caused disappointment and, in certain cases, bitterness. They felt that the authorities were ungrateful, a common sentiment among a number of divers who have reported antiquities to the DAC. As they indicate: *"We did not even receive a thank you letter. They only gave us three books. Our names should have been made public. They did not care. They thought it was our obligation to report it. It was not. We found it, it was ours"* (Diver 6).

The sense of ownership divers develop around the underwater antiquities they locate is contrary to the official archaeological approach which advocates that the report of antiquities to the DAC is everyone's duty. This produces frustration among the divers, which is further exacerbated by the fact that once reported, antiquities are instantly considered property of the Republic. A diver recalls, *"I once exhibited a picture I took of a turtle on the [Mazotos] shipwreck, not knowing that this was prohibited, 'you do not have the rights over the site, the site now [his own emphasis] belongs to the Republic they told me"* (Diver 7a). Frustrated and feeling unappreciated, the same person wonders, *"What will I gain if I report something?"* (Diver 7b). It is evident, therefore, that the Mazotos shipwreck for the divers was a personalized experience that contributed to the fulfilment of personal aspirations and self-identification.

#### 7.5.4. IMAGINING AN ARCHAEOLOGICAL SELF

Interaction with the site enhanced a distinct engagement with it, which derived from its archaeological significance as perceived by the diving community. A number of divers elaborated the knowledge they had acquired from what was made public about the Keryneia shipwreck excavation in order to interpret the site of Mazotos. As a diver recounts, *"When we saw the site we speculated that the ship did not tilt on the seabed. If the ship had tilted the amphorae would not have remained stowed. We thought that the ship must have sat [in an upright position] because that was the case with Keryneia"* (Diver 6).

Not all divers related to the Mazotos shipwreck confined themselves to mere speculations based on its surface characteristics. Some went further to participate in alternative engagements. As a diver indicates: *"I read books and I was self-taught in archaeology as I wanted to achieve other things in my life"* (Diver 7b). This eagerness took him one step forward: from searching for antiquities to noting their exact positions on

maps and attempting to investigate the site. The same diver continues, *“I sounded the depth of the area to check if there was anything else, and I found more amphorae. I also documented the site and kept a journal of each move I made. I was doing proper archaeological job”*.

The report of the site to the authorities reduced their significance in connection with the site as its official archaeological context acquired a primal role. However, based on the notion that *“few have the experience I have in diving”* (Diver 7b), and having in mind the first non-professional shipwreck archaeological excavations by J.Y. Cousteau, divers considered themselves qualified to undertake the Mazotos shipwreck excavation. This belief was strengthened by the fact that at the time of the report of the site to the DAC in November 2006, Cyprus did not have an archaeologist specialized in the maritime field.

In this context, the initiation of the MSP under the supervision of an experienced maritime archaeologist was not only a turning point in Cypriot archaeology. It also caused a stir within sections of the Cypriot diving community that interpreted it as an intrusion into their established area of expertise. Consequently, convinced that an underwater research depends on the diving experience, they felt that *“their [the archaeologists] intention was to exclude them from the surveys and from other things, so that they get the job, just like they did* (Diver 7a).

Nevertheless, a number of divers embraced the developments in the maritime archaeological field on the island. The initiation of the MSP enhanced new means of communication between divers and the shipwreck. This was the first underwater archaeological excavation undertaken by Cypriot Institutions and the island had only one experienced maritime archaeologist able to dive and work at the depth of 45m. Although diving archaeologists from other countries assisted the archaeological team, the contribution of experienced local divers was essential in order to supervise the technical aspect of diving and to support archaeologists with underwater excavation procedures. Gradually, a new group of divers set up was incorporated in the archaeological team, which engaged in a physical interaction with the site in accordance with the official archaeological rules and codes.

Volunteering their time and work is not dissociated from their personal needs and aspirations. Participation in the project combines the adventure and fascination of diving in an ancient shipwreck site, with the satisfaction of contributing to the excavation of a site *“older”* and *“bigger”* (Diver 6) than the Keryneia shipwreck. In any case, this interaction between archaeologists and divers has transformed the Mazotos shipwreck into a shared

space of communication between the official and non-official approaches towards ancient shipwreck sites. On one hand, divers had the opportunity to be actively involved in the official archaeological interactions with the site and to acquire experience of the official discourse surrounding the site. For the archaeologists, on the other hand, it was an opportunity to familiarize themselves with the feelings and meanings ancient shipwreck sites produce in divers.

#### 7.5.5. VISUALISING THE ECONOMIC IDENTITY

In the minds of people who interacted effectively with the underwater environment, the stories about the existence of an ancient shipwreck in the area of Mazotos were also inherently linked with treasure. The association of underwater antiquities with treasure and gold dates back to the early beginnings of the discipline in the 1950s. Having *grown up in the eyes of a camera* (Gately and Benjamin 2017:1), the field favoured during its first steps the connection between shipwrecks and treasure. Suffice it to mention J.Y. Cousteau's documentary *Silent World* (1953) and P. Throckmorton's book *Diving for treasure* (1965). The images of treasure hunting and salvage, which popularized Maritime Archaeology to the wider public, triggered the development of myths concerning the existence of untouched shipwreck sites full of gold (Flatman 2007; Gately and Benjamin 2017). Evidently, these images were not unknown to divers interacting with the Mazotos shipwreck.

Such stories about ancient shipwreck sites, associated with treasure, were the incentive for divers to start looking for antiquities. The fisherman's story about the location of a shipwreck "full of gold" described earlier is indicative. Although the story that spread among divers was not justified by any tangible facts, it prompted them to start looking for the site. According to a diver's account: *"This is true. I've been looking for the shipwreck for years, and so have many others. I have not managed to locate it yet"* (Diver 7b). A similar incentive was information that circulated about the presence of a well-preserved shipwreck in the area. In fact, this did not only prompt a number of divers to start looking for it. It also generated an antagonism who would locate it first. As a diver points out *"many people were looking for it, but no one revealed anything to the others"* because *"whatever you find in the sea is yours"* (Diver 7a).

The discovery of the shipwreck initiated its exploitation. There was no law to prevent diving on ancient shipwreck sites, nor was there a competent Authority to oversee underwater antiquities. In such a setting, divers shared a common secret and strived to find gold or to lift amphorae. According to several divers: *"Some people started breaking*

*the amphorae with their spear in order to find gold. They thought that the amphorae contained either gold or other valuables. They did not even try to lift them, fearing that someone would see them*" (Diver 8). Other divers indicate that they know people that lifted amphorae from the site (Diver 2).

Such narratives do not come from people engaged in the exploitation of the site, but from people who say to they have seen the divers or heard about them. Hence, although common among fishermen and divers, these stories cannot be confirmed. The number of amphorae located on the site, in relation to the estimated dimensions of the ship, indicates that if looting did occur it was not extensive. Hence, if these accounts are true, removal of amphorae from the site was not part of an illicit network, it was rather incorporated in an attempt by individuals to improve their financial status.

The commoditization of the shipwreck took another form following its report to the authorities. When reporting antiquities to the authorities some divers believe they are giving away something that belongs to them and expect to be compensated. To their disappointment they are not and they feel *"this is not right, the Museum should give something back to you. Money. Or if not, at least one of the so many amphorae they have in their stores"* (Diver 6). This can be a source of discord with divers who, being the fundamental source of information on underwater, wonder *"What will I gain if I report something? But it is always about money. You do your job and you get paid."* (Diver 7b).

## **7.6. CONCLUSIONS**

Once reported to the DAC in 2006, the Mazotos shipwreck has gained a prominent position within the archaeological context. The well-preserved Late Classical site was the incentive to embark on the first shipwreck excavation undertaken by Cypriot Institutions, preparing the ground for the development of the field on the island. Moreover, its ongoing excavation sheds light on aspects of the 4<sup>th</sup> cent. BC merchant ships, which have not been studied thoroughly yet. However, since its discovery in the 1970s, the Mazotos shipwreck has been engaged with a diversified community, which has accorded to the site distinctive roles and meanings. Although the official significance prevailed in the site's projected image following its report to the authorities, the non-professional discourse around it did not cease. Instead, it went through continual transformations, adapting to the changeable engagements with the site and to its shifting status within the contemporary world.

Rephrasing Bender (2002: 136), “*seascapes* are not just views, but intimate encounters. They are not just about seeing, but about experiencing with all the senses”. Indeed, the relationships developed around the Mazotos shipwreck upon its location were defined by the separate encounters of non-professionals with the sea. This association produced and negotiated distinctive identities (cf. Ingold 2000; Van de Noord 2011; Strang 2014) and divergent interactions with the site, which were reflected in the various meanings and relations presented around the Mazotos shipwreck. Hence, while the local community’s distance from the sea kept them away from generating any association upon the location of the site, fishermen and divers had an active role in its course.

Although sensing it indirectly, fishermen developed a strong relationship with the site. Used as a fishing ground, the Mazotos shipwreck was part of their everyday engagements in the world. It enhanced practices that defined their distinctive position within society and at the same time it ensured their very existence in the world, as a source of income. Divers, on the other hand, although confined to casual interactions, their embodied engagements with the site accorded them a role crucial for the development of their personal identity. In this state of affairs, the Mazotos shipwreck was transformed into a *knowable place* (Rainbird 2007:45) with its own particular features, bringing a variety of people together and generating distinctive negotiations of their identity.

In this process, the archaeological significance of the site, although acknowledged, retained a secondary position; it was elaborated to enhance the existing relationships with the site and was expressed in distinctive ways, depending on the type of interactions developed with the site. In absentia of any visual stimuli around it, the Mazotos shipwreck magnified the imaginary aspect of archaeological interpretation in the minds of the fishermen (Schnapp 1993:30), who created stories around it regarding the existence of treasures. For divers, on the other hand, it enhanced their experience, as it responded to their need to explore new places that no one has seen.

The report of the Mazotos shipwreck to the authorities shifted the reference point for the significance of the site from its associations with the sea, towards the land. This introduced the inhabitants of Mazotos in the process of producing meanings around the site. The local community sensed the shipwreck indirectly through their contacts with the MSP team. Its temporality and monumentality, as well as the scientific interest developed around it, was included in the course of building their local identity. The Mazotos shipwreck would provide to the community a researched, scientifically legitimate past, which would enhance their *ontological security* (Jones 2007: 50) and would individualise them (cf. Thomas 2004: 41; Holtorf 2005).

The symbolic value attributed to the site in establishing distinctive identities generated an emotional bond between the shipwreck and the various groups of people associated with it. In this case, the bond serves as a tool for generating activities in relation to the site (Wetherell et al 2017). This was particularly the case for the divers and the local community; the alternative archaeological practices (Hamilakis and Anagnostopoulos 2009:66) by divers as well as the attempts to present the site within the local community context aimed at consolidating their role and position with regard to the site.

At the same time, as Hamilakis and Yallouri have indicated, the symbolic capital is often exchanged for economic capital (1996: 119). Each community has associated the site with their real life transactions, which aimed to define their position in contemporary society. For the local community, the Mazotos shipwreck was incorporated into the modern economic activity (Kirshenblatt-Gimblett 2006: 183), which targets archaeological tourism, in an effort to acquire a more prominent position within the national scene and to achieve global interaction (Silverman 2009). For the fishermen and divers, on the other hand, the commoditization of the site had a more personal character. Besides its use as a fishing ground, a group of divers exploited, or attempted to exploit the material remains as a source of income. These distinct uses are not acceptable to the archaeological community, a fact which displeased the professional and non-professional groups. In any case, such actions are an indication of what the community hopes to gain from archaeology (Fowler 1977: 189).

The official and non-official courses of the shipwreck followed parallel paths, which expanded the distance between the two. Attempts eliminate this gap through activities of the MSP brought to the fore new meanings and negotiations. The few contacts with the local community highlighted its minimal maritime narratives, which were in their distant memory. On the other hand, after their initial disappointment, fishermen began to develop a distinct interest in the site, which derived from their personal engagement with the sea and their boats throughout their lives. As they indicate, "*When the element of the sea is involved, it is interesting to learn*" (Fisherman 8). Finally, divers discovered at the site the means to fulfill their personal aspirations for achievement, adventure, and gratification by adapting to the official course and participating actively in the project. At the same time, these channels of communication offer the opportunity to the official context to capture a glimpse of the site's multiple importance and significance within the contemporary world.

## CHAPTER 8: THE NISSIA SHIPWRECK

### 8.1. INTRODUCTION

The Nissia shipwreck (shipwreck no 25) represents the remains of a ship that sank during the Late Ottoman period, less than a mile off the coast of Paralimni (SE coast of Cyprus). First reported to the authorities in 1994, the scattered attempts to survey the site did not initiate extensive associations with the Cypriot official archaeological context. It was not until 2014 and the launching of the Nissia Shipwreck Project (NSP) that the official context obtained a more prominent position in the webs of interaction developed with the site in the contemporary world.

Even though the official network surrounding the site has been inactive for years, the engagements of the Nissia shipwreck with non-professional groups has followed a distinct direction. Incorporated for decades in the maritime-oriented activities in the area, the shipwreck developed diverse associations with fishermen and divers. Particularly, following the 1980s and the transformation of the area into a very popular tourist area, the site was introduced into an intense interplay with the two communities mentioned above. The separate practices developed around the Nissia shipwreck bring to the fore the roles and meanings accorded to ancient shipwreck sites.

The current chapter explores the engagements of the distinct groups developed around the site, focusing mainly on the period from its first location until the initiation of the NSP. Discussion begins by presenting the two key components: the interested communities and the site itself. In this context, the basic flows of interaction that characterise the shipwreck's itineraries in the contemporary world are also demonstrated. On this account, focus is directed to the diverse pursuits developed around the site by the fishing and diving communities. The aim is to identify and analyse the different and often contrasting meanings stimulated around the Ottoman shipwreck.

### 8.2. SITUATING THE INTERESTED COMMUNITIES

Paralimni is located in the coastal plain of the Ammochostos district (south-east coast of Cyprus), just 4km from the shore (the place names mentioned in the text are indicated on the map in Figure 8.1). The exact date of its foundation cannot be determined, as the archaeological and historical research undertaken thus far is limited. However, according to Georgios Voustronios, who mentions the village in his *Chronicle Cyprus Expedition*, written between 1497-1501, Paralimni must have existed since the



middle or end of the 15<sup>th</sup> cent. AD. From the Ottoman rule onwards, Paralimni was one of the largest settlements of the Ammochostos district and remains so up to date (Pavlidis 1989a: 74-75; Georghis 2010: 31). Sources dated to the 19<sup>th</sup> cent. indicate the village was a land-oriented society. That was so despite its proximity to the sea and the practical obstacles on land exploitation, summed up in the limited land for cultivation and water shortage, evident in the area (Georghis 2010: 31-39). The particularities of the local society did not change significantly over the years as up to the 1970s agriculture and livestock was the main source of income for the inhabitants of Paralimni (Pavlidis 1989b: 101-103).

Amid these conditions, the Paralimni sea was exploited by a limited number of people. As locals indicate, *"You would see people, when they finish work, they would put their nets on their shoulder and they would go to catch fish for their dinner"* (Fisherman 10). Nonetheless, these engagements remained beyond the professional spectrum. In fact, during the early 20<sup>th</sup> century Paralimni numbered around 4-5 professional fishermen. Although a relatively limited number for a village with 1948 inhabitants (Pavlidis 1989b: 102), fishermen formed a distinct community group the particularities of which were defined by their routine engagements with the sea (cf. Acheson 1981).

Fishermen would anchor their boats at Pernera and Nissia natural fishing harbours (Fisherman 10) and would engage in fishing mainly during April-October. As they explain, *"After that period, boats had to be taken out on land in order to protect them from storms. It was difficult. In the winter time things were difficult. Fishermen had to look for other means to acquire food for the family. They would work in the fields, if they had any, or look for a job here and there, as painters or at Varosi harbour, if they were allowed."* (Fisherman 10). Although fishermen are part of the local community of Paralimni, poverty as well as the instability that characterised their profession, defined their position within society, as indicated by the following traditional curse: *"I put a curse on you to become a fisherman"* (Fisherman 12).

The Paralimni sea was also exploited by non-natives for six months per year. Sponge divers, mainly from Greece, but also from Egypt and Lebanon have been active in the area since the early 20<sup>th</sup> century (*Eleftheria* 1910). Sponge diving continued up to the 1960s, with alternating intensity, depending on the availability of sponges and the relevant regulations, (Hadjikyriakides 2015). With the amendments in the regulations on sponge fishing in 1966, foreign nationals were no longer permitted to exercise the profession. Licences were only granted to Cypriots, as a measure to promote sponge fishing on a local level. Nevertheless, involvement in the profession diminished significantly in the ensuing years. While the few Cypriots who engaged in sponge fishing

used diving machines (Economou and Konteatis 1990: 1-2), another method of exploitation of the sea appeared in the area. According to fishermen's accounts, since the 1950s and the introduction of the aqualung on the island, members of the BFC dived in the area for recreational purposes (Fisherman 11).

Engagements with the sea continued with the same intensity up to the mid-1970s. However, the 1974 events brought several social and economic transformations. With the occupation of Ammochostos following the Turkish invasion, a number of GC refugees relocated to Paralimni (Pavlidis 1989b). Moreover, by the late 1970s and within the framework of reactivation of Cyprus' economy following the invasion, focus was directed towards the development of the tourist industry. In this course, Protaras (i.e. the coastal area of Paralimni), accomplished noteworthy development and gradually transformed into a famous tourist destination (Pavlidis 1989). The new situation subsequently affected engagements with the sea developed by the distinct social groups active in the area.

Among the refugees from the Ammochostos district who resettled at Paralimni, there was a large number of fishermen, expanding significantly the fishing community. The improvement of the economy increased further the particular community group as it enabled a number of people to buy boats and engage in fishing, both as amateurs and as professionals (Fisherman 10). In this context, the Agios Nikolaos fishing harbour was constructed in 1978 to accommodate the fishing community. Nowadays the area numbers 60 fishermen, half of them professional (Nikolas Michaelides<sup>16</sup>, personal communication November 2018). The expansion of the fishing community of the Paralimni area has introduced a stratification in the community, dividing them among those who come from traditional fishing families and younger, newcomers in the profession. As older fishermen noted *“Young people these days don't know; because they haven't worked with older fishermen to see how they used to fish, how they communicated with each other, how they worked together”* (Fisherman 10), implying that they do not have the knowledge nor the sensibility required to be a fisherman.

The new realities prevailing since 1974 had financial consequences on the fishing community. The occupation of part of the Ammochostos district scaled down the fishing ground in the area. Whereas prior to 1974 the fishing ground expanded up to Ammochostos, it now extends from the dead zone (to the east) up to Cape Gkreko (to the west), covering an area of almost 20km (Fisherman 10). As fishermen note, even though it is not prohibited to move further west towards Agia Napa, it is generally avoided as it is a dangerous spot. On the other hand, technological innovations since then, particularly

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<sup>16</sup> Officer at the Fisheries and Marine Research Department.

the introduction of machines and cranes on fishing boats, have enabled the exploitation of deeper waters, up to 180 metres deep, expanding their fishing ground inwards (Fisherman 11). Nevertheless, fishermen emphasised repeatedly the difficulties of the profession. Particularly, they point out that the inadequate fishing ground available, the strict government regulations on professional fishing, and the diminishing quantities of fish population, threaten the viability of the profession. As they indicate, *“Fishing has become a tough profession because of the difficulties fishermen face, very tough. Economically it’s devastating. In the area of Paralimni, you cannot survive on fishing alone”* (Fisherman 10).

Changes in Paralimni following 1974 also altered the particularities of the diving community. By the late 1970s, a limited number of locals who engaged in sponge fishing also embraced scuba diving (Economou and Konteatis 1990: 1-2). However, the profession ceased to exist by 1986 when the sponge disease appeared, first at the Paralimni sea (Economou and Konteatis 1988, 1990: 1-2). In spite of everything, the significant economic and tourist development in the area brought to the fore a new professional engagement with the Paralimni seabed. The first diving centre opened in the area in 1981 (Diver 12a). Since then, Paralimni has become a popular diving destination, attracting divers from around Cyprus as well as from abroad.

Besides the divers who visit Paralimni on a regular and/or on an occasional basis, diving gradually created a new community group composed of professionals from the sector. Today, the area numbers 17 diving centres<sup>17</sup>. Of them, only five are owned by Cypriots, one of which by a local from Paralimni. All the rest are owned by other nationals and operate mainly for six months per year (Diver 10). In their majority they live in the area of Protaras, hence, do not develop daily interaction with the local inhabitants of Paralimni who are located further inland. Instead, the diving community, now living permanently in the area, makes up a distinct ‘local’ society. Likewise, there is a great distance between the fishing and diving communities, even though they share the same place. The fishermen’s response when asked about divers is in general contemptuous. As they explained, *“We do not get along with divers. They disturb our fishing grounds”* (Fisherman 12). Although this refers mainly to spearfishing by divers, fishermen have never developed a strong bond with the owners of diving centres in the area. This is also confirmed by divers who indicate, *“we rarely have contacts with the fishermen. People here are suspicious”* (Diver 10).

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<sup>17</sup> This number includes only diving centres that have a website.

### 8.3. SITUATING THE SITE

#### 8.3.1. ARCHAEOLOGICAL PERSPECTIVES

The Nissia shipwreck, dated to the 19<sup>th</sup> century AD, is a coherent shipwreck site lying at a depth of 28 metres on a sandy seabed, 550m off the coast of Paralimni. Its excavation was launched in 2014 by the UCy under the direction of S. Demesticha, in collaboration with the DAC (Figure 8.2). The initial pre-disturbance survey delineated the particularities of the site. The shipwreck consisted of an oblong concentration measuring 24x11m, which extended further in all directions under the poseidonia fields that surrounds the site. Its surface layer preserved several exposed timbers, scattered metal concretions, bricks as well as three cannons; two iron cannons lying on the east extremity of the site, and another one standing in an upright position NE of the site, a few metres away from the main concentration (Demesticha *forthcoming*).

Two excavation field seasons have been conducted thus far. The first season (2014), concentrated on excavating and lifting the cannon found beyond the main concentration. Moreover, a trench was excavated at the east extremity of the site, next to the other two iron cannons, where a notable number of timbers appeared to be well-preserved. The aim was to explore the degree of preservation of the hull beneath the surface layer. Having revealed a small section of the hull of the ship, the second field season (2017), conducted in collaboration with the Nautical Archaeology Society (NAS), focused on extending the 2014 trench westwards and northwards, in order to uncover further the structural timbers of the ship (Demesticha *forthcoming*).

The excavation revealed an important part of the lower section of the hull of the ship in a good state of preservation despite the fact that this was covered with only a few centimetres of sand. Particularly, hull planks and frames were preserved at the easternmost area of the site while ceiling planks were preserved at its central-west area. All the parts of the ship were fastened together with a pattern of iron nails and pegs, some of them located *in situ* while a significant number were found around the trenches during the excavation. The keelson of the ship was also located at the central area of the site, confirming its NE-SE orientation. Finally, a mast step was located at the central area of the site, probably for one of the masts of the ship (Demesticha *forthcoming*).

Armament was the second most important group of finds located at the Nissia shipwreck. Besides the three cannons preserved on the surface layer, a number of cannon balls as well as over 40 musket balls were located both in the surface layer and on deeper layers, mainly around the area of the cannons (Demesticha *forthcoming*).

Further to the above, only a small number of movable finds were preserved on the site, the larger amount of which were two types of timbers; pieces of thick branches as well as processed logs with pointed ends were stowed in at least two rows on the ship (*Demesticha forthcoming*). Moreover, a significant quantity of metal objects was located on the site. The majority were encrusted and could not be identified, apart from the fragments of two vessels and two thin plates (*Demesticha forthcoming*).

The pottery preserved on the site is also limited. Only an intact water jar was located, however, not *in situ*. Moreover, fragments of closed and open vessels as well as a limited number of fine pottery, plain, glazed, and painted were revealed during the excavation. Some of them retained linear incisions and engraved waving lines, a common pattern in the Ottoman world from the 18<sup>th</sup> cent. AD onwards. In addition, fragments of ceramic pipes, a comb, and a very limited number of organic material, olive pits, nuts, and fruits were preserved on the site (*Demesticha forthcoming*).

The limited number of movable remains located on the Nissia shipwreck presented certain difficulties in dating the site. This fact was made worse by the confined research undertaken of post Medieval shipwrecks in the Eastern Mediterranean. Among the 12 sites located dated to the 19<sup>th</sup> cent. AD, three were partially excavated up to the 2000s (shipwreck nos. 136, 165 and 166), aiming at methodological experimentation rather than at addressing specific research questions (Throckmorton 1970a). It was only recently that 19<sup>th</sup> cent. AD shipwrecks attracted scientific interest, as indicated by the two sites (shipwreck no 437 and 444) excavated in Israel (Table 8.1). Nevertheless, research undertaken thus far has not provided adequate information to enable the comparative study of the material preserved at the Nissia shipwreck site. Therefore, although two excavation field seasons have been completed, interpretation of the site remains inconclusive.

No	Wreck Number	Name	Country	State of preservation	Discovery	Research	Research Date
1	22	Larnaka 1	Cyprus	Scattered	1970s	Surface survey	1970s
2	23	Larnaka 2	Cyprus	Scattered	1970s	Surface survey	1970s
3	25	Nissia	Cyprus	Coherent	1990s	Partial excavation	2010s
4	128	Ameriki	Greece	Scattered	1960s	Partial excavation	1960s
5	154	Chios C	Greece	Coherent	1980s	Surface survey	1980s

6	156	Conga	Greece	Coherent	1960s	Partial excavation	1960s
7	157	Columbine	Greece	Coherent	1960s	Partial excavation	1960s
8	313	Nisyros	Greece	N/A	2000s	Surface survey	2000s
9	373	Sapientza B	Greece	Scattered	1960s	Report	1960s
10	374	Sapientza C	Greece	Scattered	1960s	Report	1960s
11	427	Akko 1	Israel	Well-preserved	1960s	Excavation	2000s
12	434	Akko Tower	Israel	Coherent	1960s	Excavation	2010s

**Table 8.1:** List of shipwreck sites dated to the 18<sup>th</sup>-19<sup>th</sup> centuries located in the Eastern Mediterranean.

### 8.3.2. ENGAGEMENTS IN THE CONTEMPORARY WORLD

The Nissia shipwreck has been engaged for decades with the maritime-oriented communities active in the area. The exact date of its transition to its afterlife cannot be determined. However, the particularities of the environment of its deposition, in combination with the distinct maritime oriented activities in the area, may shed light to certain aspects of the site's course in the contemporary world.

According to fishermen's accounts, fishing in the early 20<sup>th</sup> century expanded up to 35m (Fisherman 10). On the other hand, reports on sponge diving conducted in the area mention that sponge divers exploited the seabed up to 50 metres (*Eleftheria* 1910). Hence, the Nissia shipwreck located close to a *kakotopos*, a rough spot that served as fishing ground diachronically (Fisherman 12) at a depth accessible by both fishermen and sponge divers, could have been included in the sea-related activities taking place since the early 20<sup>th</sup> century. However, interviews conducted could not confirm that. Fishermen's narratives do not go as far back as the early 20<sup>th</sup> century. Moreover, as by the mid 1960s sponge divers from other countries ceased to come to Cyprus (Economou and Konteatis 1990: 1-2), their story could not be reconstructed.

The first indications regarding the shipwreck's afterlife revealed through the interviews date to the 1960s. Fishermen active in the area today recall their forefathers discussing about the site back then (Fisherman 12). While the shipwreck has been known among the fishing community for decades, its engagements with the diving community

followed a distinct direction. It was not until the early 1980s, when diving started to expand in the area, that the site was introduced into a direct interaction with divers. This was because up to that time no one from that area could dive to those depths (Diver 12a). Indeed, the first report of the Nissia shipwreck to the authorities, made in 1994, indicates that the site was first located by divers in 1986 (DAC 1994: 87/54/5: 253).

The report of the Nissia shipwreck to the authorities did not modify significantly manner the non-professional interaction around the site. As underwater archaeology was at the sidelines of official archaeology in Cyprus at the time, the course of action for the research and protection of the site was restricted. A few months following the report, the site was photographically documented by a team from the EUA (Ministry of Culture, Greece), invited by the DAC for that purpose (DAC 1994: 87/54/5: 262). However, no other actions were undertaken on the site.

While the official context surrounding the Nissia shipwreck retained a rather passive role, Paralimni gradually became a popular diving destination, attracting divers from around Cyprus, as well as from abroad. Under these circumstances, the number of divers interacting with the site increased significantly during the ensuing years, transforming the Nissia shipwreck into a diving spot. In this course, the site was reported to the authorities again in 2005 (DAC 2005a: 87/54/13: 73) and in 2006 (DAC 2006b: 14.01.005/3: 46) by distinct divers and received broad publicity by the national Mass Media (cf. Nearchou 2006). The reports underlined the disturbance occurring on the site as a consequence of the uncontrolled diving taking place at the spot. According to the second report, *“a cannon was located in an upright position, half buried in the sand...with evidence that people attempted to move the sand surrounding it, for the purpose of removing it* (DAC 2005a: 87/54/13: 73). Separate reports were also made to the DAC at the time regarding the lifting of antiquities from the site. Within the framework of the official reactions that ensued, antiquities were confiscated from diving centres in the area (DAC 2005b: 14.01.005/1: 45, 60-62).

The official context of the Nissia shipwreck was re-activated in 2005 when the German Association for the Promotion of Underwater Archaeology DEGUWA, requested permission to surface survey the site<sup>18</sup> (DAC 2005b: 14.01.005/1: 174). Moreover, Acquatec Diving Operations Company, which was responsible for the technical direction of the proposed project, submitted to the DAC a management plan for the site (DAC

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<sup>18</sup> In 2005, the site was named Green Bay wreck, after the name of the water sports centre located in the area. In 2014, the site was renamed Nissia Shipwreck after the toponym of the area; this is the name that is used throughout the thesis to avoid any confusion.

2006a: 14.01.005/2: 102, 149, 162). Envisaging its protection from uncontrolled diving and its presentation to the public, the plan proposed the installation at the spot of a buoy with the DAC logo, and the declaration of a 100-metre radius around the site as non-diving area. Discussions with the DAC on the matter also considered the possibility of placing a camera on the roof of Cavo Maris hotel (opposite the site) which would monitor its lobby (DAC 2006b: 14.01.005/3: 69-73). However, as the required funding for the survey was not obtained, none of the plans were fulfilled (DAC 2007b: 14.01.005/6: 24). Hence, while the Nissia shipwreck had been reported years before, official associations with the site were not brought forth.

It was not until twenty years following its first report to the DAC, that the official context of the Nissia shipwreck assumed a bearing in the webs of interaction surrounding the site in contemporary society. Although the site was well-known to the maritime-oriented communities active in the area, the initiation of the NSP did not trigger interaction among the professional and non-professional groups surrounding the site. The particularities of the NSP had a contributive role towards that. With only two field seasons undertaken thus far, each one of which lasting two weeks, the NSP team did not have the opportunity to engage with the non-professional communities active in the area. Even though the NSP was using the Agios Nikolaos and the Nissia fishing harbours as the base of their operations, their activities around the harbours were limited to embarking and disembarking the speed boats used to reach the NSP diving barge. Under these circumstances, the professional and non-professional contexts of the Nissia shipwreck followed parallel paths.

## **8.4. OVERLOOKING THE SITE**

### **8.4.1. BEYOND PROFESSIONAL ENGAGEMENTS**

The Nissia shipwreck has been known among the Paralimni fishing community for several decades. Sensing the seabed through their nets and evaluating the different areas based on availability of fish, fishermen mentally mapped the underwater environment of the site. Their description reflects the way it has been sensed and used in their lives: *“The site is located at 28m. There is seaweed there. That is where we go to fish parrotfish. Also, further up from the wreck there is a kakotopos, a rough spot. That is where we fish for parrotfish, sea bream, and sea-bass”* (Fisherman 10).

The wider environment of the Nissia shipwreck attracted fishermen either to fish in the seaweed and the poseidonia surrounding the site, or on their way to the rough spot



located nearby (Figure 8.3). Nevertheless, the site never obtained a primal position in their engagements with the sea. The limited archaeological material preserved on its surface layer did not attract large amounts of fish, which would have transformed it into a fishing ground.

Instead, the site was a rather challenging area for fishermen. As noted, *“We would either avoid going to the spot, or bypass it.”* (Fisherman 13). The material remains preserved were often tangled on their nets. As they explain, if they attempted to untangle the nets, they would probably be torn apart. If they could not untangle their nets, they would be forced to cut them off. As a consequence, *“If anyone did not know the peculiarities of the seabed there, he would suffer a great loss on account of the entangled nets”* (Fisherman 13). As fishermen explain *“It is not only the fact that you don’t get fish on that specific day, it is also the amount of money you need to fix your nets or buy new ones”* (Fisherman 15). Hence, the site represented a hazard in their navigation in the sea that had to be avoided. In fact, their first reaction when telling them that I want to talk about the Nissia shipwreck was that a buoy needs to be placed at the spot so that their nets are not entangled on the shipwreck (Fisherman 12).

Under these circumstances, the site never attracted their attention regarding its archaeological significance. Although antiquities located underwater are a casual subject of discussion among fishermen, that was not the case with the Nissia shipwreck. Not being able to describe the type of material preserved on the site, their narratives on the matter were only occasional and focused on the stories they heard about its exploitation from divers: *“People have been talking about the site for many years now. They said that they have lifted things from there. Who knows what kind of things. There are cunning persons, divers who look for gold, coins, something valuable that they can sell. They know more about shipwrecks than we do”* (Fisherman 10). There was an air of disapproval in the fisherman’s words. Nevertheless, their irritation regarding the disturbance of the site did not concern exclusively the preservation of the archaeological material. Mostly it referred to the preservation of the underwater environment in general and its consequences on the availability of fish. As fishermen add, *“these divers destroyed what exists underwater”* (Fisherman 9).

#### **8.4.2. BEYOND COLLECTIVE RECREATIONAL EXPERIENCE**

Since the 1980s, when the site was introduced into direct interaction with divers, there has been noteworthy expansion of diving at Paralimni. As the world’s fastest growing recreational activity (Ong and Musa 2012), a constantly increasing number of

divers both from Cyprus and overseas visit the area and engage in group leisure activities underwater. A significant number of local and overseas divers engaged in occasional interaction with the underwater environment through group diving. In this framework, dives are, in most cases, organised and supervised by diving centres based in the area. In their efforts to attract customers, diving centres sought sites that would satisfy the pursuit of fascination through recreational diving. To this purpose, antiquities preserved underwater were considered a tourist attraction. As a diver indicates, *“When we started to get professionally involved in diving, we attracted customers by telling them that we would take them to see antiquities underwater.”* (Diver 10). As a former professional diver indicated: *“there is nothing interesting to see there apart from the cannons. And there are not any other interesting dive sites close by. You cannot plan a twenty-minute dive just to see two cannons”* (Diver 12a). As the shipwreck site preserved limited material on its surface layer, it was not considered enthralling enough to become a tourist attraction. Therefore, it was not included in the occasional recreational activities taking place in the area.

Experienced divers, who engage in routine interaction with the underwater environment of the Paralimni sea constitute a distinct group within the diving community. Their underwater encounters are not necessarily confined to group dives organised by others. They rather schedule their dives based on their particular interests. A significant number of experienced divers active in the area have visited the site once. However, it was never incorporated in their regular interactions with the sea. As they explain: *“Why should I go there, there is nothing interesting to see. Ok I was curious to see it once when I first heard about it, but there is nothing more than that”.* (Diver 10).

Although diving at an ancient shipwreck site produces a sense of fascination, which stems from the perceived importance of experiencing the past, this does not form the basic criterion for selecting a diving site. In fact, the material remains preserved on the Nissia shipwreck never triggered such an interest as to integrate it in their regular underwater encounters. Instead, what is more valued are the aesthetic impressions produced by the current state of the wreck, which may satisfy the divers' motivations for excitement and adventure (Arnashav 2013: 144). Indeed, as deduced from the interviews, a significant number of divers would rather visit the Liberty shipwreck, a ship that was purposefully sank in 2009 to serve as an artificial reef in the area. Therefore, recent steel wrecks that are preserved intact, hence preserving their three-dimensional form, are considered more enthralling.

#### 8.4.3. A SITE OF CONTESTED IDENTITIES

Upon its location, divers evaluated the site based on the material remains preserved. The criteria used were founded on their personal interaction with antiquities and on the official stimuli concerning underwater archaeology in the area. As a diver pointed out, “*To be honest, I never thought this shipwreck was something [important] as I saw metal objects on it*” (Diver 12a). The preservation of metal objects on the site was not in concord with the much-projected image of the Keryneia shipwreck that preserved a mound of amphorae on its surface layer. As this image had been imbued with an exceptional national value (see Chapter 6.5.2), the Nissia shipwreck was regarded of minimal archaeological significance. In fact, the material preserved excluded the shipwreck from the sphere of antiquity. As indicated earlier, the location of a metal box on the site made him conclude that this is not an ancient shipwreck (Diver 7a). This reasoning cannot be detached from the dominant state-produced concept of antiquity, particularly in the 1980s-990s, which had at the core of its attention Greek antiquity and Christianity (see Chapter 4.5.1).

The prevailing conceptions around the Nissia shipwreck were enhanced following its photographic documentation by the EUA team in 1994 when it was made known that the site represented the remains of a ship “*of Turkish origin*” (Diver 4). Consequently, the site was no longer merely a site of negligible archaeological value; it also represented a contested heritage as it was instantly incorporated in the debate of “otherness” produced by the historical and political narratives (cf. Psaltis and Chakal 2016). Evidently, people embraced and supported the political role attributed to antiquities, as projected through the official circles, which associated it with the manifestation of national identity.

However, people and society do not remain unchanged; they engage in a perpetual process of creativity and development (Bruner 1983: 2-3). In this respect, the third report of the Nissia shipwreck was overwhelming, evoking “*feelings of pride and patriotism*” (DAC 2006c: 14.01.005/3: 46). It should be borne in mind that the third report of the site in 2006 coincided with changes in the political narratives on the island, expressed in the growing bi-communal mobilisation and intensified efforts to solve the Cyprus problem. Particularly, from the 2000s onwards these new political narratives were gradually embraced by sections of society, redefining understandings about self, history, and the past.

Nevertheless, 20 years after its first documentation, the lack of attention to the site because of its presumed origin was still evident. Upon the initiation of the NSP a number of people in the area expressed their concern about surveying a “Turkish ship”. As a diver indicated: *“I was astonished when I found out that you [i.e. the NSP team] are excavating the site. Why should we praise the Turks and give them importance, something they are trying to achieve through the Cyprus problem. You know... it is a political issue”* (Diver 11).

## **8.5. INTIMATE ENCOUNTERS**

### **8.5.1. DEVELOPING A SENSE OF PLACE**

It has been made clear that the Nissia shipwreck was not highly rated by the maritime oriented communities active at Paralimni. At the same time, however, the Nissia shipwreck was the ground for pursuits that reflect a distinct area of significance.

Even though diving to the site was not regarded as a fulfilling recreational experience, some divers built a strong bond with the Nissia shipwreck. The incentives for this vary. Studies have identified multiple motivations among divers depending on the level of experience, such as the frequency of diving and their attachment to the underwater environment (Lucrezi et al 2013; Bentz et al 2016). Apart from the quest for excitement and adventure, the following account puts forward another incentive: *“It is the splendour of the seabed, unearthly, supernatural where you always expect something new, something you did not see the day before; something you did not encounter in your previous dive and you will not experience in the next”* (Diver 8). The pursuit for the new and the unknown is one of the driving forces that lead divers to search for new places that no one else has ever seen before. Another diver’s account further exemplifies the need for discovery and the activities it triggers: *“You see, the reason I like to go deeper, even though it is more dangerous, is because I think the area has been searched up to 40,45, 50 metres along the coast. They know the area well. What they don’t know are some strange areas, difficult to access. Unknown areas that no one has ever visited. That is where I like to search”* (Diver 14).

The urge to discover places that no one has seen is a defining factor in the underwater experience. In fact, the location of new places generates an emotional bond between the divers and the natural and/or physical place they have discovered. Moreover, repeated visits in the area create a sense of attachment and belonging with the place (Kler and Moswa 2013).

Underwater antiquities may hold an important position in the course of attachment with underwater places since they serve as an additional stimulus for divers to search the underwater environment. As a diver indicates about the period the Nissia shipwreck was located: *“Back then [in the late 80s-early 90s] divers were looked upon as something special. They were people who used to be combat divers, distinguished members of society, or sailors. People considered them exceptional as they could dive into 40-50 metres”* (Diver 14). During their diving experience, people would locate antiquities, and boast about them. As the same diver explains, in this way divers *“... wanted to safeguard this status”* (Diver 14).

Although not associated with the sense of adventure that stimulates repeated visits to underwater sites, the discovery and engagement with material remains of the past that were not seen by anyone else, produced a sense of fascination and achievement. The following description of a diver’s first encounter with the site is revealing, *“I was with a friend. He did not notice anything. I, on the other hand, had more years of experience. While ‘flying’ with the scooters, after spending 1.5 hours on the seabed, I saw the logs. I realized that was not a natural feature. And then I saw the cannon in an upright position. I could see the logs one next to the other, and I stopped. My buddy was going to leave. I grasped him and showed him the site. And we jumped for joy on the seabed. It was such a delight!”* (Diver 17). The location of antiquities would not only define their own exclusive experience, it would also contribute to the formation of the individual identities within the diving community.

The excitement associated with the discovery of a new site and the attachment developed with it, were further enhanced by a sense of exclusivity in relation to the place. As a diver indicated *“Nobody would talk about the things found, nobody would reveal the places... Everyone considered it his... This is why shipwrecks are not reported”* (Diver 7a). This fact was evident through the practices developed around the Nissia shipwreck, which were characterised by individualism. The position of the site was not revealed to anyone when it was first located. Nevertheless, as the site is close to a sponge fishing ground and to the shore, it was soon introduced to a wider network of divers. Interviews conducted in the area revealed that a small group of divers, composed of at least 6-7 persons, knew of and interacted with the site before its report to the authorities. The secrecy dominating the activities around the Nissia shipwreck was associated with the sense of place developed around the site. It is for that reason that the site was only reported after it became known among several people, at least 8 years following its discovery.

The associations developed with the Nissia shipwreck described above were only generated among a specific group of divers whose experience and locality favoured their

repeated interaction with the site. On this ground, different pursuits regarding the sense of place and ownership developed around the site, which will be discussed in the next section.

### 8.5.2. PERSONALISING THE SHIPWRECK

The sense of belonging and ownership divers developed around the Nissia shipwreck prompted such practices around the site, justifying this relationship and making the site meaningful to their own lives. As already noted, ever since the authorities were first informed of the site, several reports were made to the DAC regarding the lifting of antiquities from the Nissia shipwreck. This issue was also mentioned during the interviews. Almost every participant had reproduced a story he had heard about lifting of antiquities from the site. It is evident that a significant number of people who interacted with the site over the years had taken something from there. Contrary to the official context of engagement with archaeological sites, these activities disturbed the archaeological record. Concurrently, this fact influenced the interpretations produced following the two excavation field seasons at the site.

Nevertheless, for the divers who lifted artefacts from the site it was not a reproachable action. For them the type of material lifted from the site defined whether such an action was morally correct or not. As a diver indicated, “*Ok, they [the DAC] could overlook some things that everyone does [meaning the lifting of non-important finds], but valuable things that are unique, they should not be lifted*” (Diver 14). Following the same trail of thought, another diver recounts particularly about the Nissia shipwreck, “*I saw vessels and a metal box. I took it out because this was not an ancient shipwreck*” (Diver 7a). To their mind, the significance and cultural value of the finds triggered the act of lifting antiquities. The evaluation criteria of the significance of an artefact were subjective, based on each person’s knowledge and understanding of national and, therefore, cultural identity. In this regard, the following quote, although not referring to the Nissia shipwreck, is revealing, “*I had some coins I lifted from the seabed. The DAC wanted to confiscate them. But these coins were not ancient, they were only 700 years old. And they were not even part of our heritage, they were Arab coins*” (Diver 12a).

The motivation for lifting artefacts from the Nissia shipwreck as well as their use was another feature of the particular activity. As a diver indicated, “*Some people dive and want to take things home, they don’t sell them, they don’t want to make money out of them. They take them home because they have the collector’s mania*” (Diver 12a). They believed that as they were not involved in trading of antiquities, their actions were legitimate.

Ethnographic surveys examining looting and/or collecting around the world have highlighted social, economic, and psychological factors that lead to the disturbance of the archaeological record, which is different to the illegal trade of antiquities. In this context, motives such as personal subsistence, the protection of the archaeological record, or even refusal to accept the official archaeological discourse have been identified (cf. Sawaget 1999; Labelle 2003; Hollowel 2006; Antoniadou 2014). The underwater environment and the intimate and exclusive relationship each diver developed with the Nissia shipwreck placed the act of lifting antiquities in another context. Being in an environment that *“I feel that I go somewhere that no-one can approach me”* (Diver 14), intensified the feeling that *“whatever you find in the sea is yours”* (Diver 7a). In fact, the sense of ownership developed around the site was evident through different types of expressions throughout the site’s afterlife. The following story narrated by one of the persons who first reported the site is indicative: *“B went to the Paralimni Municipality and told them that he discovered a shipwreck. He even went on T.V... I saw B talking about my [own emphasis] shipwreck. I was so angry”* (Diver 11).

In line with this argument, lifting antiquities from the seabed justified and strengthened the intimate relationship divers developed with the site. As already mentioned, the temporality of the artefacts lifted from the seabed were not of primal importance. Nor was the aesthetic value of the artefact among the criteria for lifting artefacts from the seabed. It is well known through the site’s descriptions in the various reports, but also through divers’ narratives, that a number of cannon balls were lifted from the seabed. Also, during my contacts with divers, one of them showed me three musket bullets he had lifted from the seabed over 20 years ago. This reminds us of what Walter Benjamin has pointed out *“[The collectors] existence is tied to... a relationship to objects which does not emphasise their functional, utilitarian value - that is their usefulness- but studies and loves them as the scene, the stage of their fate”* (Walter 1999: 62).

As Hoskins has indicated, objects are imbued with meanings that underline particularly their significance as personal belongings. Through their engagement with them, they become *biographical objects of individuals, which* go beyond their function. In this context, the meanings and roles of objects are subjective (Hoskins 1998: 7-9). Indeed, through the action of lifting, distinctive meanings are accorded to the artefacts projecting particularly their significance as personal belongings. Divers love to talk about the things they lifted from the sea; describe how they find the remains, how they lifted them, show pictures and describe them as *“beautiful”* (Diver 15; they even have their *“favourites”* (Diver 13). They either keep them at home for *“decoration”* or give them as gifts to loved

ones “*I have another [anchor], more beautiful than that, I gave it to my daughter*” (Diver 13).

Therefore, the objects lifted from the Nissia shipwreck reflected aspects of their diving history and represented their intimate relationship with the site. In retrospect, an emotional bond is generated among the divers and the objects. As the diver from whom artefacts lifted from the site were confiscated said, “*they took my [emphasis added] clay pipes*” (Diver 11). As “*For a collector... ownership is the most intimate relationship one can have to objects. Not that they come alive in him; it is he who lives in them*” (Walter 1999: 69).

## 8.6. CONCLUSIONS

As Blake noted (1998), memories around the material remains of the past are produced through their engagements in social and cultural practices, which, in retrospect, introduce them in a continual process of identity formation. The multiple levels of significance in contemporary society, generated by the particularities of the Nissia shipwreck, defined the separate pursuits and negotiations developed around the site diachronically. Yet, the associations developed by the different non-professional groups involved are characterised by dissonance, bringing to the fore the contrasting meanings and roles accorded to ancient shipwreck sites.

The temporality of the Nissia shipwreck, associated with a contested aspect of Cyprus’ history, did not credit the site with a particular cultural or historical significance within contemporary society. The official narratives have kept up to recently the post-medieval aspects of Cyprus’ history on the sidelines. Embracing these narratives, the distinct non-professional groups undervalued and neglected the site. Nevertheless, just like the material remains of the past may act as mnemonic devices that contribute to the formation of collective identities, their deliberate negligence may also be part of an identity formation process (Connerton 2008: 62-64). Sidelineing of the Nissia shipwreck was part of the identity formation process achieved through a procedure of selecting and often ignoring aspects of memories and history.

Apart from the collective negligence of the site as a result of underrating the cultural significance of the material remains preserved, the Nissia shipwreck was also overlooked by the distinct maritime social groups associated with it, as illustrated by the role it retained in their lives. Although ancient shipwreck sites attract fishermen’s interest and trigger their imagination (see chapter 7), that was not the case with the Nissia shipwreck. Its state of preservation as well as its role in their real-life transactions did not



accord to the material remains a particular significance. Instead, the site was bypassed as it was considered a hazard to their routine engagement with the sea, which represented the sensed threats to the individual and collective identities of the fishing community (cf. White 2015: 33). Likewise, the Nissia shipwreck was excluded from the routine collective recreational underwater engagements. Not meeting the requirements for exceptional aesthetic experience and adventure, the site was not incorporated in the social intercourse and the subsequent process of recreational identity formation developed around diving.

At the same time, however, the site contributed to the shaping of individual identities. Interacting directly with the site, divers sensed and evaluated its '*pastness*', that is the sensation and perception developed around the material remains of the past. *Pastness*, however, does not focus on the particular physical properties and the age of the finds (Holtroff 2017). The conditions under which the *pastness* of the Nissia shipwreck has been experienced generated emotions, which defined the subsequent pursuits around the site. Particularly, the divers' exclusive intimate encounters with the site produced a sense of ownership and belonging that prompted them to lift antiquities from the seabed, which they considered as representations of their personal underwater histories. Nevertheless, as the material remains of the Nissia shipwreck, which had originally captured their interest, gradually diminished, the site was no longer among their priorities.

The Nissia shipwreck's afterlife underlines the diverse and often competing aspects of social meanings produced around ancient shipwreck sites. These meanings do not remain at a standstill. Instead, they were redefined upon the introduction of the official context regarding the Nissia shipwreck in the contemporary world. When the NSP began, the shipwreck was beyond the interest of the maritime-oriented societies active in the area. The indifference to the site was evident during the first discussions with members of the maritime communities who wondered repeatedly "*What are you going to do there, they left nothing*".

Nevertheless, the lifting of a cannon during the first excavation field season gained the community's interest. Fishing and speed boats gathered around the NSP barge at the time of the lifting of the cannon while the boats sounded their sirens at full capacity, introducing the cannon into the contemporary society. The shift from absence to presence of what is perceived as a monumental find added a new context of significance of the site within the contemporary world. The excitement and cultural negotiations related to this shift disregarded the, up to that point, defining factor of its evaluation: its dating. Although this is a subject that needs to be investigated further, it brings to the fore another

dominant aspect in the Nissia shipwreck's afterlife: the dissonance between the perceptions regarding the site and the fluidity of the meanings and roles accorded to it in the contemporary world.

ANNA DEMETRIOU

## **CHAPTER 9: RETHINKING SHIPWRECKS**

### **9.1. INTRODUCTION**

The current thesis went beyond the established perceptions produced by the official archaeological circles around ancient shipwrecks, to examine an alternative aspect of their presence in the contemporary world. Based on the personal narratives of non-professionals associated with ancient shipwrecks, I sought to explore the meanings and negotiations contemporary society developed around them. As it has been made clear, ancient shipwrecks are not simply distant sites with fixed values and notions associating them with the past. Instead, a multiplicity of contemporary engagements and negotiations have been identified, which are in a constant reshaping process in the course of their afterlife.

The current chapter synthesises the diverse roles and meanings of ancient shipwrecks, deduced from the case studies presented, and re-examines their position in contemporary society. Building on the established qualities of shipwrecks as archaeological sites described in the preceding chapters, the discussion recounts their qualities as places embedded in the contemporary world. Concluding this thesis, I reflect upon the long and arduous journey of researching, compiling, and submitting this thesis.

### **9.2. OFFICIAL ARCHAEOLOGY**

Official archaeology in Cyprus establishes the general framework of sensing and interacting with the material traces of the past. Political, social, and intellectual processes from the late 19<sup>th</sup> century onwards gradually consolidated the position of antiquities in contemporary society. Subjected to imperialism, colonialism, and nationalism, antiquities, as valuable sources were detached from the web of everyday life and were placed under the stewardship of Governments. Cyprus' independence in 1960 marked a new era in archaeology on the island as it signalled the initiation of the Cypriot official archaeological discourse. Embedded in a turbulent phase of Cyprus' history, antiquities were accorded an exceptional value within society. With focus on Greek antiquities, official archaeology directed its attention to the promotion of the monumental landscape of the island as a means of consolidating its national identity.

The emergence of shipwreck archaeology on the island coincided with this turn in Cypriot archaeology. At the same time, underwater antiquities were included in the National Antiquities Law and were, therefore, incorporated in the national archaeological record, which enhanced their position in contemporary society. Nevertheless, for years

Cypriot institutions remained inactive in the field. As a result, it was not possible to elaborate an official narrative on maritime antiquities. Surveys undertaken on the island did not follow a specific agenda, they were rather defined by the research interests of the teams working in the area. Inevitably, this was incorporated in the DAC's agenda. Not having qualified personnel or appropriate equipment for underwater surveys, the DAC was confined to responses to public reports regarding underwater antiquities. With only a decade of active engagement in the maritime archaeological field, it is rather too soon to identify particular approaches.

### **9.3. NON-PROFESSIONAL COMMUNITIES**

#### *9.3.1. LOCAL COMMUNITIES*

Even though local communities do not develop a direct engagement with ancient shipwrecks, indirect bonds generated throughout the different phases of a shipwreck's afterlife stimulate a discourse regarding their identity. Grounded in a sense of ownership of the sites, the cultural significance of the Keryneia and the Mazotos shipwrecks served as the incentive to negotiate different aspects of their identities regarding their past, their present, and their future.

This pursuit is not necessarily associated with the particularities of contemporary identities. In the case of Keryneia, the shipwreck was associated with the locals' maritime-oriented collective memories that shaped the particularities of the community. In contrast, the sea was excluded from the way the inhabitants of Mazotos experienced their world and identified themselves. Moreover, apart from the accidental deposition of the shipwreck in their sea area, no other cultural association existed between the village and the site. Nevertheless, these facts did not restrain locals from attempting to associate the shipwreck with their village.

Attempts to pursue and consolidate the association of the local communities with the shipwrecks located in their sea area are associated with what communities seek to gain from archaeology. As Thomas (2004: 41) has indicated, communities are in need of a researched past that would enable them to comprehend their history, to differentiate themselves from others, and to set the grounds for metanarratives that extend into the future. The monumentality and temporality of the Keryneia and Mazotos shipwrecks were factors that further enhanced the expectations of the above two communities; the sites acted as local capitals (cf. Hamilakis and Yallouri 1996) for the construction of their particular identities that defined their position within the present national system.

This fact stimulated actions on the part of the communities to justify their association with the sites. Based on the particularities of their identities, each community sought a role in the shipwrecks' afterlives. Members of the local community of Keryneia aspired a role in the excavation of the site, while people of Mazotos visualized a museum to display the ship. This, however, was not associated merely with the site as such. It encompassed what Hamilakis has described as the simultaneous singularisation and commodification of cultural sites (Hamilakis 2007b: 274). The significance the Mazotos shipwreck has acquired on a national level rendered it ideal not only for constructing their cultural identity, but also their economic identity, which would consolidate their position in the world (cf. Silverman 2009).

Even though in both cases the communities' initial aspirations were not fulfilled, their attachments with the sites introduced them to a process of contemporary heritage production, which went beyond the official contexts of the shipwrecks. This is particularly evident with the Keryneia shipwreck as the time-depth of its association with the local community crystallised the activities around it. Although the construction of the Keryneia-Liberty was triggered for experimental archaeology, its use by the local community went beyond that to capture negotiations regarding different aspects of the local identity.

The social relationality of the Keryneia shipwreck is not only expressed through the practices developed around its replica, the Keryneia-Liberty. Its association with the local community through different phases of its history throughout the shipwreck's afterlife, has been inscribed in the collective memories of the locals. In this course, the different phases in the Keryneia shipwreck's afterlife have been elaborated to negotiate different aspects of their local histories.

Therefore, even though practices and associations developed around the Mazotos and the Keryneia shipwrecks were based on the national significance of the sites, the locals' negotiations around them surpassed boundaries set by the official context of archaeology, to handle different aspects of their social identities.

### 9.3.2. *FISHING COMMUNITIES*

The sea is a vital space for fishing communities as it provides the essential resources for their livelihood (Hallaire and McKay 2014:135). The practices and experiences developed during their routine engagements with the sea are factors that contribute to the construction of their distinct professional identities, which define their position in the world (Lowe 2003; Westerdahl 2005; Prieto 2016). In this course, as Phelan (2007: 6-7) indicated, what is underwater and out of sight is perceived and

remembered as well as any memorial on land. Instead of visible paths, the underwater landscape is characterised by sea-routes inscribed in their memories.

Shipwrecks that are not well-preserved could be excluded from the fishing communities mental sea-routes, as was the case with the Nissia shipwreck. However, well-preserved sites, as the Mazotos shipwreck, that serve as a fish habitat, are at the centre of their engagements with the sea. Their perceptions and activities around them are defined based on the position the sea retains in their lives. Well-preserved shipwreck sites become the focal point, not only for fishing as such, but also for applying the internalised knowledge and developing the social relations that characterise their distinctive professional identities.

Besides the evaluation of the site based purely on the fishermen's everyday experiences, another level of signification is developed associated to imaginary aspects of sites. Streinberg has indicated, "As we engage with the sea, either directly or indirectly, our experiences are performed and internalised through articulations with pre-existing imaginaries" (2014: 23). The association of shipwrecks with treasures is a common imaginary developed from the very first steps of shipwreck archaeology (Gately and Benjamin 2017). Fishing communities embrace and strengthen such imaginaries. Sensing the particularities of sites through their nets, they create stories regarding the existence of gold, which are also communicated to other community groups.

A paradox lies here. Fishermen know, through their engagement with the sea and boats, that it is unlikely to discover treasure on the seabed. This stance does not expand their understanding of ancient shipwreck sites, but raises their hopes associated with the role the sea plays in their lives as livelihood provider. As they cannot approach the shipwreck itself, it becomes a story that stimulates imaginaries relevant to the community's present and future. Such imaginary stories regarding a particular site cease to exist as the archaeological process dismisses the myth.

Associated with their life transactions, fishermen do not reveal ancient shipwreck positions beyond their own community group; any other interaction with the sites is considered as threatening the preservation of their fishing ground. This is particularly the case within the contemporary unsettled social and economic landscape of the fishing community. Fish scarcity and disagreements with the state regarding management of fish resources are sensed as a threat to their professional and, therefore, social identities. In this connection, although the reports of sites to the Authorities do not affect drastically the use of the shipwreck as a fishing ground, they raise concerns; the likelihood of detaching fishermen from shipwrecks is regarded as another contemporary threat to their existence.

Although fishermen develop an intimate relationship with the site, they remain distant from the official webs of interaction that surround it. Nevertheless, attempts to connect with fishing communities through the ethnographic survey conducted brought to the surface an alternative meaning, associated to their lives. The shipwrecks became the incentive to discuss issues that concerned them in relation to their everyday lives. In this respect, the different features of sites and the environment of their deposition were discussed thoroughly, as these are associated to their everyday engagements and financial transactions.

### 9.3.3. DIVING COMMUNITIES

The sites examined in the case studies are related to a spectrum of diving activities. This was true to a lesser extent at the time of the Keryneia shipwreck, when diving had just made its appearance in Cyprus and was still confined to a limited number of people. Although the diving community comprises people from different social and spatial contexts, they share the experiences of underwater activities and the development of distinct negotiations and practices around ancient shipwrecks. In this respect, the situation with Keryneia shipwreck is quite different. The site was reported to the Authorities immediately following its discovery, hence no interactions developed with divers. In contrast, for years following the location of the Mazotos and the Nissia shipwrecks the sites were the divers' chosen spots for leisure activities. These practices generated an emotional bond between divers and the sites, expressed clearly in both case studies.

The material remains of the past were vital in defining the particularities of the underwater experience in each case. Influenced by the official discourse, but more importantly by the iconic image of the Keryneia shipwreck, interaction with the Mazotos shipwreck was associated with feelings of excitement and pride. Its location generated a connection between the divers and the site, which triggered their aspiration to participate actively and contribute to the sites' afterlife. This was not evident with the Nissia shipwreck. Even though a sense of ownership of the site still prevails, that was not strong enough to justify their association with it.

Nevertheless, besides attempts to be involved in the shipwrecks' afterlives, leisure pursuits around the Mazotos and the Nissia shipwrecks were common. Based on a sense of ownership and belonging, which stems from the exclusivity of the underwater experience, a number of activities developed around the sites. Hence, what mattered was

the singularity and the sensation of diving on ancient shipwreck sites that few could experience.

The practices developed around the sites do not follow a particular structure. They are defined by the divers' own personal experiences and understandings of the past and their embodied interactions. The emotional bond established with the sites prompted divers to attempt to understand them, or even engage in alternative archaeological practices. At the same time, some divers engaged in lifting antiquities from the seabed. Antiquities located underwater acquired the significance of a trophy, a means to satisfy personal whims. Although the diversity of the reasons that drove divers to this activity could not be examined exhaustively, it was apparent that, among others, objects lifted were considered a measure of their diving accomplishments.

## **9.4. SHIPWRECK QUALITIES**

### *9.4.1. SHIPWRECKS ARE MULTI-TEMPORAL*

As objects that were constructed and used in the past, but have been re-engaged in the contemporary social world, ancient shipwrecks are multi-temporal (cf. Hamilakis and Labanyi 2008: 5-6). During their afterlife itineraries, ancient shipwrecks are enacted and signified multiple times, depending on the social players who interact with them and their position in contemporary society.

All shipwrecks examined have been engaged with the archaeological circles to a different extent. Archaeological research of the sites was directed towards reconstructing and interpreting the past place of the ship. Depending on the state of their preservation and the scientific knowledge available at the time of their excavation, research may need to engage with the sites multiple times. Hence, the Keryneia shipwreck excavation, undertaken during the first steps of the nascent at the time discipline, aimed merely to recreate the construction and use of the ship in the past. On the other hand, research at the Mazotos shipwreck attempts to trace the site formation processes, namely to track the cultural and natural processes that followed the wrecking event and contributed to the current state of preservation of the site (Demesticha et al 2014). In any case, all the above concern events that are detached from the contemporary social context of shipwrecks.

Likewise, practices and meanings developed around the sites by official archaeology enact a *monumentalized time*: a static and fixed time that excludes the diverse itineraries followed throughout their afterlife and the multiple social memories they produce (Hamilakis 2007b: 105). In other words, presentations and uses of the



shipwrecks in contemporary society concentrate on the past life of the ships and on their subsequent archaeological value. In some cases, this static time of the past was elaborated to support contemporary political connotations, as was clearly the case of the Keryneia shipwreck.

At the same time, however, following their discovery, shipwrecks are introduced to the contemporary social and historical contexts, which accord to them distinct roles. In this course, they are granted a *social time* (Herzfeld 1991: 10), which includes the contemporary experiences and interactions produced around them. The underwater environment of their deposition defines the particularities of the social time produced. This is not only the outcome of the direct embodied interaction with the sites that is confined within the diving communities active around them. The indirect experience developed around the shipwrecks, which could be sensed either from the surface of the sea (for the fishing communities) or through the archaeological team excavating the sites (for the local communities), also produces a social time around them. Through both the embodied and the conceptual presence of the sites, shipwrecks are endowed with memories and meanings that go beyond the temporal boundaries of the official context. They are not signified merely as ancestral relics, but as integral parts of their contemporary social lives.

Furthermore, through their engagement with contemporary social settings, ancient shipwrecks may be invested with a *historical time* (cf. Hamilakis 2007b: 105). That is the case of the Keryneia shipwreck with an afterlife of over 50 years. The time depth of the association of the local community with the site as well the historical and political events during this course, have credited the site with additional roles and meanings associated with the contemporary social conditions prevailing.

Hence, three distinct, yet coexisting, temporalities have been identified around ancient shipwreck sites. Each one negotiates and elaborates separate roles and meanings within the scope of contemporary society. Yet, these meanings are not static nor detached from the diverse contexts that characterise shipwrecks in the contemporary world. This brings us to the second quality of ancient shipwrecks in the present, relationality, which will be discussed below.

#### 9.4.2. SHIPWRECKS ARE RELATIONAL

It is worth noting that meanings generated around the afterlife of the shipwrecks presented in this thesis are in a constant reshaping process in the course of the relationships developed around them.

Moments of transformation are identified throughout the shipwrecks' contemporary itineraries, signifying the shift in meanings and roles accorded to them by the distinct groups. Two broad phases are singled out in this course: Two broad phases are singled out: the biography of the shipwreck prior and after the introduction of the official archaeology.

During the first phase, the shipwreck is introduced into its afterlife and is gradually engaged in different types of relations with the diverse non-professional groups. The agency of the sea (cf. Strang 2014) contributes to this course. Lived experiences around the sea are integral to the negotiation and formation of distinct identities (cf. Tilley 2006; Strang 2014). Subsequently, they become a component in the formation of the non-professional interaction with the sites and the roles and meanings accorded to them.

Ancient shipwrecks located underwater are excluded from the embodied engagements in the world of the local communities. As a result, any conceptual association with the site upon its location is hindered. On the other hand, for the fishing community, the sea is a lived space. In this sense, ancient shipwrecks located underwater, embedded in fishermen's routine interaction, become a *knowable place* (Rainbird 2007:45). For their part, divers develop the most intimate relationship with shipwrecks as they stimulate an embodied interaction with the underwater environment. The exclusiveness of the affective experience with the shipwrecks conveys a sense of belonging around the site (cf. Connerton 2009: 33).

The introduction of the official context of archaeology upon the report of the sites gradually alters the dynamics of the existing relations between the shipwrecks and the non-professional groups associated with them. Triggered by the contemporary identity accorded to the sites, in most cases defined by the nearby locality, the local communities assume a central role in the interaction developed around the sites. On the other hand, the reports of shipwrecks to the Authorities disrupt the regular relationships fishermen and divers develop with the sites. Nevertheless, transformations of the interaction with the sites are not instant. They depend on the relations the Authorities initiate with the site and with the diverse non-professional groups.

The local community assumes an active role in creating meanings around the site, only after a relationship is built with the archaeological team excavating it. Through this relationship the community senses the shipwreck and the work undertaken. These experiences are only possible in an indirect association with the shipwrecks through the official archaeology, which acts as an intermediary. This is evident at the Mazotos shipwreck. Although the location and excavation of the Mazotos shipwreck were

extensively covered by the Mass Media, it was only until a relationship was built between the archaeological team and the local community that the latter gradually began to demonstrate a growing interest in the site.

The ways the fishing community interacts with sites do not experience similar transformations as they continue to use the sites when the archaeological team is not at the spot. Nevertheless, bonds with the official circles of the site may trigger alternative significations, as illustrated in the case of Mazotos shipwreck. Finally, the reporting of a site to the Authorities does not mean an immediate end to the divers' interaction with the site. On both sites examined (the Mazotos and Nissia shipwrecks), interactions ceased gradually and only after the excavation of the sites had begun. Divers then lose the exclusivity of physical contact with the site and, consequently, readjust the uses and meanings developed around them.

#### *9.4.3. SHIPWRECKS ARE MULTI-VOCAL*

Ancient shipwrecks in the contemporary world are associated with distinct social groups. Local, fishing, and diving communities do not necessarily share the same social or spatial background. The distinct role the sea retains in their lives contributes to the formation of their distinctive identities. What is more, the separate encounters of the non-professional groups examined with shipwreck sites accords to them different roles. Hence, by definition, ancient shipwrecks are multi-vocal as they stimulate exclusive narratives and negotiations in the communities associated with them.

Nevertheless, their multi-vocality does not lie merely on the number of groups associated with them. As I hope it has been made evident by the end of this thesis, each non-professional group generates multiple perceptions into the sites. In this respect, the official value accorded to the sites marks only the beginning of a continuous and constantly shifting elaboration of the sites in relation to different aspects of their lives.

### **9.5. RETROSPECTION**

The current thesis is an attempt to bring to the forefront alternative engagements and negotiations developed around ancient shipwrecks in Cyprus, in order to acquire a spherical understanding of their significance and position in contemporary society. The extensive scope of the subject, which includes three distinct community groups for each shipwreck examined, presented certain limitations. The degree of familiarity established with the participants and, therefore, the profound interpretations conveyed were inevitably

compromised at the expense of the negotiation of a broader spectrum of issues. The choice of such an approach was regarded in view of the particularities of the subject under examination. To the best of my knowledge, this study is the first endeavour to apply archaeological ethnography in the Cypriot archaeological context and in the study of ancient shipwrecks. On this account, I felt that such a broad perspective was necessary in order to map the landscape of an unexplored field.

The perceptions of official archaeology towards non-professionals refer mainly to the non-questionable value of antiquities because of the insight they provide into the past and to their contribution in the development of a national identity. Nevertheless, they proved to be rather restrained. Non-professional engagements with antiquities and subsequent negotiations developed around them do not fit in categories predetermined by official archaeology. In contrast, non-professional engagements with the past are far more complex, multilevelled, relational, and fluid. They are associated with social and personal histories and they are engaged in a constant process of reshaping the changing interaction among non-professionals, professionals, and the sites. This underlines the need to engage in the trans-disciplinary field of ethnography and to pursue the contemporary social relationality of the discipline through the combination of archaeology and anthropology.

It is my aspiration that the current thesis has contributed in identifying the qualities of ancient shipwrecks within contemporary society through examination of both the professional and non-professional aspects. However, mapping out a new area of study inevitably raises new issues that need further reflection both with regard to official archaeology in Cyprus and the study of ancient shipwrecks in particular.

The thesis has identified an omission in the study of the history of archaeological practice on the island. As indicated in Chapter 4, existing literature has not reviewed TC sources regarding evaluation of antiquities and their contribution in the development of archaeology in Cyprus. Naturally, this is a disadvantage that requires further investigation in order to rectify what one might consider as a rather one-sided view of the course and significance of archaeology on the island. That said, in need for a more reflexive approach of official archaeology, it would be necessary to undertake an 'anthropology of archaeology' (Morris 1994: 9) on the island. Such a study needs to focus on the intellectual history of archaeological practices on the island and on the people involved in the field, who are part of the shifting social and political contexts. This would clarify the grounds and diverse directions of archaeological practices in Cyprus, and their social and political implications (Hamilakis 1998).

To turn to the shipwrecks themselves, having mapped their particularities and qualities in contemporary society, the thesis highlights the need to turn to specific topics and, hence, more in-depth surveys of issues underlined in the course of this study. Ethnographic surveys that concentrate on each case study separately would enable a more thorough engagement with the non-professional groups and, therefore, a better understanding of the negotiations developed around the sites. What is more, a comparative examination of each group distinctively would produce a comprehensive study of issues outlined in the thesis. Although a long list, I will give some examples. For example research could focus particularly on local communities in order to examine how the variables of the coastal landscape, the local histories, and the material preserved contribute to the construction of meanings around ancient shipwrecks. In this connection, further research could also examine how communities that are culturally, but not spatially associated with ancient shipwrecks signify their remains. In this course, research around the Mazotos shipwreck could also incorporate the local community of Chios (as the main cargo of the ship was composed of Chian amphorae) to examine possible negotiations around the site and analyse how the presence or absence of shipwrecks from routine stimulations in the world could affect the types of associations developed.

The list of the new issues that could be examined is long, as the current thesis negotiated a multiplicity of diverse subjects. Ultimately, they all point to one direction that future studies might examine: the need for a *maritime turn* not only in the interpretation of the material remains as such (Van de Noord 2011), but also in the approach of the distinct community groups associated with the sites. As indicated, “the sea is not a material or metaphorical void, but alive with embodied human experiences, more-than-human agencies as well as being a space in itself that has material character, shape, and form” (Anderson and Peters 2014: 4). It is, therefore, necessary to turn to the present day human-sea relationship, as has been the case in anthropology recently (cf. Peters 2010; Mack 2011; Anderson and Peters 2014). This would open up new experiential and interpretative dimensions of ancient shipwreck sites within contemporary society, taking into consideration the various factors that affect the meanings produced. In this respect, a ‘sensory ethnography’ would be useful (Pink 2009) in order to explore the perceptual and embodied relationship of the various communities with the sea, which is the medium through which antiquity in the sea is perceived. It would, therefore, be productive to engage with each group by participating in the activities through which they sense the sea and the shipwreck: from the coast for the locals, from the boat for the fishermen and underwater for divers. This exercise would expand understanding of the experiences produced, which constitute a basic component of the understanding of themselves and of the shipwrecks.

Finally, the knowledge acquired in the course of this thesis indicated that ethnography itself could act as a heritage production process. Interviews motivated participants to recollect the fragments of their maritime-oriented memories and experiences. In this way, they were engaged in a process of re-negotiation of themselves in relation to the sea. Although not associated with ancient shipwrecks per se, eventually this revealed associations with the sites that go beyond the evident and the official preconceptions. I believe that incorporation of this trans-disciplinary field of study in shipwreck archaeological research would succeed in approaching broader issues of maritime heritage. Issues like seascapes, coastal landscapes, and maritime cultures that are connected with the broader scope of shipwreck archaeology could be associated with the present, to achieve a greater relationality with contemporary society.

## **ABBREVIATIONS**

AAA	Athens Annals of Archaeology
ABSA	Annual of the British School at Athens
ARU	Archaeological Research Unit, University of Cyprus
BM	British Museum
BRC	Bodrum Research Center
BSA	British School at Athens
CAARI	Cyprus American Archaeological Institute
CAIA	Canadian Archaeological Institute in Athens
CAUSE	Cyprus Archaeological Survey Expedition
CEAlex	Centre for Alexandrian Studies
CMAUCH	Alexandria Centre for Maritime Archaeology and Underwater Cultural Heritage
CUAS	Cyprus Underwater Archaeological Search
DAC	Department of Antiquities of Cyprus
DEU – IMST	Dokuz Eylül University, Institute of Marine Science and Technology
HCMR	Hellenic Centre of Marine Research
HFF	Honor Frost Foundation
HIMA	Hellenic Institute of Maritime Archaeology
HIPNT	Hellenic Institute for the Preservation of Nautical Tradition
IAA	Israeli Antiquities Authority
IAM	Istanbul Archaeological Museums
IEASM	Institut Européen d'Archéologie Sous-Marine
IMST	Institute of Marine Sciences and Technology of the DEU
INA	Institute of Nautical Archaeology
IU	Istanbul University
JFA	Journal of Field Archaeology
JRA	Journal of Roman Archaeology
KSP	Keryneia Shipwreck Project
LBA	Late Bronze Age
MARE	Marine Archaeological Research, Oxford University
MARELab	Maritime Archaeological Laboratory of the University of Cyprus
MSP	Mazotos Shipwreck Project
METU	Middle East Technical University
MVAS	Maroni Valley Archaeological Survey Project
NAM	National Archaeological Museum of Athens

NAS	Nautical Archaeology Society
NMM	National Maritime Museum of Haifa
NSP	Nissia Shipwreck Project
NTNU	Norwegian University of Science and Technology
RDAC	Report of the Department of Antiquities, Cyprus
RIMS	Leon Recanati Institute for Maritime Studies at the University of Haifa
RPMNF	RPM Nautical Foundation
SCE	Swedish Cyprus Expedition
SCUBA	Self-contained Underwater Breathing Apparatus
TUBEP	Shipwreck Inventory Project of Turkey
UCH	Underwater Cultural Heritage
UCy	University of Cyprus
UOS	University of Southampton
UPenn	University of Pennsylvania Museum
WHOI	Woods Hole Oceanographic Institution



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# FIGURES



Figure 3.1: Map indicating the locations where fieldwork took place.



Figure 6.1: Map of the areas mentioned in Chapter 6.

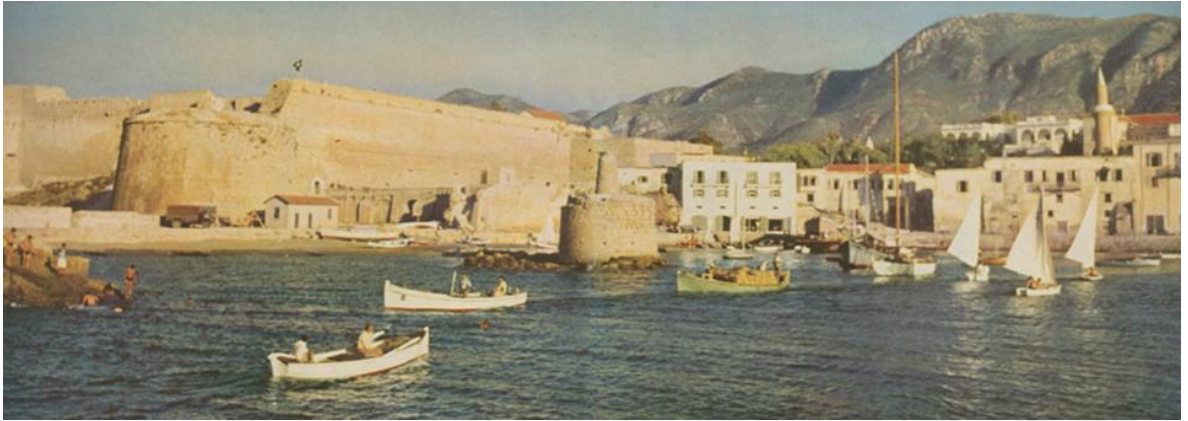


Figure 6.2: The Keryneia port in 1952 (photo courtesy of Giannis Galaktiou).



Figure 6.3: The Keryneia shipwreck upon its report to the Authorities (photo courtesy of the Keryneia Ship Excavation).



Figure 6.4: The reconstruction of the Keryneia Ship (photo courtesy of the Keryneia Ship Excavation).



Figure 6.5: Keryneia-Liberty (© Maritime Archaeological Research Laboratory, UCy)



Figure 6.6: Sailing ship in the Maritime Museum (Agia Napa, Cyprus).



Figure 6.7: Archbishop Makarios II, visiting the diving barge of the Keryneia Shipwreck Project while Michael Katzev shows him some excavation finds (© Press and Information Office).



Figure 6.8: Cyprus post stamp: the Keryneia II sailing into Pafos port.



Figure 6.9: Cyprus money featuring the Keryneia Ship.



Figure 6.10: Cyprus money featuring the Keryneia Ship.



Figure 6.11: A scene from the cultural events celebrating the departure of the Keryneia-Liberty to Greece to participate in the festivities for the 2004 Olympic Games hosted in Athens (Neofytou 2006).



Figure 6.12: Locals of Keryneia experimenting on the use of the anchor of the Keryneia Ship, under the direction of archaeologists (photo courtesy of Giannis Galaktiou).



Figure 6.13: The Keryneia Ship exhibition at the Castle of Keryneia (© Press and Information Office).

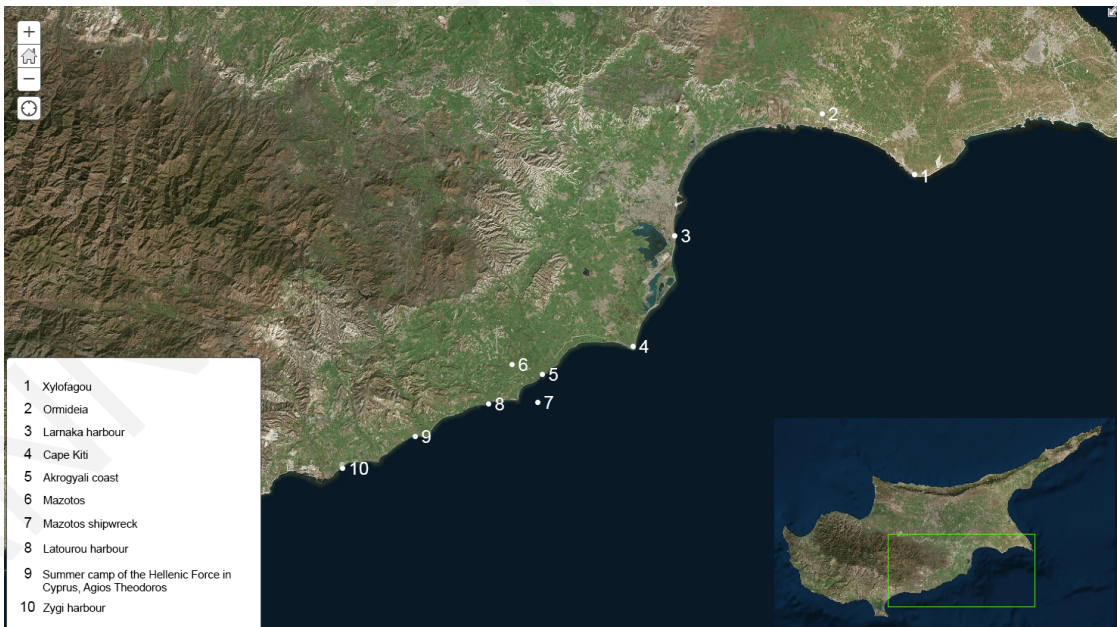


Figure 141: Map of the areas mentioned in Chapter 7.



Figure 152: The Mazotos shipwreck © MareLab, University of Cyprus.



Figure 16: The exterior wall of Mazotos Primary School.





Figure 17: A painting made by a student of the Mazotos Primary School (photo courtesy of Aggela Kaimaklioti).



Figure 18: Constructing small amphora replicas, Mazotos Primary School (photo courtesy of Aggela Kaimaklioti).



Figure 19 The Akrogiali area, Mazotos coast.



Figure 20: The Latourou Harbour, Alaminos.



Figure 21: Map of the areas mentioned in Chapter 8.

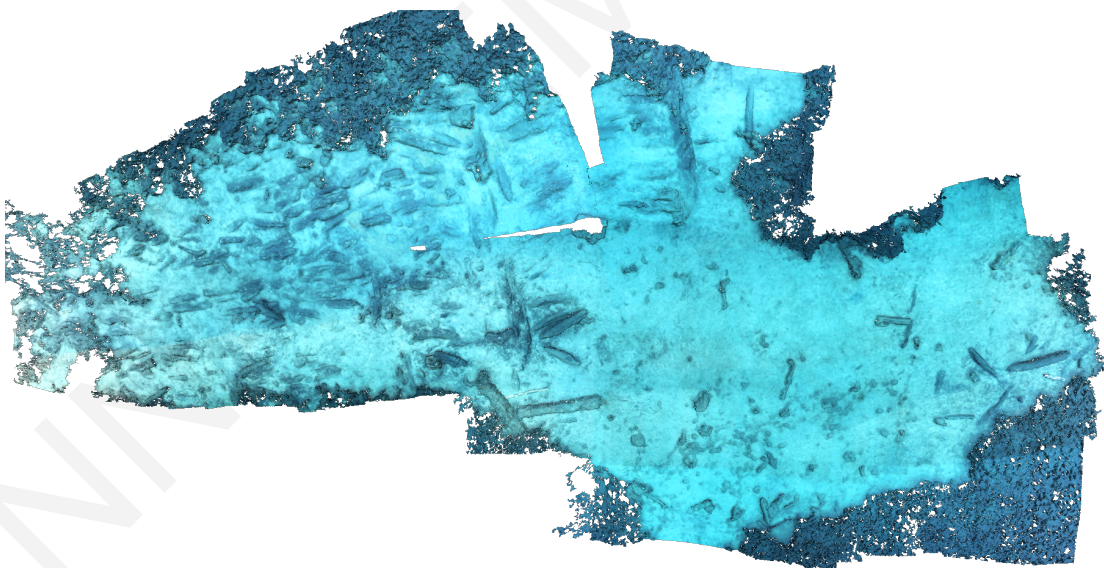


Figure 22: The Nissia shipwreck © MareLab, University of Cyprus.



Figure 23: The Nissia Harbour, Paralimni.



## APPENDIX: SHIPWRECK CATALOGUE

ANNA DEMETRIOU

### 1. Agios Georgios 1

Cyprus, West coast

Date: Not known

Depth: 3m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Underwater Research Group, Institute of Archaeology, University of London (1983-1984)

Research: Surface survey (1983-1984)

Preservation: In situ

Presentation: No

The shipwreck site lies on a rocky seabed close to the shore and preserves amphorae fragments, probably Rhodian. Diagnostic sherds were raised during its survey, conducted by the Underwater Research Group of the Institute of Archaeology.

Bibliography: Giangrande et al 1987; Parker 1992 (site 690); Strauss 2013 (site 121)

### 2. Agios Georgios 2 (Mazaki)

Cyprus, W. coast, Near Cape Arnaouti

Date: Not known

Depth: 40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Divers of the British Forces of Cyprus (BFC), (1979)

Research: Surface survey (1981)

Preservation: In situ

Presentation: No

The shipwreck lies on a sandy seabed. It preserves a small pile of 15 different types of amphorae around a dolium, and a stone anchor. The site was photographed during its survey conducted by Stuart Swiny in collaboration with the Department of Antiquities (DAC).

Bibliography: DAC 1979: 87/54/4: 3, DAC 1981: 87/54/4. 32; Swiny 1982

### 3. Akrotiri

Cyprus, Lemesos, Akrotiri

Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: Amphorae

Discovery: During works in the area (1977)

Research: Surface survey (1977)

Preservation: Ex situ

Presentation: No

The shipwreck was discovered 100m from the coast during gravel extraction in the area. The site preserves remains of the timbers of the ship as well as part of its cargo. Particularly, sherds of Rhodian, as well as of a non-identified type of amphorae, and a small marble statue of Venus (probably a replica of the Roman period, 2nd-3rd cent. AD). Fragments of glass and lead and an iron anchor were also located on site. All the finds were lifted.

Bibliography: Anonymous 1977; DAC 1977: 87/54/3. 77, 80

#### **4. Avdimou Bay**

#### **Cyprus, Lemesos, Episkopi Bay**

Date: 5<sup>th</sup> cent. AD

Depth: 3-4m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Institute of Nautical Archaeology (INA) in collaboration with Texas A&M University (2004)

Research: Surface survey (2004-2005)

Preservation: In situ

Presentation: No

A shipwreck lying on a mixed seabed of sand and rock. It preserves at least 30 Late Roman (LR), 4 amphorae from Gaza and Ashkelon, 5 LR1 amphorae, and 3 millstones. Eleven stone anchors and one metal anchor were also located on the site, but it is uncertain whether they belong to the shipwreck. Six sample amphorae were lifted during the surface survey of the site, conducted under the direction of J. Leidwanger.

Bibliography: Leidwanger 2007; Strauss 2013 (site 9037)

#### **5. Cape Andreas (Site 12)**

#### **Cyprus, East tip**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 8-18m

State of preservation: Scattered

Main cargo: Tiles

Discovery: Research Laboratory for Archaeology, Oxford (1969)

Research: Surface survey (1969-1970)

Preservation: Partial in situ

Presentation: No

The shipwreck site, which lies on a rocky seabed, preserves heavily concreted Corinthian roof and cover tiles, as well as several bronze artefacts. A joining piece of Roman type lead anchor and two iron anchors (a large iron anchor and the ring, stock and part of the shank of a second), were found nearby, lying in line with the main axis of the wreck. Selected finds were lifted during the survey of the site, conducted under the direction of J. Green.

Bibliography: Green 1970, 1973; Parker 1992 (site 202); Strauss 2013 (site 7625)

#### **6. Cape Andreas (Site 16)**

**Cyprus, East tip**

Date: 7<sup>th</sup> cent. AD

Depth: 7-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Research Laboratory for Archaeology, Oxford (1969)

Research: Surface survey (1969-1970)

Preservation: Partial in situ

Presentation: No

The shipwreck, which lies on a rocky seabed, preserves at its west side concreted fragments of probably LR 13 amphorae and tiles; small bowls and tiles are preserved at its east side. Selected finds were lifted during the survey of the site, under the direction of J. Green. According to Green (1973) the site could not be identified with certainty as the remains of a shipwreck. Parker, on the other hand, characterizes it as a scattered wreck.

Bibliography: Green 1970, 1973; Parker 1981, 1992 (site 203), Strauss 2013 (site 7626)

#### **7. Cape Andreas (Site 17)**

**Cyprus, East tip**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 7-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Research Laboratory for Archaeology, Oxford (1969)



Research: Surface survey (1969-1970)

Preservation: In situ

Presentation: No

The shipwreck, which lies on a rocky seabed, preserved large piles of heavily concreted Byzantine baluster shaped amphorae (Riley LR1 and 1A), four stone anchors, and one small Y shaped anchor. Loose pottery fragments were lifted during the survey of the site, under the direction of J. Green. According to Green (1973) the site could not be identified with certainty as the remains of a shipwreck. Parker, on the other hand, characterizes it as a scattered wreck.

Bibliography: Green 1970, 1973; Parker 1992 (site 204); Strauss 2013 (site 7627)

### **8. Cape Andreas (Site 19)**

**Cyprus, East tip**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 9-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Cyprus Archaeological Survey Expedition (1967)

Research: Surface survey (1967, 1969-1970)

Preservation: Partial in situ

Presentation: No

The shipwreck site, which lies on a rocky seabed, preserves loop handles from basket jar amphorae heavily concreted in two separate areas, and a single handle from a smaller type. Concreted pottery, two kylikes, and three stone anchors were also located on site. Selected finds were lifted during the survey of the site, under the direction of M. Katzev. In 1969-1970 the site was re-examined by the Cape Andreas Expedition. According to Green (1973) the site could not be identified with certainty as the remains of a shipwreck. Parker, on the other hand, characterizes it as a scattered wreck.

Bibliography: Bass and Katzev 1968; Green 1970, 1973; Parker 1992 (site 205); Strauss 2013 (site 7628)

### **9. Cape Andreas (Site 24)**

**Cyprus, East tip**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 10-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Cyprus Archaeological Survey Expedition (1967)

Research: Surface survey (1967, 1969-1970)

Preservation: Partial in situ

Presentation: No

The shipwreck site, which lies on a rocky seabed, preserves concreted fragments of Byzantine baluster shaped amphorae, heavily broken pieces of terracota boxes (possibly sarcophagi), and a stone anchor. Selected finds were lifted during the survey of the shipwreck, conducted under the direction of M. Katzev. The site was re-examined by J. Green in 1969-1970 during the Cape Andreas Expedition. According to Green (1973) the site could not be identified with certainty as the remains of a shipwreck. Parker, on the other hand, characterizes it as a scattered wreck.

Bibliography: Bass and Katzev 1968; Green 1970; 1973; Parker 1992 (site 206); Strauss 2013 (site 7629)

#### **10. Cape Andreas (Site 28)**

**Cyprus, East tip**

Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: 20m

State of preservation: Well-preserved

Main cargo: Tiles

Discovery: Research Laboratory for Archaeology, Oxford (1970)

Research: Surface survey (1970)

Preservation: In situ

Presentation: No

The shipwreck, which lies on a sandy sea-bed, preserves still in their stowage position 75 Corinthian-style roof tiles and cover-tiles in two areas. The larger area consists of about 60 tiles in four rows with another layer underneath; the smaller has about 15 tiles. Parts of the hull of the ship may be preserved beneath the cargo. The survey of the site, under the direction of J.Green, indicated that the remains extend 1m deep. Three small test holes were dug around the site to check the buried material where more tiles were found.

Bibliography: Green 1970, 1973; Parker 1992 (site 207); Strauss 2013 (site 125)

### 11. Cape Zevgari

Cyprus, Lemesos, Episkopi bay

Date: 4<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 5-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA in collaboration with Texas A&M University (2004)

Research: Surface survey (2004)

Preservation: In situ

Presentation: No

The shipwreck preserves around 150 broken and 1 intact LR1 amphorae as well as concreted jars. A small rectangular block of lead was also located on the site, which was pierced twice, apparently to be fixed with square nails. It was possibly part of the galley or steering-oar complex. One amphora was raised during the surface survey of the site, conducted under the direction of J. Leidwanger.

Bibliography: Leidwanger 2007; Strauss 2013 (site 9036)

### 12. Cyprus

Cyprus, South coast

Date: 2<sup>nd</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1973

Research: Not surveyed

Preservation: In situ

Presentation: No

A non-confirmed report of a scattered shipwreck with preserved Rhodian amphorae.

Bibliography: Parker 1992 (site 350); Strauss 2013 (site 120)

### 13. Fontana Amorosa

Cyprus, NW tip

Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: 30m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Divers of the BFC (1979)

Research: Surface survey (1979)

Preservation: In situ

Presentation: No

The site preserves a large quantity of a unidentified type of amphorae, 12 pots, and a sounding lead. A Roman type sounding lead was lifted during the surface survey of the shipwreck conducted by A. Parker.

Bibliography: Parker 1992 (site 414); Strauss 2013 (site 124)

#### **14. Keryneia**

**Cyprus, Keryneia**

Date: 3<sup>rd</sup> cent. BC

Depth: 27m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Sponge diver (1965)

Research: Full excavation (1968-1969)

Preservation: Ex situ

Presentation: Ex situ

The site, lying on a flat sandy seabed, preserved a mound of around 80 amphorae in a regular pattern, covering an area of 3x5m in its visible parts. Its excavation, which took place by the Upenn under the direction of M. Katzev, brought to the surface the cargo as well as the hull of the ship in an exceptional state of preservation.

In total, 403 amphorae were preserved. The primary cargo of the ship consisted of Rhodian amphorae of four different types. Nine more types of amphorae were located on board, originating from Samos, the Cyclades (Paros), possibly northern Greece, Cyprus, and the Levant. The site also preserved over 9000 almonds at the cargo area, probably representing part of the cargo of the ship. Below the amphora cargo, 29 stone hopper type grain mills were located, made of volcanic stone from the island of Nisyros. They probably represent remnants of an earlier cargo, which served as ballast in the ship.

In the fore and aft of the ship, culinary and cooking vessels were preserved, as well as the galley wares. Additionally, two sets of lead net weights were found forward of the bow cabin. Seven bronze coins were also recovered from the site, five of which were minted with the name of Alexander the Great and one with the name of Ptolemy I in Cyprus. Finally, an one-armed wooden anchor with a lead filled anchor stock as well as a wooden pulley were located at the bow of the ship.

Retaining at least 75% of its original structure, the site preserved an important part of the

external structure of the ship (the keel, more than half of the stem, and 22 strakes of the outer planking) as well as parts of her interior structure (frames, ceiling planks, cross beams, and a mast step). The conservation of the hull of the ship took place during 1970-1972, under the direction of Oberlin College and Francis Talbot while Richard Steffy studied and reconstructed it during 1971-1975. Built in Aleppo pine around 315 BC, the Keryneia ship was constructed in the shell-first technique. Her planking was joined together with mortise-and-tenons and her frames were adjusted to the planks with clenched copper nails.

The reconstructed ship, along with its finds lifted from the seabed, are exhibited since 1976 at the Keryneia Castle. Moreover, two replicas of the ship were constructed to serve for experimental archaeological purposes. Kerynia II was constructed in 1985 by the Hellenic Institute for the Preservation of Nautical Tradition (HIPNT) in collaboration with AINA. Built in the shell first technique, the ship sailed along the Aegean and the Eastern Mediterranean for three years. In 2005 the ship was granted to the Thalassa Museum in Agia Napa (Cyprus) where it is being exhibited.. The second replica, Kerynia-Liberty, was built in 2003 by the Kerynia-Chrysokava Foundation at the Psaros shipyard (Perama, Greece), in the modern building technique (frame first), following the same lines with the original ship.

*Bibliography:* Katzev and Katzev 1968; Katzev 1969, 1970; Swiny and Katzev 1973; Steffy 1985, 1989, 1994; Katzev 2005; Parker 1992 (site 563); Strauss 2013 (site 118); Duivenvoorde 2012

### **15. Kings' hill**

### **Cyprus, Aigialousa, Galinoporni**

*Date:* 24<sup>th</sup>-11<sup>th</sup> cent. BC

*Depth:* 7m

*State of preservation:* Scattered

*Main cargo:* Pottery

*Discovery:* Eastern Mediterranean University (2006)

*Research:* Not surveyed

*Preservation:* In situ

*Presentation:* No

A non-confirmed report of a scattered shipwreck site. No further information has been published.

*Bibliography:* Anonymous 2006; DAC 2006a: 14.01.005/2

#### 16. Kiti N1

Cyprus, Larnaka, Cape Kiti

Date: 1<sup>st</sup> cent. BC-1<sup>st</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Scientific Committee of Cypriot Underwater Activities (SCCUA) (2008)

Research: Surface survey (2008-2009)

Preservation: In situ

Presentation: No

The shipwreck site was surveyed and documented by the University of Cyprus (UCy) under the direction of S. Demesticha. Covering an area of 50x20m, the site preserves mainly non-diagnostic sherds conglomerated on the rocks. Among them, 33 amphorae fragments have been identified to belong to the Dressel (Dr.) 6A type.

Bibliography: Demesticha 2015

#### 17. Kiti N2

Cyprus, Larnaka, Cape Kiti

Date: 6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: SCCUA (2008)

Research: Surface survey (2008-2009)

Preservation: In situ

Presentation: No

The site, covering an area of 20x20m, preserves scattered amphora fragments. During the survey of the site, undertaken by the UCy under the direction of S. Demesticha, different forms of the second generation of LR1 amphora type have been identified, the majority of which belonging to LR1/B/Form3.

Bibliography: Demesticha 2015

**18. Kiti N3****Cyprus, Larnaka, Cape Kiti**Date: 7<sup>th</sup> cent. ADDepth: >10mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: SCCUA (2008)Research: Surface survey (2008-2009)Preservation: In situPresentation: No

The site, surface surveyed and documented by the UCy under the direction of S. Demesticha, preserves one intact amphora and amphora necks of the LR1 type, probably of the third generation.

Bibliography: Demesticha 2015**19. Koppo****Cyprus, Akamas peninsula**Date: 1<sup>st</sup> cent. BCDepth: 2-3mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: University of Pennsylvania Museum (Upenn) (1967)Research: Surface survey (1967)Preservation: In situPresentation: No

The shipwreck, surface surveyed under the direction of M. Katzev, preserves four types of amphorae, the majority of which are Late Hellenistic Rhodian. The site also preserves coarse ware, the rim of a pithos, and a part of moulded glass bowl. Besides its surface survey, no further research has been conducted.

Bibliography: Bass and Katzev 1968; Parker 1992 (site 554); Strauss 2013 (site 122)**20. Kouklia****Cyprus, Pafos, Kouklia**Date: Not reportedDepth: 2mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: Local divers (1989)

Research: Surface survey (1989)

Preservation: Partial in situ

Presentation: Yes

The shipwreck, located 100m offshore, preserved a bronze cannon with incised decoration. A lead anchor as well as other ship equipment fragments were located close to the cannon. The cannon was lifted in collaboration with the Fisheries Department, under the supervision of the DAC and was transferred to Pafos Archaeological Museum. The rest of the finds were left in situ.

Bibliography: DAC 1989: 87/54/5: 17

## 21. Lara

**Cyprus, West coast**

Date: Not known

Depth: 2-3m

State of preservation: Scattered

Main cargo: Pottery

Discovery: Underwater Research Group, Institute of Archaeology, University of London (1983-1984)

Research: Surface survey (1983-1984)

Preservation: Partial in situ

Presentation: No

The shipwreck, lying on a rocky seabed, was located during the archaeological and geomorphological survey of the west coast of Cyprus, conducted under the direction of C. Giangrande. It preserves fragmentary, badly eroded pottery, two large timbers (the remains of a ship) with bronze nails and lead sheathing attached on them. Diagnostic sherds were raised during the survey.

Bibliography: Giangrande et al 1987; Parker 1992 (site 569)

## 22. Larnaka 1

**Cyprus, Larnaka**

Date: 19<sup>th</sup> cent. AD

Depth: 9m

State of preservation: Scattered

Main cargo: Not reported

Discovery: During works for the construction of Larnaka port (1971)

Research: Surface survey (1971)



Preservation: Ex situ

Presentation: No

The shipwreck was located during the works for the construction of the Larnaka port. Its surface survey, conducted by R. Piercy, confirmed the preservation of timbers of the ship. The timbers were lifted and repositioned in deeper waters (20m) so that the construction works would proceed.

Bibliography: DAC 1971a: 87/54/2.65-66, 74-75

### 23. Larnaka 2

Cyprus, Larnaka

Date: 18<sup>th</sup>-19<sup>th</sup> cent. AD

Depth: 6-7m

State of preservation: Scattered

Main cargo: Not reported

Discovery: During works for the construction of Larnaka port (1971)

Research: Surface survey (1972)

Preservation: Ex situ

Presentation: No

The scattered shipwreck was located in 1971 during the works for the construction of the Larnaka port. The site preserves an iron canon, several iron objects (heavily deteriorated axe head, iron hoe head, iron lock) and bronze objects (bronze spoon, a bronze ladle, bronze coins, bronze sheets) and various ceramic fragments. All the movable finds were lifted during the surface survey of the site by R. Piercy. The site also preserves pieces of the timbers of the ship, which were lifted by the company undertaking the dredging.

Bibliography: DAC1971b: 87/54/2 102-103, 107,110

### 24. Mazotos

Cyprus, Larnaka

Date: 4<sup>th</sup> cent. BC

Depth: 44m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Local divers (2006)

Research: Excavation (2010, on going)

Preservation: Partial In situ

Presentation: No

The site consists of an oblong concentration of at least 800 amphorae, partly or totally visible. Since 2010 the site is being excavated by the MareLab of the Ucy, under the direction of S. Demesticha.

The excavation revealed hull remains at the bow and stern of the ship, in a good state of preservation. The keel is particularly well-preserved. Moreover, five starboard planks were revealed at the stern, joined together with mortise and tenons. Excavation also brought to light part of the ship equipment. Three pairs of lead cores of different dimensions, which were uncovered at the bow of the ship, represent the remains of the ship's anchor stocks.

The Mazotos shipwreck carried a homogeneous cargo of wine amphorae, mainly from the Aegean. Its main cargo was Chian amphorae of two different capacities. Moreover, 'mushroom rim' (Sholokova 1), and Mendeian (Chalkidiki) amphorae of two different types were discovered in the assemblage, in smaller quantities. The secondary cargo of the ship was composed of fifty-five jugs and probably olives, as indicated by the significant number of olive pits located up to date. Excavation also brought to light non- cargo vessels, utilitarian wares and black glazed pottery, and non-cargo amphorae, one likely from Lycia, an upper part of a Koan amphora, and another possibly from Samos or the vicinity.

Bibliography: Demesticha 2011, 2017; Strauss 2013 (site 8864); Demesticha et al 2014

## **25. Nissia**

## **Cyprus, Paralimni**

Date: 19th cent. AD

Depth: 28m

State of preservation: Partly coherent

Main cargo: No cargo

Discovery: Local divers (1994)

Research: Partial excavation (2014, 2017)

Preservation: Partial in situ

Presentation: No

A much disturbed shipwreck located on a sandy seabed, 500m offshore. It consists of an oblong concentration measuring 24x11m, which extends further in all directions under the poseidonia fields that surround the site. Its surface layer preserves several exposed timbers, scattered metal concretions, bricks, and three cannons; two iron cannons lying on the east extremity of the site, and another one in an upright position NE of the site, a few metres away from the main concentration.

Two excavation field seasons have been conducted up to date by the MareLab of the

UCy, under the direction of S. Demesticha. They revealed an important part of the lower part of the hull of the ship in a good state of preservation, including hull planks, frames and ceiling planks. All the parts of the ship were fastened together with a pattern of iron nails and pegs. At the central area of the site the keelson of the ship as well as a mast step, probably for one of the masts of the ship, were located.

As the shipwreck was heavily looted, only a small number of movable finds were located. In their majority they were two types of timbers; pieces of thick branches as well as processed logs with pointed ends stowed on at least two rows on the ship. A number of cannon balls and 40 musket balls were also revealed.

Excavation also brought to light a significant number of heavily encrusted metal objects, among them the fragments of two vessels and two thin plates. A limited number of pottery fragments were located; an intact water jar fragments of closed and open vessels as well as a limited number of fine pottery; plain, glazed and painted. Furthermore, fragments of ceramic pipes, a comb, and a very limited number of organic material, olive pits, have been preserved on the site.

*Bibliography: Demeticha forthcoming*

## **26. Protaras**

## **Cyprus, Cape Greko**

*Date: 2<sup>nd</sup> cent. AD*

*Depth: 5-9m*

*State of preservation: Scattered*

*Main cargo: Amphorae*

*Discovery: INA (2007)*

*Research: Surface survey (2007-2008)*

*Preservation: In situ*

*Presentation: No*

A shipwreck lying on a rocky seabed. It preserves fragments of around 133 amphora of three or four types: Ras al Basit Gauloise 4, Cician Dr. 30, Pseudo-Koan (Agora M54) and one small Rhodian amphora (probably belonging to the crew). The site also preserves fragments of storage and cooking vessels and very few roof tiles fragments. selected sampling took place during its surface survey, conducted by the INA under the direction of J. Leidwanger.

*Bibliography: Leidwanger 2013; Strauss 2013 (site 8988); Institute of Nautical Archaeology 2016a*

### 27. Thalassines Spilies

Cyprus, West coast

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Underwater Research Group, Institute of Archaeology, University of London (1983-1984)

Research: Surface survey (1983-1984)

Preservation: In situ

Presentation: No

A shipwreck located during the underwater and coastal archaeological and geomorphological survey of the area between Maa and Lara, conducted by the Underwater Research Group. The site preserves the fragments of Byzantine globular amphorae. Diagnostic sherds were raised during the surface survey of the site.

Bibliography: Giangrande et al 1987: 192; Parker 1992 (site 1145); Strauss 2013 (site 8521)

### 28. Xerolimni

Cyprus, West coast

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

Depth: 3-4m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Underwater Research Group, Institute of Archaeology, University of London (1983-1984)

Research: Surface survey (1983-1984)

Preservation: Partial in situ

Presentation: No

A shipwreck lying on a rocky seabed, located during the underwater and coastal archaeological and geomorphological survey of the area between Maa and Lara, by the Underwater Research Group. The site preserves a dense concentration of concreted amphora fragments. Diagnostic sherds were raised during its surface survey .

Bibliography: Giangrande et al 1987: 192 Parker 1992 (site 1233); Strauss 2013 (site 119)

### 29. Alexandria A

Egypt, Alexandria

Date: 1<sup>st</sup> cent. BC

Depth: 9m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1990

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

Located on a rocky seabed, 1.5 mile off shore, the shipwreck was surface surveyed by J.Y. Empeur. It preserves 495 amphorae of three different types: the main type, probably Dressel 6, was manufactured in Italy (Apulia), while the others were of Cretan and Rhodian manufacture. Its state of preservation indicates that the hull of the ship is probably preserved beneath its cargo.

Bibliography: Clement 1999; Parker 1992 (site 31); Darwish and El Maguid 2002; Strauss 2013 (site 64)

### 30. Alexandria B

Egypt, Alexandria

Date: Not known

Depth: Not reported

State of preservation: Partly coherent

Main cargo: Millstones

Discovery: 1990s

Research: Not surveyed

Preservation: In situ

Presentation: No

A non-confirmed report for the preservation of shipwreck, located on a rocky seabed, carrying millstones. No further research has been undertaken at the site.

Bibliography: Parker 1992 (site 32); Darwish and El Maguid 2002; Strauss 2013 (site 7465)

### 31. Antirrhodos

Egypt, Alexandria, Portus Magnus

Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: 5m

State of preservation: Partly coherent

Main cargo: No cargo

Discovery: Institut Européen d' Archéologie Sous-Marine (IEASM) (1997)

Research: Full excavation (1998-1999)

Preservation: Partial in situ

Presentation: No

The shipwreck, lying on a sandy seabed, was located adjacent to the island of Antirrhodos in the now submerged Eastern Port of Alexandria. It was excavated by the IEASM, under the direction of F. Goddio.

Only the lower part of the hull was relatively preserved while the sternpost and stern were destroyed. Its structure included two side-keelsons and one central keelson. Its planking was assembled with mortise-and-tenon joints while copper bolts were used to attach the regularly spaced stringers to the keel and the planking. Although the ship was completely excavated, only specific parts of the wood of the hull were lifted for radiocarbon chronology, as well as selected finds (ex. The two pulleys).

Besides the hull of the ship, amphorae were revealed in the upper strata of the site. Specifically a Knidian amphora (1<sup>st</sup> cent. BC), amphorae from Asia Minor, a carot amphora produced in Syria (3<sup>rd</sup>-4<sup>th</sup> cent. AD), a Gaza or Late Roman 4 amphora (4<sup>th</sup> AD) and an Egyptian amphora were located. As these do not represent the cargo of the ship, it is assumed that the ship was empty when it sunk or that the cargo was rescued during sinking. Table and cooking ware from the Aegean, an oil lamp from North Africa and a mortarium, all dated to the 2<sup>nd</sup> cent. BC, were also located on the site.

Bibliography: Sandrin et al 2013

### **32. Heliopolis**

**Egypt, Cairo, Mataria**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 10m

State of preservation: Partly coherent

Main cargo: No cargo

Discovery: 1987

Research: Full excavation (1987)

Preservation: Ex situ

Presentation: No

The shipwreck, lying on a sandy seabed, was located during excavations for utility constructions in the area. During its excavation, conducted by the The Conservation Department of the Egyptian Museum, the planked shell of the hull of the boat, built in the shell first technique, as well as mortise and tennon joints were revealed.

Bibliography: Haldane 1993

### 33. Heracleion-Thonis 1

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 14<sup>th</sup>-11<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey of the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 34. Heracleion-Thonis 2

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship, as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 35. Heracleion-Thonis 3

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: C4<sup>th</sup>-2<sup>nd</sup> BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: Blocks

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. The site preserves limestone blocks, part of the cargo of the ship, which could have served as ballast. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 36. Heracleion-Thonis 4

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012



### 37. Heracleion-Thonis 5

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: Not known

Depth: 6-8m

State of preservation: Well- preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 38. Heracleion-Thonis 6

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking, and tennons were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 39. Heracleion-Thonis 7

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 5<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 40. Heracleion-Thonis 8

### Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship, as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**41. Heracleion-Thonis 9****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**42. Heracleion-Thonis 10****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Non known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**43. Heracleion-Thonis 11****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **44. Heracleion-Thonis 12**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **45. Heracleion-Thonis 13**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **46. Heracleion-Thonis 14**

#### **Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **47. Heracleion-Thonis 15**

#### **Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a

ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

*Bibliography:* Fabre and Belov 2012

**48. Heracleion-Thonis 16**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

*Date:* 6<sup>th</sup>-4<sup>th</sup> cent. BC

*Depth:* 6-8m

*State of preservation:* Well-preserved

*Main cargo:* Pottery

*Discovery:* IEASM (1996)

*Research:* Surface survey (1996)

*Preservation:* In situ

*Presentation:* No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship, as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

*Bibliography:* Fabre and Belov 2012

**49. Heracleion-Thonis 17**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

*Date:* 8<sup>th</sup>-5<sup>th</sup> cent. BC

*Depth:* 6-8m

*State of preservation:* Well-preserved

*Main cargo:* No cargo

*Discovery:* IEASM (1996)

*Research:* Surface survey (1996), Partial excavation (2009)

*Preservation:* Partial in situ

*Presentation:* No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area by the IEASM, under the direction of F. Goddio. The site was partially excavated, revealing the stern of the ship, which was built in the shell first technique. During the excavation, the keel of the ship, consisting of 10 short timbers joined by a Z scarf with a key, was located. Moreover, four big rectangular frames with smaller ones inserted between them were located, which were attached to the keel and had a continuation outboard. Mortises and tenons fastenings are preserved on the frames.

Bibliography: Fabre and Belov 2012

**50. Heracleion-Thonis 18**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM, under the direction of F. Goddio, samples of wood mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**51. Heracleion-Thonis 19**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**52. Heracleion-Thonis 20****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 6<sup>th</sup>-5<sup>th</sup> cent. BCDepth: 6-8mState of preservation: Well-preservedMain cargo: No cargoDiscovery: IEASM (1996)Research: Surface survey (1996)Preservation: In situPresentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012**53. Heracleion-Thonis 21****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 8<sup>th</sup>-5<sup>th</sup> cent. BCDepth: 6-8mState of preservation: Well-preservedMain cargo: No cargoDiscovery: IEASM (1996)Research: Surface survey (1996)Preservation: In situPresentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey was in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012**54. Heracleion-Thonis 22****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 5<sup>th</sup>-4<sup>th</sup> cent. BCDepth: 6-8mState of preservation: Well-preservedMain cargo: No cargo



Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey was in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**55. Heracleion-Thonis 23**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 9<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**56. Heracleion-Thonis 24**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **57. Heracleion-Thonis 25**

#### **Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **58. Heracleion-Thonis 26**

#### **Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a

ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**59. Heracleion-Thonis 27**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**60. Heracleion-Thonis 28**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 9<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**61. Heracleion-Thonis 29**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 3<sup>rd</sup>-1<sup>st</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**62. Heracleion-Thonis 30**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 13<sup>th</sup>-11<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship, as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**63. Heracleion-Thonis 31****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship, as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**64. Heracleion-Thonis 32****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 7<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**65. Heracleion-Thonis 33****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 8<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**66. Heracleion-Thonis 34****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 5<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**67. Heracleion-Thonis 35****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**68. Heracleion-Thonis 36****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**69. Heracleion-Thonis 37****Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 3<sup>rd</sup>-1<sup>st</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **70. Heracleion-Thonis 38**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Wel- preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tenon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **71. Heracleion-Thonis 39**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Wel- preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)



Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### **72. Heracleion-Thonis 40**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### **73. Heracleion-Thonis 41**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 9<sup>th</sup>-6<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

*Bibliography:* Fabre and Belov 2012

**74. Heracleion-Thonis 42**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

*Date:* 6<sup>th</sup>-4<sup>th</sup> cent. BC

*Depth:* 6-8m

*State of preservation:* Well-preserved

*Main cargo:* No cargo

*Discovery:* IEASM (1996)

*Research:* Surface survey (1996)

*Preservation:* In situ

*Presentation:* No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was anchored at the port. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

*Bibliography:* Fabre and Belov 2012

**75. Heracleion-Thonis 43**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

*Date:* 8<sup>th</sup>-5<sup>th</sup> cent. BC

*Depth:* 6-8m

*State of preservation:* Well-preserved

*Main cargo:* No cargo

*Discovery:* IEASM (1996)

*Research:* Surface survey (1996)

*Preservation:* In situ

*Presentation:* No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. It represents the remains of a ship that was moored in the port to drag anchors outside. An anchor was located,

probably in the ready to use position, at the bow of the ship. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**76. Heracleion-Thonis 44**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**77. Heracleion-Thonis 45**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM

under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**78. Heracleion-Thonis 46**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 5<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**79. Heracleion-Thonis 47**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**80. Heracleion-Thonis 48****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BCDepth: 6-8mState of preservation: Well-preservedMain cargo: No cargoDiscovery: IEASM (1996)Research: Surface survey (1996)Preservation: In situPresentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012**81. Heracleion-Thonis 49****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BCDepth: 6-8mState of preservation: Well-preservedMain cargo: No cargoDiscovery: IEASM (1996)Research: Surface survey (1996)Preservation: In situPresentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012**82. Heracleion-Thonis 50****Egypt, Heracleion-Thonis port, Abu Qir Bay**Date: 6<sup>th</sup>-4<sup>th</sup> cent. BCDepth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### **83. Heracleion-Thonis 51**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### **84. Heracleion-Thonis 52**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **85. Heracleion-Thonis 53**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

#### **86. Heracleion-Thonis 54**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 5<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the

ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**87. Heracleion-Thonis 55**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**88. Heracleion-Thonis 56**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 3<sup>rd</sup>-1<sup>st</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

A well-preserved shipwreck site lying on a sandy seabed at the bottom of Heracleion-Thonis port, located during a geophysical survey in the area. The site preserves the hull of the ship, built in the shell first technique, in a very good condition. No cargo was located on the site. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.



Bibliography: Fabre and Belov 2012

**89. Heracleion-Thonis 57**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 7<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

The site was located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings are preserved, which indicate to a ship of 16m -26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**90. Heracleion-Thonis 58**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 9<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

The site was located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings preserved indicate a ship of 16m - 26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

**91. Heracleion-Thonis 59**

**Egypt, Heracleion-Thonis port, Abu Qir Bay**

Date: 7<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

The site was located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings preserved indicate a ship of 16m - 26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 92. Heracleion-Thonis 60

Egypt, Heracleion-Thonis port, Abu Qir Bay

Date: Not known

Depth: 6-8m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IEASM (1996)

Research: Surface survey (1996)

Preservation: In situ

Presentation: No

The site was located during a geophysical survey in the area. Parts of the planking of the ship as well as of the mortise-and-tennon fastenings preserved indicate a ship of 16m - 26m length, built in the shell first technique. During its survey by the IEASM under the direction of F. Goddio, samples of wood, mainly from the planking but also tennons, were taken for radiocarbon dating.

Bibliography: Fabre and Belov 2012

### 93. Maamoura 1

Egypt

Date: 1<sup>st</sup> cent. BC-7<sup>th</sup> cent. AD

Depth: 7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1999

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

The shipwreck, located 15km E of the Alexandria eastern harbour, preserves intact and broken amphorae. It was surveyed and mapped by the DUA.

Bibliography: Abd el-Maguid 2015

#### **94. Maamoura 2**

**Egypt**

Date: 2<sup>nd</sup> cent. BC-6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1999

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

The shipwreck, located 15km E of the Alexandria eastern harbour, was surveyed and mapped by the DUA. It preserves 94 amphorae, half of which belong to the Kapitän II type, as well as four one-hole weight stone anchors located 150m east of the shipwreck.

Bibliography: Abd el-Maguid 2015

#### **95. Marsa Bagoush 1**

**Egypt, Matrouh**

Date: 1<sup>st</sup> cent. BC-7<sup>th</sup> cent. AD

Depth: 4-6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: A. Abdel Aleem (1968)

Research: Surface survey (1996, 2015)

Preservation: In situ

Presentation: No

The scattered shipwreck site extends over an area of 100x-200m. It preserves both intact and broken amphorae, glazed pottery and glass fragments, which are scattered on the seabed, buried or cemented on the rock. It is possible that parts of the structure of the ship are still preserved beneath the cargo, as suggested by the wood fragments located at the site.

The site was preliminary surveyed by INA in 1996. In 2015, the Alexandria Centre for Maritime Archaeology and Underwater Cultural Heritage (CMAUCH) started the systematic survey of the site, when three separate clusters of ceramics were discovered along the northern edge of the bay. 3D models of the site were created during the 2016 field season.

Bibliography: Aleem 1996; Alexandria Centre for Maritime Archaeology 2016; Khalil 2016

### 96. Marsa Bagoush 2

Egypt, Matrouh

Date: 4<sup>th</sup>-1<sup>st</sup> cent. BC

Depth: >10-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA (1996)

Research: Surface survey (1996, 2015)

Preservation: In situ

Presentation: No

The scattered shipwreck site extends over an area of 50x50m. It preserves both intact and broken amphorae, glazed pottery and glass fragments, which are scattered on the seabed, buried or cemented on the rock. It is possible that parts of the structure of the ship are still preserved beneath the cargo, as suggested by the wood fragments located at the site.

The site was preliminary surveyed by INA in 1996. In 2015, CMAUCH started the systematic survey of the site, when three separate clusters of ceramics were discovered along the northern edge of the bay. During the 2016 field season, 3D models of the site were created.

Bibliography: Alexandria Centre for Maritime Archaeology 2016; Khalil 2016

### 97. Marsa Bagoush 3

Egypt, Matrouh

Date: 1<sup>st</sup> cent. BC-7<sup>th</sup> cent. AD

Depth: >10-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA (1996)

Research: Surface survey (1996, 2015)

Preservation: In situ

Presentation: No

The shipwreck extends over an area of 100x50m. It preserves intact and broken amphorae scattered on the seabed while some are buried or cemented to rock. It is possible that parts of the structure of the ship are still preserved beneath the cargo, as suggested by the wood fragments located at the site.

The site was preliminary surveyed by INA in 1996. In 2015, CMAUCH started the systematic survey of the site, when three separate clusters of ceramics were discovered

along the northern edge of the bay. 3D models of the site were created during the 2016 field season.

Bibliography: Alexandria Centre for Maritime Archaeology 2016; Khalil 2016

#### **98. Marsa Bagoush 4**

**Egypt, Matrouh**

Date: 4<sup>th</sup>-1<sup>st</sup> cent. BC

Depth: 13m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA (1996)

Research: Surface survey (1996, 2016)

Preservation: In situ

Presentation: No

A scattered shipwreck site located outside the bay. It consists of a concentration of Egyptian and Hellenistic amphora sherds. A 7m long wooden mast and a grinding stone located 120m east of the amphora sherds concentration may also be part of the shipwreck remains.

The site was preliminary surveyed by INA. In 2016, CMAUCH started the systematic survey of the site, when three separate clusters of ceramics were discovered along the northern edge of the bay. 3D models of the site were created during the survey.

Bibliography: Alexandria Centre for Maritime Archaeology 2016; Khalil 2016

#### **99. Marsa Matrouth A**

**Egypt, Marsa Matrouth**

Date: 2<sup>nd</sup> cent. BC-3<sup>rd</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA-Egypt Northwest survey (1996-1999)

Research: Surface survey (1996-1999), Excavation (2015)

Preservation: Partial in situ

Presentation: No

The scattered shipwreck was located and surveyed during INA-Egypt Northwest survey, under the direction of D. Haldane. The aim was to locate shipwrecks from Ras Hawala to Sidi Abd-al Rahman. Its excavation was conducted by the CMAUCH of the University of Alexandria, under the direction of M. M. Abdel Maguid. The site preserves amphorae from the Graeco-Roman period as well as stone and metal anchors.

Bibliography: Hadlane 1999; Darwish and Abd el-Maguid 2002; Honor Frost Foundation 2015b

**100. Marsa Matrouth B**

**Egypt, Marsa Matrouth**

Date: 2<sup>nd</sup> cent. BC-3<sup>rd</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA-Egypt Northwest survey (1996-1999)

Research: Surface survey (1996-1999)

Preservation: In situ

Presentation: No

The scattered site was located and surveyed during INA-Egypt Northwest survey, under the direction of D. Haldane. The aim was to locate shipwrecks from Ras Hawala to Sidi Abd-al Rahman. It preserves amphorae from the Graeco-Roman period, as well as stone and metal anchors.

Bibliography: Hadlane 1999; Darwish and Abd el-Maguid 2002;

**101. Qaitbay 1**

**Egypt, Alexandria, Fort Qaitbay**

Date: 1<sup>st</sup> cent. BC

Depth: 10m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1997

Research: Surface survey (1998), Excavation (2015-2016)

Preservation: Partial in situ

Presentation: No

The shipwreck lies on a rocky seafloor close to the Alexandria port. It has been surveyed and excavated by the Centre for Alexandrian Studies (CEAlex), under the direction of J-Y. Empereur. It preserves almost 500 Lamboglia 2 amphorae, some of them have stamps on their lips of the names of the people travelling, as well as wine amphorae from the Adriatic. Plain and nd fine pottery, marble blocks, and stone anchors were also located on the site.

Bibliography: Empereur 1999, 2000; Darwish and El Maguid 2002; Strauss 2013 (site 65); Honor Frost Foundation 2015a

**102. Qaitbay 2****Egypt, Alexandria, Fort Qaitbay**Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BCDepth: 17-20mState of preservation: Partly coherentMain cargo: AmphoraeDiscovery: 1997Research: Surface survey (1998)Preservation: In situPresentation: No

The shipwreck, lying on a rocky seabed north of Qaitbay 1 site, preserves around 100 intact and more fragmented Rhodian amphorae as well as stone and iron anchors and lead anchor stocks. The site has been documented using photogrammetric methods, by the CEALex and the DUA under the direction of J-Y. Empereur. Within this framework, amphorae were lifted, photographed on the boat, and then placed back *in situ*.

Bibliography: Empereur 1999, 2000, 2001; Darwish and El Maguid 2002; Strauss 2013 (site 131)

**103. Qaitbay 4****Egypt, Alexandria, Fort Qaitbay**Date: Not knownDepth: Not reportedState of preservation: Partly coherentMain cargo: Architectural membersDiscovery: 1998Research: Surface survey (1998)Preservation: In situ (1998)Presentation: No

The shipwreck, located north of Qaitbay 2 site, preserves around 25 blocks of local limestone. The site has been surveyed by the CEALex and the DUA, under the direction of J-Y. Empereur. Further to its documentation, blocks were lifted aiming to locate pottery and organic material that would help to date the site.

Bibliography: Empereur 2000, 2001

**104. Agia Galini****Crete, Rethymno**Date: 3<sup>rd</sup> cent. ADDepth: 5mState of preservation: Partly coherentMain cargo: Works of artDiscovery: Fishermen (1937)Research: Surface survey (1938-1939, 1955, 1960)

Preservation: Partial in situ

Presentation: No

The shipwreck site was located on a rocky seabed, 150m offshore. A number of artefacts were lifted by fishermen during 1938-1939 and during the 1955 survey of the site undertaken by the British School at Athens (BSA). The site preserves a variety of bronze and metal objects, including statue fragments, statuettes, weights of bronze and brass, rings, tools, and scrap metal. Moreover, a hoard of 259 coins closing with emperor Probus (276-282 AD.) as well as shipboard pottery and an amphora with a 3<sup>rd</sup> cent. AD parallel were also located on the site. Based on the material preserved, the site has been interpreted as a ship carrying spoils of war or most probably faulty metal crafts for recasting.

Bibliography: Leantham and Hood 1958/9; Parker 1992 (site 68); Strauss 2013 (site 203); Theodoulou 2015a: 32; Koutsouflakis *forthcoming* (site R37)

**105. Agios Andreas**

**Greece, Euboean Gulf**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 9-17m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboraiton with the Hellenic Institute of Maritime Archaeology (HIMA), (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The severely looted shipwreck site was located during the Euboean Gulf survey, which aimed to locate, map, and document ancient and Byzantine shipwrecks in the area (Shipwreck I of the Euboeadn Gulf survey). The site preserves fragments of LR2 amphorae. Three fragments of amphorae were lifted during its survey, conducted by the EUA in collaboration with HIMA under the direction of G. Koutsouflakis.

Bibliography: Koutsouflakis et al 2012; Strauss 2013 (site 8994)

**106. Agios Eustratios**

**Greece, Lesbos-Lemnos**

Date: 1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Works of art

Discovery: Not reported

Research: Report



Preservation: In situ

Presentation: Ex situ

The bronze statue of Augustus riding a horse, now exhibited at the National Archaeological Museum of Athens (NAM) is said to come from a shipwreck. However, no further details have been published.

Bibliography: Strauss 2013 (site 15)

**107. Agios Ioannis (East Attica)  
Ioannis, Dhaskaleio bay**

**Greece, Euboean Gulf, Agios**

Date: 4<sup>th</sup>-2<sup>nd</sup> cent. BC

Depth: 33-38m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (1994)

Research: Surface survey (2011-2012)

Preservation: In situ

Presentation: No

The shipwreck was located on a sloping seabed, half covered by sediments. Upon its discovery, it preserved around 30 visible intact amphorae of three different types. The latest inspection of the site, conducted by the EUA in collaboration with HIMA, indicated that the site has been looted as only one amphora type was reported, attributed to the Solokha I category.

Bibliography: Kazianes 1999: 856; Koutsouflakis *forthcoming* (site H21)

**108. Agios Ioannis Theologos**

**Greece, Phtiotida**

Date: 11<sup>th</sup> cent. AD

Depth: 20m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1985 (EUA)

Research: Surface survey (1985)

Preservation: In situ

Presentation: No

The shipwreck lies on sandy seabed about 750 m. off a rocky coast. Its visible remains consist of Byzantine amphorae of Günsenin type 2, lying on the seabed and protruding from the sand, as well as two Y-shaped anchors. Four sample amphorae were lifted during its surface survey conducted by the EUA.

*Bibliography:* Kazianes et al 1990: 228-231; Parker 1992 (site 70); Strauss 2013 (site 7501); Koutsouflakis *forthcoming* (site B20)

**109. Agios Pavlos Bay**

**Greece, Rhodes, Lindos**

*Date:* 5<sup>th</sup> cent. BC-5<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA (1995)

*Research:* Report

*Preservation:* In situ

*Presentation:* No

The shipwreck was discovered during the survey of the area prior to the works for the construction of an underwater pipe. No further details have been published on the site.

*Bibliography:* Simossi 2000: 853; Strauss 2013 (site 192)

**110. Agios Pavlos Bay, Monemvas**

**Greece, Peloponnese, Lakonia**

*Date:* 1<sup>st</sup>-4<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* 1999

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The shipwreck site, surface surveyed by the EUA, preserves Roman amphorae fragments.

*Bibliography:* Dellaporta 2006b: 1023

**111. Agios Petros Bay**

**Greece, Peloponnese, Lakonia, near Gythion**

*Date:* 1<sup>st</sup>-2<sup>nd</sup> cent. AD

*Depth:* 15-37m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA (1988)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The remains of the shipwreck were located on a steep, rocky seabed ending in a sandy plateau at 37 m. It consisted of concreted fragments of amphorae of two types; only one of them has been identified as Rhodian. Sample sherds were lifted during the surface survey of the site by the EUA.

*Bibliography:* Spondylis 1993: 681; Strauss 2013 (site 110); Koutsouflakis *forthcoming* (site R15)

**112. Agios Petros classical (Fagkrou) Greece, Northern Sporades, Kyra Panagia Island**

*Date:* 5<sup>th</sup> cent. BC

*Depth:* 29-35m

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* EUA (1994)

*Research:* Partial excavation (1995-1996)

*Preservation:* Partial in situ

*Presentation:* No

The site rests on a sandy seabed, covering an area of 15x11m. The main cargo of the ship consisted of around 50 Mendeian amphorae, some of which buried in the sandy bottom. The secondary cargo of the ship consisted of black glazed, domestic pottery; particularly an oinochoe, a lekane, a lamp and a skyphos were located. The site also preserves two lead cores of an anchor, a lamp, and an arytaia.

After the photogrammetric documentation of the shipwreck in 1994, partial excavation began in the following year by the EUA. Part of the hull of the ship was revealed (0,70 x 0,17m) and selected movable remains (the two anchor cores, a lamp, and an arytaia) were recovered. The site was re-examined in 2001 during the Greek-Norwegian Deep-Water Archaeological Survey by the EUA, in collaboration with the Norwegian University of Science and Technology (NTNU).

*Bibliography:* Chaniotis 1994: 864; Kazianes 1999: 854; Simossi 2001: 724, Theodoulou 2011: 36; Dellaporta 2012a; Strauss 2013 (site 8990); Koutsouflakis *forthcoming* (site C3)

**113. Agios Stefanos (East) Greece, Chios, NE**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 3-5m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* BSA (1954)

Research: Surface survey (1954, 2001, 2008)

Preservation: In situ

Presentation: No

The site lies on a rocky seabed and consists of concreted amphorae sherds covering an area of around 10X15m, probably pieces of over 1000 amphorae.

The shipwreck was surface surveyed in 1954 by the BSA under the direction of M.S.F. Hood and J. Boardman. Additional surveys were undertaken on the site; in 2001, the EUA inspected the site while in 2008 the EUA in with the Woods Hole Oceanographic Institution (WHOI) revisited and digitally photographed and documented the site.

The main cargo of the shipwreck consists of LR 1 amphorae. Moreover, during the first survey of the site a Günsenin, 3 type and an Africana II amphora type were reported, probably intruders as they do not correspond to the same chronological context of the site.

On the western side of the assemblage, bodies of two jars were located as well as the concreted remnants of a bronze pan, a thick body fragment, a large rim of a pithos, two roof tiles, and an oil lamp.

Bibliography: Parker 1992 (site 71); Theodoulou et al 2009; Strauss 2013 (site 7502); Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site LR5)

#### **114. Agios Stefanos (Northeast) Greece, NE of Agios Stefanos straits**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. A.D

Depth: 5m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2008)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck preserves amphora fragments of large body with grooved decoration, scattered along a rocky seabed. In addition, more than 5 amphorae necks located on the site were attributed to the LR2 type. Selected finds were lifted during its inspection by the EUA in collaboration with the WHOI.

Bibliography: Theodoulou et al 2009, 2015b; Koutsouflakis *forthcoming* (site LR6)

**115. Agios Stefanos (South)****Greece, Agios Stefanos straits**

Date: 6<sup>th</sup> cent. B.C

Depth: 3m-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2008)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

A dense concentration of broken and heavily concreted amphorae in big chunks was located on the sides of a steep, rocky slope. The fragmented amphorae belong to a single type attested in two sizes; their shape is similar to the amphorae found in the Pabuç Burnu shipwreck. Selected finds were lifted during the inspection of the site by the EUA in collaboration with the WHOI.

Bibliography: Theodoulou et al 2009; Koutsouflakis *forthcoming* (site A1)

**116. Agios Stefanos (West)****Greece, West of Agios Stefanos straits**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. B.C

Depth: 35-40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2001)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, extending over a terrace in the west coast of the islet, preserves intact and broken amphorae originating from at least two shipwrecks. Among them, a cargo of Chian amphorae was identified. The existence of anchors of various periods on the site suggests that the area has also served as a temporary mooring place.

Bibliography: Theodoulou et al 2009; Koutsouflakis *forthcoming* (site C10)

**117. Agnontas****Greece, Northern Sporades, Skopelos**

Date: 4<sup>th</sup> cent. B.C

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1999)

Research: Report

Preservation: In situ

Presentation: No

The shipwreck lies on a rocky seabed. It is composed of concreted and free lying amphorae fragments originating from Peparithos and Ikos. Besides its report, no further research has been undertaken at the site.

Bibliography: Dellaporta 2006a:1019; Koutsouflakis *forthcoming* (site C8)

**118. Ai-Strate**

**Greece, Euboea**

Date: 3<sup>rd</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local divers (1991)

Research: Not surveyed

Preservation: In situ

Presentation: No

The site preserves fragments of Hellenistic and Roman amphorae, probably the remains of an ancient shipwreck.

Bibliography: French 1992:33; Strauss 2013 (site 52)

**119. Ai-Yannis Tholou A**

**Greece, Chios**

Date: 4<sup>th</sup> cent. BC

Depth: 10-20m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves fragments of Chian amphorae. Fragments of Chian and Knidian amphorae were located in the area. According to Touchais (1985:831), Ai-Yannis Tholou A and Ai-Yannis Tholou B represent one shipwreck with Chian and Knidian amphorae.

Bibliography: Parker 1992 (site 19); Strauss 2013 (site 7453)

**120. Ai-Yannis Tholou B**

**Greece, Chios**

Date: 2<sup>nd</sup> cent. BC

Depth: 10-20m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1984

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves fragments of Knidian amphorae. According to Touchais (1985:831), Ai-Yannis Tholou A and Ai-Yannis Tholou B are one shipwreck with Chian and Knidian amphorae.

Bibliography: Touchais 1985: 831; Parker 1992 (site 20); Strauss 2013 (site 90)

**121. Aigina A**

**Greece, Saronic Gulf, Aigina, Ypsili islet**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: 42m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1997)

Research: Surface survey (1997)

Preservation: In situ

Presentation: No

A cargo of Byzantine amphorae, some of them intact, is located on a flat, sandy seabed. The amphorae belong to the "magarika" category, 1<sup>st</sup> group of Bakirtzis classification. The site was surface surveyed by the EUA.

Bibliography: Kazianes 2003: 1186; Koutsouflakis *forthcoming* (site B24)

**122. Aigina B**

**Greece, Aigina, Diaporis islets-Soupia islet**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Tiles

Discovery: EUA (1997)

Research: Surface survey (1997)

Preservation: In situ

Presentation: No

A cargo of roof tiles resting on a sandy seabed was only briefly reported. An almost intact amphora from the same assemblage was identified as "magarikon" of the 1<sup>st</sup> group of Bakirtzis classification. The site was surface surveyed by the EUA.

Bibliography: Kazianes 2003: 1186; Koutsouflakis *forthcoming* (site B25)

**123. Akandia A****Greece, Rhodes**

Date: 1<sup>st</sup> cent. BC-1<sup>st</sup> cent. AD

Depth: 36m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey (1974)

Preservation: In situ

Presentation: No

The wreck is located about 550 m. NE of the Akandia bay on a sandy seabed, covering an area of about 165 sq.m. The homogenous cargo consists of Rhodian amphorae of two different capacities. Although looted, 270 amphorae are still visible on the seabed. The site, surveyed by the Swedish expedition, probably preserves part of the hull of the ship beneath the cargo.

Bibliography: Parker 1992 (site 24); Strauss 2013 (site 194); Koutsouflakis *forthcoming* (site R29)

**124. Akandia B****Greece, Rhodes**

Date: Not known

Depth: 38m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey (1974)

Preservation: In situ

Presentation: No

A cargo of amphorae is located on a sandy seabed about 550 NE of Akandia Bay, 70 m. west of Akandia A shipwreck. The cargo consists of one type of amphorae "of a new type", not specified. The site was surveyed by the Swedish expedition.

Bibliography: Parker 1992 (site 25); Strauss 2013 (site 7459); Koutsouflakis *forthcoming* (site 169)

**125. Akio****Greece, Euboean Gulf, Akio strait**

Date: 6<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: 7-20m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2005)



Research: Surface survey (2005)

Preservation: Partial in situ

Presentation: No

The wreck (Shipwreck no 25 of the Euboean Gulf Survey) lies to the south part of the island, on a rocky seabed. It consists of a main concretion of amphora fragments and a good number of amphora necks and other large fragments scattered in the surrounding area, originating from the North Aegean. The site also preserves seven stone anchors, four stone anchor stocks as well as lead parts from 3-4 anchors.

The anchors of the ship and diagnostic fragments of amphorae were raised during the surface survey of the site, conducted by the EUA under the direction of G. Koutsouflakis and D. Kourkoumelis.

Bibliography: Koutsouflakis and Kourkoumelis 2006; Koutsouflakis et al 2012: 46, Koutsouflakis 2013 (126-129); Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site A5)

**126. Alonnisos Greece, Northern Sporades, Peristera island**

Date: 5<sup>th</sup> cent. BC

Depth: 22-30m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Fishermen (1991)

Research: Partial excavation (1992-1994)

Preservation: Partial in situ

Presentation: Planned in situ

The site, which lies on a gently sloping rocky and sandy seabed, represents one of the largest Classical shipwrecks discovered; its main concentration consists of a rectangular pile of amphorae covering an area of 25x12 m.

The ship was carrying more than 4000 wine amphorae from Mendi, Chios and Peparethos, stowed in three layers, 1000 of which were visible in the surface layer of the site. High quality black-glazed pottery is also preserved on the site, including bowls, skyphoi, jugs, mugs, lekanidai, and kylikes, most of them from Athens and some from the southern Italy. More finds were located on the site, including terracotta mortars with 2 handles, an elegant pitcher, a chytra, and a number of metal objects. Moreover, part of the ship's armament and equipment (a lead anchor collar) is also preserved.

The site was surveyed and partially excavated by the EUA, under the direction of E. Hadjidaki. In 2001, the site was re-examined by the Greek-Norwegian Deep-Water Archaeological Survey (EUA in collaboration with the NTNU).

Plans are currently being processed for the creation of an underwater archaeological park in the area. The public will be able to access the site accompanied by an archaeologist and a guard.

*Bibliography:* Hadjidaki 1996; Strauss 2013 (site 8905); Pournara 2014; Koutsouflakis *forthcoming* (site C4)

**127. Amaliapoli**

**Greece, Pagasitic Gulf, Cape Perikles**

*Date:* 12<sup>th</sup>-13<sup>th</sup> cent. AD

*Depth:* 19-25m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* HIMA (2000)

*Research:* Surface survey (2000)

*Preservation:* In situ

*Presentation:* No

A cargo of half-broken amphorae of Günsenin 3 type is located in the west side of the cape. The site was located and documented by HIMA, within the framework of the Pagasitic Gulf Survey (Shipwreck no 6 of the survey), under the direction of I. Spondylis.

*Bibliography:* Spondylis 2002: 26; Koutsouflakis *forthcoming* (site B18)

**128. Ameriki**

**Greece, Peloponnese, Methone, Porto Longo**

*Date:* 19<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* No cargo

*Discovery:* P. Throckmorton (1969)

*Research:* Partial excavation (1969)

*Preservation:* In situ

*Presentation:* No

The remains of a Greek sailing ship. Its timbers are preserved, buried in the sand. The site preserves on its surface a heap of sandstone slabs, a broken plate, and a broken glazed bowl. The aim of its partial excavation, conducted by P. Throckmorton under the direction of Sp. Marinatos, was to test the application of sonar techniques to underwater sites and to investigate wood dissolution process. All the movable finds were lifted and stored at Pylos Castle.

*Bibliography:* Throckmorton 1970a

**129. Andros****Greece, Andros-Tenos**

Date: 2<sup>nd</sup> cent. BC- 4<sup>th</sup> cent. AD

Depth: 10m

State of preservation: Partly coherent

Main cargo: Works of art

Discovery: 1999

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

A cargo of 15 marble sarcophagi of three different types, located 50 m. away from the shore, rests on rocky seabed close to the strait of Andros - Tenos. Most of them are badly damaged; nevertheless, they still retain their order. The hull of the ship is probably preserved beneath its cargo. The site has been inspected by the EUA.

Bibliography: Samiou and Lianos 2006; Theodoulou 2011; Strauss 2013 (site 98); Koutsouflakis *forthcoming* (site R10)

**130. Andros (Hellenistic)  
bay****Greece, Andros, Gaidaros islet, Gavriion**

Date: 2<sup>nd</sup> 1<sup>st</sup> cent. BC

Depth: 8-14m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2004)

Research: Surface survey (2014)

Preservation: In situ

Presentation: No

A scattered shipwreck site, located on a rocky seabed. It consists of an accumulation of concreted amphora sherds, belonging to the Lamboglia II type. The site was surveyed by the EUA, under the direction of G. Koutsouflakis.

Bibliography: Koutsouflakis *forthcoming* (site H26)

**131. Andros (Post-Byzantine)****Greece, Andros**

Date: 15<sup>th</sup>-19<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Not reported

Main cargo: Not reported

Discovery: EUA in collaboration with HCMR (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: No

The post-Byzantine shipwreck was located off Andros. It was recorded by the EUA, in collaboration with HCMR and WHOI. No further details have been published.

Bibliography: Theodoulou 2015a:91

**132. Angaloudes**

**Greece, Chios, NE Oinousses**

Date: 5<sup>th</sup> cent. BC

Depth: 6-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2007)

Research: Surface survey (2008)

Preservation: In situ

Presentation: No

The shipwreck is located on the **downslope** of a steep rocky terrain. Its cargo, part of which retains its order, consists of heavily concreted bubble-neck Chian amphorae fragments. The site was digitally photographed and documented, and pottery sherds were recovered during its survey conducted by the EUA in collaboration with WHOI.

Bibliography: Theodoulou et al 2009; Koutsouflakis *forthcoming* (site C13)

**133. Antidragonera**

**Greece, Kythera**

Date: 4<sup>th</sup> cent. BC

Depth: 9-18m

State of preservation: Scattered

Main cargo: Perishable

Discovery: 1993: HIMA

Research: Partial excavation (1994-2000)

Preservation: Partial in situ

Presentation: Partial ex situ

The site lies on a rocky terrain with sand pockets. Nothing is preserved from the hull of the ship, besides a few bronze nails from its fastenings. Parts of the ship equipment are preserved, including an accumulation of nine massive, pyramidal, wedge-shaped stone anchors and a few lead objects, probably belonging to the ship's rigging. The main cargo of the ship, possibly some perishable commodity (most likely grain), is not preserved. However, a small number of amphorae, probably used for storage on board, were located on the site. These include two storage pithoi, plates, lamps, lekanides, pitchers, mortars, and bowls. During the partial excavation of the site, conducted by HIMA, under the

direction of D. Kourkoumelis, four anchors as well as the pottery located on site were recovered. The finds are displayed at the Kythera Museum.

*Bibliography:* Kourkoumelis 1995, 1998; Theodoulou and Kourkoumelis 2002; Strauss 2013 (site 8658); Koutsouflakis *forthcoming* (site H31)

**134. Antikythera A Greece, Peloponnese, Pinakakia, S. of Potamos**

*Date:* 1<sup>th</sup> cent. BC

*Depth:* 45-60m

*State of preservation:* Partly coherent

*Main cargo:* Works of Art

*Discovery:* Symian sponge diver (1900)

*Research:* Partial excavation (1976, 2013-2018)

*Preservation:* Partial in situ

*Presentation:* Ex situ

The site lies on a sandy seabed, about 200m from Antikythera B shipwreck, covering an area of 30x10m. The lead sheathed hull of the ship, partly preserved beneath the cargo, was constructed with single planking using the shell first technique, fastened together with oak tenons, treenails, and bronze nails. The site preserves part of the ship's equipment, including anchors, two sounding leads, and rigging equipment.

The main cargo of the ship consists of works of art (marble and bronze statues and bronze statuettes), luxury items (jewellery), and glass vessels. The ship also carried around 80 amphorae (of Rhodian, Koan and Lam. 2 type), fineware, and coarseware (lagynoi, red slipped tableware of the eastern Sigillata type A, black glazed and other tableware, jugs, olpai and unguentaria). In addition, the ship's fittings and personal belongings of the passengers are preserved, such as roof tiles, lead weights, silver and bronze coins, and jewellery. The site also preserves a unique mechanical device proved to be a kind of early astronomical computer.

Sponge divers salvaged part of the cargo of the ship in 1900-1901, under the supervision of the Archaeological Service. The finds lifted are now exhibited at the National Archaeological Museum of Athens (NAM).

In 1953, the site was revisited by J.Y. Cousteau team and in 1976 partly excavated for one season, by the Ministry of Culture under the direction of L. Kolonas, in collaboration with J.Y. Coustaueu.

In 2013, the site was revisited by the EUA and the WHOI. Following its mapping, a five year excavation campaign started during which parts of the ship's rigging, a bronze spear of a statue, and pottery were recovered from the site for further study.

*Bibliography:* Gibbins 1991; Parker 1992 (site 44); Kaltsas et al 2012; Strauss 2013 (site 69); Ministry of Culture and Sports 2014a; Koutsouflakis *forthcoming* (site H32)

**135. Antikythera B**

**Greece, Peloponnese, S. of Potamos**

*Date:* 1<sup>th</sup> cent. BC

*Depth:* 36-50m

*State of preservation:* Partly coherent

*Main cargo:* Amphorae

*Discovery:* J.Y. Cousteau campaign (1953)

*Research:* Surface survey

*Preservation:* Partial in situ

*Presentation:* No

The site lies about 200m from Antikythera A shipwreck. Part of the structure of the ship is preserved beneath the cargo, which consists of fragmented and complete Lamboglia II amphorae. A lead collar and anchor stock are also preserved on the site. Following its report in 1953, the site was revisited in 2013 and 2014 by the EUA in collaboration with WHOI. Finds, including parts of the anchor were lifted during the survey for further research.

*Bibliography:* Parker 1992 (site 45); Ministry of Culture and Sports 2012;

Strauss 2013 (site 75); Theodoulou 2015a; Koutsouflakis *forthcoming* (site H33)

**136. Areopolis**

**Greece, Peloponnese, Mani**

*Date:* 1<sup>th</sup> cent. BC

*Depth:* 6-14m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* 1968

*Research:* Report

*Preservation:* In situ

*Presentation:* No

The shipwreck, lying on a steep slope, preserves Lamboglia II amphorae. Besides the report, no further research has been undertaken on the site.

*Bibliography:* Parker 1992 (site 54); Strauss 2013 (site 51)

**137. Arkioi****Greece, Dodecanese, Cape Koumaros**Date: 9<sup>th</sup>-11<sup>th</sup> cent. ADDepth: 10-35mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (2001)Research: Surface survey (2001)Preservation: In situPresentation: No

The wreck is located on a rocky seafloor on the east side of the promontory, covering an area of 20x25m. It consists of several blocks of concreted amphora sherds of Bakirtzis type 1 form, and scattered material in the deeper zone. Sample amphorae were lifted during the survey conducted by the EUA.

Bibliography: Dellaporta 2012: 554; Koutsouflakis *forthcoming* (site B31)**138. Artemision****Greece, Euboea**Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BCDepth: 35-40mState of preservation: Partly coherentMain cargo: Works of ArtDiscovery: Fishermen (1926)Research: Object recovery (1926)Preservation: Partial in situPresentation: Ex situ

The shipwreck site rests on a sandy seabed, about 600 m. offshore. It was located by fishermen who accidentally lifted finds from the site, which they handed to the Authorities. Artworks of the Classical period (bronze statue of Poseidon) and of the Hellenistic period (bronze horse and a bronze jockey) were lifted during the recovery operation in 1926. Additionally, domestic pottery (among them two cups and a lamp that were lifted) and a lead- anchor stock were located on the site. Attempts to relocate the site in late 1975 by the J-Y Cousteau team were not successful. The finds lifted from the site are exhibited at the NAM.

Bibliography: Parker 1992 (site 57); Theodoulou 2011:17; Strauss 2013 (site 48); MIT Museum 2016; Koutsouflakis 2017 (site H14)

**139. Aspronissia****Greece, Leipsoi**

Date: 2<sup>nd</sup>-3<sup>rd</sup> cent. AD

Depth: 30-40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The scattered shipwreck has been looted in the past. Lying on a rocky seabed the site preserves part of its cargo of Knidian amphorae. Sample amphora were lifted during the survey of the ship conducted by the EUA in collaboration with HCMR.

Bibliography: Dellaporta et al 2003; Theodoulou 2011:45; Strauss 2013 (site 86)

**140. Astypalaea B****Greece, Syrna, Cape Fteni Pounta**

Date: 3<sup>rd</sup> cent. AD

Depth: 45-47m

State of preservation: Partly coherent

Main cargo: Pottery

Discovery: EUA in collaboration with HCMR (2002)

Research: Partial excavation (2002)

Preservation: Partial in situ

Presentation: No

The shipwreck lies on mixed sandy and rocky seabed, covering an area of 9x6.5m. It preserves domestic and storage pottery, millstones, a lead sarcophagus with its cover, and the fragments of an anchor. The site also preserves tens of thousands of coins transported in an arc, which are believed to represent salaries for the Roman army. The wooden structure of the ship is probably preserved beneath the ship's cargo. Movable finds were raised (i.e. pottery, coins and the fragmented anchor of the ship) during the partial excavation of the site conducted by the EUA in collaboration with HCMR.

Bibliography: Micha and Kourkoumelis 2010; Strauss 2013 (site 88); Theodoulou 2015b:90; Koutsouflakis *forthcoming* (site R30)

**141. Astypalaea C****Greece, Dodecanese, Astypalaea**

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

Depth: >40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2000)



Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The shipwreck was located and photographed within the framework of the EUA-HCMR expedition under the direction of K. Dellaporta, which aimed to map the shipwrecks of the Eastern Aegean. It preserved a mound of Koan amphorae, suggesting that part of the structure of the ship could lie beneath the preserved cargo.

Bibliography: Chatzioannidou 2002; Strauss 2013 (site 87)

**142. Astypalaea D**

**Greece, Dodecanese, Astypalaea**

Date: 10<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The site, preserving Byzantine amphorae, was located and photographed within the framework of the EUA-HCMR project under the direction of K. Dellaporta, which aimed to map the shipwrecks of the Eastern Aegean. Its state of preservation suggests that part of the structure of the ship could lie beneath the preserved cargo.

Bibliography: Chatzioannidou 2002

**143. Atalanti**

**Greece, Chios**

Date: 1<sup>st</sup> cent. AD

Depth: 22m

State of preservation: Scattered

Main cargo: No cargo

Discovery: 1984

Research: Report

Preservation: In situ

Presentation: No

The report on a scattered shipwreck site preserving a lead anchor stock was not followed by any further research.

Bibliography: Touchais 1985; Parker 1992 (site 62); Strauss 2013 (site 92)

**144. Bay of Naousa A****Greece, Paros, North**

Date: 1<sup>st</sup> cent. BC

Depth: 16m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Ephoratae of DUA (1979)

Research: Surface survey (1979)

Preservation: In situ

Presentation: No

The heavily disturbed shipwreck was located during survey of the areas that were threatened by construction works. Lying on a reef, it preserves Koan amphorae, most of them heavily concreted on a coral reef; only a few examples are preserved intact. The Ephorate of DUA and members of the Paros Land Excavation at Koukounaries surveyed the site, under the direction of G. Papathanasopoulos. The site was briefly investigated and photographed. Moreover, samples of the amphorae were recovered for future analysis.

Bibliography: Papathanassopoulos 1980; Papathanassopoulos and Schilardi 1981; Strauss 2013 (site 104)

**145. Bay of Naousa B****Greece, Paros, North**

Date: 1<sup>st</sup> cent. BC

Depth: 5-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Ephorate of DUA (1979)

Research: Surface survey (1979)

Preservation: In situ

Presentation: No

The heavily disturbed shipwreck, which preserves fragmented Roman amphorae, was located during a survey of the areas that were threatened by construction work. During its survey, conducted by the Ephorate of DUA and members of the Paros Land Excavation at Koukounaries under the direction of G. Papathanasopoulos, the site was briefly investigated and photographed.

Bibliography: Papathanassopoulos 1980; Papathanassopoulos and Schilardi 1981; Strauss 2013 (site 7377)

**146. Camirus****Greece, Rhodes**

Date: 13<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

The site has been reported to preserve amphorae of Günsenin type 4. No further information has been published.

Bibliography: Parker 1992 (site 167); Strauss 2013 (site 7591)

**147. Cape Akritas****Greece, Peloponnese, Messinia**

Date: Not known

Depth: 5-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (1969)

Research: Surface survey (1969)

Preservation: In situ

Presentation: No

The site lies only 30m. offshore and preserves fragments of a non-specified type of amphorae. During its surface survey, conducted under the direction of P. Papathanassopoulos, two amphora necks were lifted, which are now stored at the Kalamata Museum.

Bibliography: Papathanassopoulos 1970; Parker 1992 (site 201); Strauss 2013 (site 74)

**148. Cape Sidero A****Greece, Crete, Siteia**

Date: 2<sup>nd</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: J.Y. Cousteau, in collaboration with the Ministry of Culture of Greece and HIMA (1975-6)

Research: Surface survey (1975-76)

Preservation: In situ

Presentation: No

The site, preserving Roman amphorae, was surface surveyed by Ministry of Culture and Science in collaboration with J.Y. Cousteau. No further details have been published.

Bibliography: Parker 1992 (site 214); Strauss 2013 (site 201); Theodoulou 2015b: 35

**149. Cape Sidero B**

**Greece, Crete, Siteia**

Date: 4<sup>th</sup> -8<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Partly coherent

Main cargo: Architectural members

Discovery: J.Y. Cousteau in collaboration with the Ministry of Culture of Greece and HIMA (1975-6)

Research: Surface survey (1975-76)

Preservation: In situ

Presentation: No

The shipwreck of a merchant ship carrying columns as cargo. The site preserves Roman amphorae while parts of the hull of the ship could be preserved beneath the cargo. It was surface surveyed by Ministry of Culture and Science, in collaboration with J.Y. Cousteau. No further details have been published.

Bibliography: Parker 1992 (site 215); Strauss 2013 (site 7638); Theodoulou 2015b: 35

**150. Chalkidiki A**

**Greece, Chalkidiki, Cape Arapis**

Date: 4<sup>th</sup> cent. BC

Depth: 130m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with CAIA (2003)

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The shipwreck site preserves about a dozen Mendeian amphorae and numerous sherds rest on a rocky, stepped cliff side. During the visual inspection of the site under the EUA in collaboration with CAIA, sample finds were lifted with the use of the submersible "Thetis".

Bibliography: Wachsmann 2012: 597-598; Koutsouflakis *forthcoming* (site C2)

**151. Chalkidiki B****Greece, Chalkidiki, Sani**Date: 15<sup>th</sup>-19<sup>th</sup> cent. ADDepth: Not reportedState of preservation: Not reportedMain cargo: Not reportedDiscovery: EUA in collaboration with HCMR (2003)Research: Surface survey (2003)Preservation: In situPresentation: No

The post Byzantine shipwreck was located and surveyed in 2003 by the EUA, in collaboration with HCMR. No further details have been published.

Bibliography: Theodoulou 2015a:90**152. Chios A****Greece, straits between Chios-Oinousses**Date: 4<sup>th</sup> cent. BCDepth: 67mState of preservation: Well-preservedMain cargo: AmphoraeDiscovery: EUA in collaboration with HCMR (2004)Research: Surface survey (2005)Preservation: In situPresentation: No

The site, lying on a flat silty seafloor, extends over an area of 21x8m. It consists of a single, dense, elliptical concentration of about 350 visible amphorae, the majority of which Chian. A second, less common type of amphora is preserved on the site, originating from the eastern Aegean, probably from Samos. Also pottery (a plain ware jug) an anchor shank and arm were located in the assemblage.

The site was surveyed by the EUA, HCMR, and WHOI using an AUV. One amphora and one jug were recovered from the site.

Bibliography: Sakellariou et al 2007; Foley et al 2009; Strauss 2013 (site 8987); Koutsouflakis *forthcoming* (site C9)

**153. Chios B****Greece, Chios, near Lithi**Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BCDepth: 36-42mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA in collaboration with HCMR and WHOI (2005)Research: Surface survey (2005)

Preservation: In situ

Presentation: No

The site, located on a steep rocky slope, preserves around 40 Dr1C amphorae. It was surveyed by the EUA in collaboration with HCMR and WHOI, using an AUV.

Bibliography: Foley et al 2009

**154. Chios C**

**Greece, Chios**

Date: 19<sup>th</sup> cent. AD

Depth: 47m

State of preservation: Partly coherent

Main cargo: No cargo

Discovery: HIMA (1988)

Research: Surface survey (1998)

Preservation: In situ

Presentation: No

The remains of the ship are possibly of the flagship of the Ottoman fleet under the command of Kara Ali that was set on fire and sank during the Greek Revolution. It preserves pottery, bronze objects, and an iron cannon (2,5m length). The remains of timbers of the hull of the ship, with signs of fire damage, are also preserved. The site was surveyed by the HIMA in collaboration with the DUA, under the direction of G.Vichos. During its survey, the site was documented and parts of the movable remains and an iron cannon were lifted.

Bibliography: Vichos 1989; Theodoulou et al 2009

**155. Coins' shipwreck**

**Greece, Syrna, Kasiopi moorage**

Date: 2<sup>nd</sup> cent. AD

Depth: 45-47m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: Local fishermen (2000)

Research: Partial excavation (2002)

Preservation: Partial in situ

Presentation: No

Upon the location of the site, over 30.000 coins were delivered to the EUA by a sponge diver. The EUA in collaboration HCMR visited the site in order to inspect it and to test the possibility of underwater archaeological excavation by using modern technology in around 50m deep, and in 2002 its experimental excavation began. The excavation brought to light a large number of a non-described type of amphorae, a lead sarcophagus as well as

coins dated on the 3rd AD. A. A large number' of amphorae, type not described. Moreover, parts of the hull of the ship were visible on the seabed. During the excavation, the visible timbers of the hull of the ship, amphorae, pottery, and the lead sarcophagus were lifted.

*Bibliography:* Micha and Kourkoumelis 2010; Dellaporta 2012a: 571-572; Strauss 2013 (site 196); Theodoulou 2015a:90

**156. Conga**

**Greece, Peloponnese, Methone, Porto Longo**

*Date:* 19<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Partly coherent

*Main cargo:* Raisins

*Discovery:* P. Throckmorton (1969)

*Research:* Partial excavation (1969)

*Preservation:* Partial in situ

*Presentation:* No

The shipwreck was located in the harbour of Porto Longo. It preserves its cargo of raisings as well as a broken bottle. Remains of the hull of the ship are preserved beneath the surface. Its partial excavation, under the direction of Sp. Marinatos, aimed to test the application of sonar techniques to underwater sites and to investigate the process of dissolution of wood. During the excavation, a plank, several sheaves from block and a half broken bottle were raised and transferred to the Pylos Castle store room.

*Bibliography:* Throckmorton 1970a

**157. Columbine**

**Greece, Peloponnese, Methone, Porto Longo**

*Date:* 19<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Partly coherent

*Main cargo:* No cargo

*Discovery:* P. Throckmorton (1969)

*Research:* Partial excavation (1969)

*Preservation:* Partial in situ

*Presentation:* No

The remains of an 18 gun brig which was on a diplomatic mission for the British Government. The site was partially excavated under the direction of Sp. Marinatos aiming to test the application of sonar techniques to underwater sites and to investigate the process of dissolution of wood. The site preserved few movable remains, including two

fragments of plates as well as three bottles and an inscribed holy stone. All of them were lifted and transferred to the Pylos Castle store room. During the excavation, part of the hull of the ship was revealed, including its oak planking, copper sheathing, and copper nails.

Bibliography: Throckmorton 1970a

**158. Corfu A**

**Greece, Corfu**

Date: 2<sup>nd</sup> cent. BC

Depth: 60m>

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1970

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck found in deep waters off Corfu carrying amphora cargo. Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 337); Strauss 2013 (site 199)

**159. Corfu B**

**Greece, Corfu**

Date: 4<sup>th</sup> cent. AD

Depth: 1175m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2000)

Research: Surface survey

Preservation: In situ

Presentation: No

An undisturbed shipwreck discovered during the deep water survey conducted by EUA and HCMR in 2000. It preserves an assemblage of intact and broken amphorae of Africana IC, Africana IIC2 and Africana IIIA types. Moreover, two iron anchors and a marble mortar are preserved on the surface layer of the site.

Bibliography: Kourkoumelis and Sakelariou 2016; Koutsouflakis *forthcoming* (site R34)



**160. Corfu C**

**Greece, Corfu**

Date: 7<sup>th</sup> cent. AD

Depth: 1370m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2012)

Research: Surface survey

Preservation: In situ

Presentation: No

An undisturbed shipwreck discovered during the deep water survey conducted by EUA and HCMR in 2012. It consists of two concentrations 10m apart, preserving amphorae of the Keay 61 A and possibly the LR2 type as well as cooking ware (chytres and casseroles).

Bibliography: Kourkoumelis and Sakelariou 2016; Koutsouflakis *forthcoming* (site LR33)

**161. Daskaleio**

**Greece, Lakonia, Daskaleio islet**

Date: 5<sup>th</sup> -7<sup>th</sup> cent. AD

Depth: 5-28m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Report

Preservation: In situ

Presentation: No

A much-disturbed cargo of LR2 amphorae has been reported. No further research has been undertaken at the site.

Bibliography: Koutsouflakis *forthcoming* (site LR15)

**162. Daskaleio**

**Greece, Euboean Gulf, Daskaleio Kerateas**

Date: 4<sup>th</sup> cent. BC

Depth: 33-38m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (1994)

Research: Surface survey (1994, 2011)

Preservation: In situ

Presentation: No

The shipwreck, resting on a rocky seabed 70m off shore, extends over an area of 12x4m. It was first surveyed in 1994 by the EUA. Thirty amphorae, of two different types are

preserved on the site, one of which identified as Sohokla I type. During the survey, the site was documented and photographed, and one intact amphora was lifted. The site was revisited in 2011/12 during the Euboean Gulf survey (Shipwreck 12 of the Euboean Gulf survey). According to the report, only 8-10 amphorae are still preserved *in situ*, some of them intact.

Bibliography: Koutsouflakis 2013: 193-195

**163. Delphinion**

**Greece, Chios, NE**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 9-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Not surveyed

Preservation: In situ

Presentation: No

The site, extending over an area of 12x4m, preserves a large deposit of broken, concreted amphorae. Byzantine amphorae (similar to Riley D377) and perhaps a variety of Riley LR1 (Keay 53) have been identified.

Bibliography: Parker 1992 (site 357); Strauss 2013 (site 7775)

**164. Demakos**

**Greece, Euboean Gulf, Almyropotamos bay, Demakos**

**islet**

Date: 2<sup>nd</sup> cent. AD

Depth: 17-28m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (2007)

Research: Surface survey

Preservation: In situ

Presentation: No

Shipwreck 10 of the Euboean Gulf underwater survey is located at this site. Covering an area of 600sq.m., the site preserves concreted amphora sherds of different types. Ostia XXIII, Ostia LIX, Tripolitanian I, and early versions of Africana I types were identified on the site. Two more amphora types, presumably of north African origin, have not been identified yet. During the survey of the site by EUA in collaboration with HIMA, under the direction of G. Koutsouflakis, five amphorae of different type were recovered.

*Bibliography:* Koutsouflakis et al 2012; Koutsouflakis and Argyris 2015; Koutsouflakis forthcoming (site R3)

**165. Dhia A Greece, Crete, Dhia island, Western cape of Kapari bay**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 18-25m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with WHOI and HCMR (2011)

*Research:* Surface survey (2011)

*Preservation:* In situ

*Presentation:* No

A much-disturbed cargo lies on a rocky seabed near the west side of Kapari bay. The cargo consists of LR2 and LR13 amphorae. Crew utensils, including a flat bottom vessel and a cooking pot are also preserved on the site. During the survey of the site by the EUA in collaboration with WHOI and HCMR, three samples of LR2 amphorae were recovered from as well as the crew utensils.

*Bibliography:* Theodoulou et al 2015a: 616 (Shipwreck 1); Koutsouflakis forthcoming (site LR32)

**166. Dhia B Greece, Crete, Dhia island, Aginara area**

*Date:* 9<sup>th</sup>-11<sup>th</sup> cent. AD

*Depth:* 10-28m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with WHOI and HCMR (2011)

*Research:* Surface survey (2011)

*Preservation:* In situ

*Presentation:* No

The shipwreck lies on a rocky seabed with sand pockets. It consists of a concentration of six variations of small fragmented amphorae. Although no exact parallels were made, their types resemble Byzantine amphorae of the 9th-11th CE and Roman Cretan amphorae of types AC1, AC2 and AC3. Pottery fragments from other periods are also preserved on the site, as intrusions. During the survey of the site by the EUA in collaboration with WHOI and HCMR, sample amphorae were lifted.

*Bibliography:* Theodoulou et al 2015a: 617 (Shipwreck 2); Koutsouflakis *forthcoming* (site B37)

**167. Dhia C Greece, Crete, Dhia island, Eastern side of Panagia bay**

*Date:* 1<sup>st</sup> cent. AD

*Depth:* 25-30m

*State of preservation:* Partly coherent

*Main cargo:* Amphorae

*Discovery:* J.Y. Cousteau in collaboration with the Ministry of Culture of Greece and HIMA (1975-6)

*Research:* Partial excavation (1976)

*Preservation:* Partial in situ

*Presentation:* Planned ex situ

The wreck is located in the south part of Dhia, on an inclined rocky plateau, half covered by sediments. Its cargo consisted of amphorae, of Rhodian, Koan, Nubian, Dr. 18 and Dr. 25 (or 15) types.

The site was partially excavated by J.Y. Cousteau in collaboration with the Ministry of Culture of Greece and HIMA, under the supervision of the archaeologist L. Kolonas. During the excavation, in total 357 objects were lifted from the surface and first layer of the shipwreck. The finds raised, were transferred to Koules Venetian castle at Heraklion Port. There are plans to exhibit the finds at the Koule fortress once conservation works of the fortress are completed. The site was re-examined in 2011 by the EUA in collaboration with the WHOI and HCMR, however, no further finds were lifted.

*Bibliography:* Gibbins 1991: 353; Parker 1992 (site 359); Strauss 2013 (site 200); Theodoulou 2015b:35; Theodoulou et al 2015a:618 (Shipwreck 3); Koutsouflakis *forthcoming* (site R38)

**168. Dhia D Greece, Crete, Dhia island, Cape Korakia (South)**

*Date:* 1<sup>st</sup>- 2<sup>nd</sup> cent. AD

*Depth:* 39m

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* Local diver (2011)

*Research:* Surface survey (2011)

*Preservation:* In situ

*Presentation:* No

The shipwreck, located in the west promontory of Dhia, rests on a sloping rocky seabed which ends on sand plateau and covers an area of 8x3m. It preserves intact as well as fragmented Rhodian amphorae while it is speculated that part of its cargo could be still buried in the sand. The site was inspected by the EUA in collaboration with WHOI and HCMR. During the one dive made at the site, an amphora sample was lifted, which was transferred to the storerooms of the 23rd Ephorate of Prehistoric and Classical Antiquities storerooms for desalination.

*Bibliography:* Theodoulou et al 2015a: 619 (Shipwreck 4); Koutsouflakis *forthcoming* (site R39)

**169. Dhia Greece, Crete, Dhia island, Cape Agios Georghios (SE)**

*Date:* 7<sup>th</sup> cent. AD

*Depth:* 27m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Local diver (2011)

*Research:* Surface survey (2011)

*Preservation:* In situ

*Presentation:* No

The shipwreck, resting on a rocky slope with sand pockets, preserves large fragments of LR1 and LR 13 amphorae. Its survey, was conducted by the EUA in collaboration with WHOI and HCMR. Two samples were recovered from the site and transferred to the storerooms of the 23rd Ephorate's of Prehistoric and Classical Antiquities where they were desalinated.

*Bibliography:* Theodoulou et al 2015a: 620 (Shipwreck 5); Koutsouflakis *forthcoming* (site B36)

**170. Dhia F**

**Greece, Crete, Dhia island**

*Date:* 16<sup>th</sup>-17<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Not reported

*Main cargo:* Architectural members

*Discovery:* J.Y.Cousteau (1976)

*Research:* Surface survey (1976)

*Preservation:* Partial in situ

*Presentation:* Ex situ

The shipwreck preserves marble blocks, column capitals and stone blocks belonging to a Greek temple of the classical period. It is not certain whether it was used as a ballast or not. Moreover, iron bars, a twin pair of bronze cannons and copper bowls were located on the site. During the survey, conducted by J. Cousteau and L. Kolonas, all the movable remains were lifted and transferred to the Koules Venetian castle at Heraklion Port. There are plans to exhibit the finds at the Koule fortress once conservation works of the fortress are completed.

*Bibliography:* Cousteau 1977; Theodoulou 2015a:35

**171. Dhia G**

**Greece, Crete, Dhia island**

*Date:* 17<sup>th</sup>-18<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Not reported

*Main cargo:* Not reported

*Discovery:* J.Y.Cousteau (1976)

*Research:* Surface survey (1976)

*Preservation:* Partial in situ

*Presentation:* No

The shipwreck site was located by J.Y. Cousteau in 1976 and was surveyed by J. Cousteau and L. Kolonas. The finds located and lifted from the site have not been published.

*Bibliography:* Theodoulou 2015a:35

**172. Dhokos**

**Greece, Argolida**

*Date:* 22<sup>nd</sup> cent. BC

*Depth:* 15-32m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* P. Throckmorton (1975)

*Research:* Full excavation (1989-1992)

*Preservation:* Ex situ

*Presentation:* No

The shipwreck, dated to the Proto-Helladic period, is the oldest shipwreck ever discovered. Its excavation, by the HIMA under the direction of G. Papathanasopoulos, is the first full-scale shipwreck excavation ever conducted in Greece.

The main cargo of the ship was domestic pottery. Particularly, almost 1380 objects have been recorded on the site, including saucers, deep and medium-depth bowls, pots, jugs,

and plates. Larger storage jars included several wide-lipped earthenware jars, a pithos as well as sherds of Proto-Helladic amphorae.

The site also preserved fragments of lead ingots, of obsidian blade shafts as well as of a pyxis. Moreover, a large quantity of coins was located on the site.

Fourteen metres away from the main assemblage, two anchors made of greenish schist and pierced with a hole were located, suggesting that the ship was around 15-20m long.

All the finds lifted from the site were transferred to the Spetses museum where they were conserved.

*Bibliography:* Kritzas 1989; Papathanasopoulos et al 1992; Parker 1992 (site 362); Theodoulou 2011; Strauss 2013 (site 7780); Koutsouflakis *forthcoming* (site P2)

**173. Dhrapi**

**Greece, Argolic Gulf, Hydra-Spetses**

*Date:* 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

*Depth:* 35-40m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Ephorate of DUA (1979)

*Research:* Surface survey (1979)

*Preservation:* In situ

*Presentation:* No

A scattered shipwreck site lying on a steep slope. It preserves Rhodian amphorae and a lead anchor-stock. The Ephorate of DUA and members of the Paros Land Excavation at Koukounaries surveyed the site, under the direction of G. Papathanassopoulos.

*Bibliography:* Papathanassopoulos 1980; Parker 1992 (site 363); Strauss 2013 (site 47); Koutsouflakis *forthcoming* (site H25)

**174. Dionysades islet**

**Greece, East tip of Crete**

*Date:* 1<sup>nd</sup>-2<sup>nd</sup> cent. AD

*Depth:* 43m

*State of preservation:* Partly coherent

*Main cargo:* Amphorae

*Discovery:* Local diver (2007)

*Research:* Surface survey (2007)

*Preservation:* In situ

*Presentation:* No

The shipwreck extends over an area of 200 sq.m. along a reef, on a mixed rocky and sandy seabed. In its visible parts, it preserves around 150 intact amphorae and many fragments. The bulk of the cargo is Cretoise 2 type amphorae, while Tripolitanian 1 type amphorae are also preserved in smaller quantities. The site has been photographically documented by the EUA.

Bibliography: Preka-Alexandrini et al 2012,; Koutsouflakis *forthcoming* (site R36)

**175. Elounta**

**Greece, Crete**

Date: 17<sup>th</sup>-19<sup>th</sup> cent.AD

Depth: 52m

State of preservation: Partly coherent

Main cargo: No cargo

Discovery: EUA (2007)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves the frames and ceiling planks of a wooden boat built in the shell first technique. Moreover, an English type anchor, dated to the 17<sup>th</sup>-19<sup>th</sup> AD was also located on the site. Reported and inspected by the EUA, no further research has been undertaken at the site.

Bibliography: Preka-Alexandrini et al 2012: 105-106

**176. Foinikas port**

**Greece, Syros**

Date: 5<sup>th</sup> cent. BC-15<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2004)

Research: Report

Preservation: In situ

Presentation: No

The site preserves four piles of amphorae, dating from the Classical to the Late Byzantine period, which may represent the remains of 4 different shipwrecks. Reported and inspected by the EUA under the direction of A. Simosi, no further research has been undertaken at the site.

Bibliography: Whitley 2005:91, Strauss 2013 (site 102)



**177. Fournoi 1**

**Greece, Ikaria, Fournoi, Vitsilia bay**

Date: 4<sup>th</sup> cent.BC

Depth: 34-39m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPM Nautical Foundation (RPMNF) (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck was surface surveyed by the EUA in collaboration with RPMNF (hereinafter EUA-RPMNF survey) under the direction of G. Koutsouflakis, within the framework of the Fournoi underwater survey. Lying on the stepped plateaus of a reef, the site exhibits several traces of extensive looting. Its preserved cargo consists of three complete pithoi with prolonged bases, several intact and broken amphorae, most of them Chian, tableware, and an almost intact clay louterion.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site C14)

**178. Fournoi 2**

**Greece, Ikaria, Fournoi, Aspros Kavos**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 12-26m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site was surveyed by the EUA-RPMNF survey. Lying on a rocky seabed, the much-disturbed cargo of broken amphorae, preserved in several small concreted heaps, extends over a wide area where the remains of several wrecks were located. At least one shipwreck of the Late Roman period was identified, preserving LR1 and LR2 amphorae. A limited number of LR3 were also located on the site.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR22)

**179. Fournoi 3 Greece, Ikaria, Fournoi, Cape Aspros Kavos**

Date: 3<sup>rd</sup>-6<sup>th</sup> cent. AD

Depth: 23-26m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck was located and documented during the 2015 EUA-RPMNF survey. Lying on the steep coastline of the eastern side of the Aspros Cavos promontory, the site consists of a small, much distorted heap of carrot-shaped amphorae, belonging to the Sinope CIII2 type. The site has been extensively distorted through the years as many of its amphorae are now possessed by Kalymnian sponge-divers??.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR19)

**180. Fournoi 4 Greece, Ikaria, Fournoi, Aspros Kavos**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 9-18m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site, located and documented during the 2015 EUA-RPMNF survey, lies on a rocky seabed, half-covered by sediments. It consists of two long, dense, paralleled heaps of intact and broken concreted amphorae of a type close to LR13.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR23)

**181. Fournoi 5 Greece, Ikaria, Fournoi, Kamari**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 4-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site, surveyed during the EUA-RPMNF survey, lies on off a small bay, north of Kamari village. It preserves the assemblage of concreted amphora sherds, mainly of the LR1 and LR2 types, in several variations.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR17)

**182. Fournoi 6**

**Greece, Ikaria, Fournoi, Kamari**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 5-8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site is located only 40 metres away from the Fournoi 5 shipwreck. It preserves a large assemblage of concreted amphora sherds of the LR1 and LR2 types, probably a second wreck of the same period. Its documentation took place during the the 2015 EUA-RPMNF survey, under the direction of G. Koutsouflakis.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR18)

**183. Fournoi 7**

**Greece, Ikaria, Fournoi, Thymaina island**

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

Depth: 18-40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy downhill, was located and documented by the EUA-RPMNF survey. Its remains, located beneath the cargo of a Byzantine shipwreck (Shipwreck Fournoi 20), preserved Graeco-italic type D amphorae. The site was located

and documented during the 2015 EUA-RPMNF survey, under the direction of G. Koutsouflakis.

*Bibliography:* Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H8)

**184. Fournoi 8 Greece, Ikaria, Fournoi, Tourkolimninas bay**

*Date:* 5<sup>th</sup>-6<sup>th</sup> cent. AD

*Depth:* 6-45m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with RPMNF (2015)

*Research:* Surface survey (2015)

*Preservation:* In situ

*Presentation:* No

The site was located and documented during the 2015 EUA-RPMNF survey, under the direction of G. Koutsouflakis. It is scattered along the sandy seabed on the tip of the southern cape of the bay and the southern inner side. Several deposits of fragmented amphorae are located at a greater depth, while a limited number of intact amphorae were located in the 40 m. zone. Its main cargo consisted of LR2 amphorae. The site also preserves a limited number of LR1 amphorae as well as some of African origin. Roof tiles are also preserved on the site.

*Bibliography:* Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR20)

**185. Fournoi 9 Greece, Ikaria, Fournoi, Agios Minas island**

*Date:* 4<sup>th</sup>-6<sup>th</sup> cent. AD

*Depth:* 11-13m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with RPMNF (2015)

*Research:* Surface survey (2015)

*Preservation:* In situ

*Presentation:* No

The remains of the site were located during a survey near the strait separating the island of Aghios Minas and the islet of Mikros Aghios Minas, lying on a stepped rocky seafloor that ends in an extended field of seaweed. It preserves its amphorae cargo of mainly several variations in shape and size of LR 4 amphorae. A stone anchor with two holes

was also located on the site. The shipwreck was located and documented during the 2015 EUA-RPMNF Fournoi underwater survey, under the direction of G. Koutsouflakis.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR27)

**186. Fournoi 10**

**Greece, Ikaria, Fournoi, Vitsilia bay**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 6-24m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

Dense remains of an amphora cargo, scattered along a rocky seabed, were located during the EUA-RPMNF 2015 survey. The site, covering an area of over 20 metres in length, consists of concreted LR1 and LR2 amphorae. Samples of amphorae were also located deeper, exposed loose on the sandy seabed.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR21)

**187. Fournoi 11**

**Greece, Ikaria, Fournoi, Thymaina island, Trachili bay**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 6-12m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck, lying on the rocky seabed, was located and documented during the 2015 EUA-RPMNF Fournoi underwater survey. It consists of heaps of concreted amphorae fragments; most of them of the LR2 type. Some LR1 necks were also reported.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR26)

**188. Fournoi 12**

**Greece, Ikaria, Fournoi, Agios Minas island**

Date: 2<sup>nd</sup>-3<sup>rd</sup> cent. AD

Depth: 16-55m

State of preservation: Partly coherent Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The remains of a large shipwreck, which was located during the 2015 EUA – RPMNF survey in the north side of the island, lie on a mixed sandy and rocky seafloor. Although the site was extensively looted and disturbed, almost a hundred of intact amphorae are preserved in several concentrations over an extended area. The main cargo of the ship contained several different types of amphorae, originating from the Black Sea. The main type, a massive cylindrical, squat amphora, has not yet been identified. Variations of Zeest 93 type in several sizes are also preserved on the site.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site R25)

**189. Fournoi 13**

**Greece, Ikaria, Fournoi**

Date: 6<sup>th</sup> cent. BC

Depth: 33-38m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

Lying on a steep rocky seabed, the shipwreck site was located and documented during the 2015 EUA-RPMNF survey. The remains of a homogeneous cargo consist of amphorae that assimilate known Samian and Klazomenian types, preserved in both intact and fragmentary condition.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site A2)

**190. Fournoi 14**

**Greece, Ikaria, Fournoi, Fyghou bay**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 16-30m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site, located and documented during the 2015 EUA-RPMNF survey, consists of a concentration of broken and intact amphorae lying on the rocky eastern coast of the bay. Most of the amphorae preserved are of the LR1 type although there is evidence at of LR4.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR25)

**191. Fournoi 15 Greece, Ikaria, Fournoi, Aspros Kavos promontory**

Date: 3<sup>rd</sup>-4<sup>th</sup> cent. AD

Depth: 44-50m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

Located during the 2015 EUA – RPMNF Fournoi underwater survey, the heavily silted shipwreck lies on a sandy sloping downhill. Its surface layer preserves around 50 amphorae, most of them intact, belonging to the Zeest 72 type (Dyczek 31). Several sample finds were lifted during the survey of the site, among them a Kapitän 2 amphora, another amphora type not identified yet, and large numbers of plain tableware.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site R23)

**192. Fournoi 16**

**Greece, Ikaria, Fournoi, Kisiria island**

Date: 2<sup>nd</sup> cent. AD

Depth: 12-24m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The site was located and documented during the 2015 EUA-RPMNF Fournoi underwater survey. It consists of multiple concentrations of concreted amphora sherds that extend on the rocky seabed at several depths, which represent the remains of at least one wreck.

Three distinct amphora-types were identified, the most common being the Middle Roman 18 or Dyczek 25a type.

*Bibliography*: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site R24)

**193. Fournoi 17**

**Greece, Ikaria, Fournoi**

*Date*: Not known

*Depth*: Not reported

*State of preservation*: Scattered

*Main cargo*: Not reported

*Discovery*: EUA in collaboration with RPMNF (2015)

*Research*: Surface survey (2015)

*Preservation*: In situ

*Presentation*: No

The location of site, which preserves amphora fragments, was reported during the 2015 EUA-RPMNF Fournoi underwater survey. No further information has been published.

*Bibliography*: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016

**194. Fournoi 18**

**Greece, Ikaria, Fournoi**

*Date*: Not known

*Depth*: Not reported

*State of preservation*: Scattered

*Main cargo*: Not reported

*Discovery*: EUA in collaboration with RPMNF (2015)

*Research*: Surface survey (2015)

*Preservation*: In situ

*Presentation*: No

The location of site, which preserves amphora fragments, was reported during the 2015 EUA-RPMNF Fournoi underwater survey. No further information has been published.

*Bibliography*: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016

**195. Fournoi 19**

**Greece, Ikaria, Fournoi**

*Date*: Not known

*Depth*: Not reported

*State of preservation*: Scattered

*Main cargo*: Not reported

*Discovery*: EUA in collaboration with RPMNF (2015)



Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The location of site, which preserves amphora fragments, was reported during the 2015 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016

**196. Fournoi 20 Greece, Ikaria, Fournoi, Thymaina island, Katerghakia islet**

Date: 11<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: 22-40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck was located and documented during the 2015 EUA-RPMNF Fournoi underwater survey. Extending over a steep sandy downhill between two rocky cliffs, the site preserves the remains of at least two distinct shipwrecks: a Hellenistic (Shipwreck Fournoi 7) and a Byzantine. The cargo of the Byzantine shipwreck consists mainly of Günsenin XVI type of amphorae.

Bibliography: Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site B12)

**197. Fournoi 21 Greece, Ikaria, Fournoi, Agios Minas island, Pighadi bay**

Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BC

Depth: 39-40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The remains of a shipwreck lying on a sandy plateau. It was located and documented during the 2015 EUA-RPMNF Fournoi underwater survey. The upper part of the ship is

destroyed by fishing trawlers. The site consists of several tenths of intact and broken amphorae of a Late Hellenitic Koan type. Their state of preservation, some of them still preserving their stowage position, suggests that the ship's hull could be preserved beneath the cargo.

*Bibliography:* Ministry of Culture and Sports 2015; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H11)

**198. Fournoi 22**

**Greece, Ikaria, Fournoi**

*Date:* Not known

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Not reported

*Discovery:* EUA in collaboration with RPMNF (2015)

*Research:* Surface survey (2015)

*Preservation:* In situ

*Presentation:* No

The location of the site, which preserves amphora fragments, was reported during the 2015 EUA-RPMNF Fournoi underwater survey. No further information has been published.

*Bibliography:* Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**199. Fournoi 23**

**Greece, Ikaria, Fournoi**

*Date:* 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with RPMNF (2016)

*Research:* Surface survey (2016)

*Preservation:* In situ

*Presentation:* No

The shipwreck site was located and documented during the 2016 EUA-RPMNF Fournoi underwater survey. It preserves Koan amphorae.

*Bibliography:* Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**200. Fournoi 24**

**Greece, Ikaria, Fournoi, Xera islet**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 7-20m

State of preservation: Scattered

Main cargo: Pottery

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site was located and documented during the 2016 EUA-RPMNF Fournoi underwater survey. It represents the remains of a shipwreck scattered on the rocky cliffs of the reef and into the sand in the deeper zone. Its homogeneous cargo consists of plates bearing a stamped decoration of a cross, identified as Late Roman C Ware (Phocean Red Slip Ware).

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (LR24)

**201. Fournoi 25**

**Greece, Ikaria, Fournoi**

Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The shipwreck site was located and documented during the 2016 EUA-RPMNF Fournoi underwater survey. It preserves Sinopean amphorae.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**202. Fournoi 26**

**Greece, Ikaria, Agios Minas island, Cape**

**Liano Karavi**

Date: 2<sup>nd</sup> cent. BC

Depth: 12-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The shipwreck located on a rocky cliff, was documented during the 2016 EUA-RPMNF Fournoi underwater survey. Its cargo consists of several concreted concentrations of broken Koan amphorae in two variations, domestic pottery, and lagynoi and tableware.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H13)

**203. Fournoi 27 Greece, Ikaria, Fournoi, Agios Minas island, Kambi bay**

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

Depth: 25-42m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The heavily disturbed site, resting on a mixed, rocky and sandy seafloor, was located and documented during the 2016 EUA – RPMNF Fournoi underwater survey. It preserves at least four different types of amphorae; Knidian, Rhodian, Koan, and Greco-italic (Will d type).

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H10)

**204. Fournoi 28 Greece, Ikaria, Fournoi, Thymaina island**

Date: 2<sup>nd</sup> cent. BC

Depth: 12-34m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The shipwreck was located and documented during the 2016 EUA – RPMNF Fournoi underwater survey. Lying on on a stepped, rocky downhill that forms inclined plateaus, the site preserves a fragmented amphora cargo covered by sand. Among the three different types of amphorae documented, the two were identified as Koan. Bibliography: Ministry of

Culture and Sports 2016; RPM Nautical Foundation 2016, Koutsouflakis *forthcoming* (site H7)

**205. Fournoi 29**

**Greece, Ikaria, Fourn**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The location of site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**206. Fournoi 30**

**Greece, Ikaria, Fournoi, Agios Minas island**

Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BC

Depth: 35-47m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, lying on a rocky, inclined seafloor, was located and documented during the EUA-RPMNF 2016 Fournoi underwater survey. It preserves some hundreds of intact and broken concreted amphorae, the remains of a homogeneous cargo of Koan amphorae.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H12)

**207. Fournoi 31**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**208. Fournoi 32**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**209. Fournoi 33**

**Greece, Ikaria, Fournoi, Kisiria island**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 8-18m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

A scattered shipwreck, which preserves several small concreted heaps of fragmented Mendean amphorae. It was located and documented during the 2016 EUA-RPMNF Fournoi underwater survey.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site C15)

**210. Fournoi 34**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**211. Fournoi 35**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Not reported

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**212. Fournoi 36**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**213. Fournoi 37**

**Greece, Ikaria, Fournoi**

Date: 6<sup>th</sup> cent. BC

Depth: 4-11m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

A small concentration of broken amphorae lying on rocky seafloor was located during the 2016 EUA- RPMNF Fournoi underwater survey. It preserves the remains of at least three different eastern Aegean amphora types, known from close deposits of the Athenian Agora.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site A3)

**214. Fournoi 38**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA- RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**215. Fournoi 39**

**Greece, Ikaria, Fournoi**

Date: 6<sup>th</sup> cent. BC

Depth: 28-37m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No



Located and documented during the 2016 EUA-RPMNF Fournoi underwater survey in the bay west of Cape Halara, the site lies on a heavily silted sandy downhill. It preserves scattered amphora sherds of the Dupont 23.8.h type, originating from the area of Miletus – Asia Minor.

*Bibliography:* Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site A4)

**216. Fournoi 40 Greece, Ikaria, Fournoi, Thymaina island, Cape Skali**

*Date:* 2<sup>nd</sup> cent. BC

*Depth:* 18-33m

*Discovery:* EUA in collaboration with RPMNF (2016)

*Research:* Surface survey (2016)

*Preservation:* In situ

*Presentation:* No

Located and documented during the 2016 EUA-RPMNF Fournoi underwater survey, the site probably represents the remains of a much-disturbed shipwreck. It preserves fragmented Knidian and Koan amphorae, scattered over an extensive area on the rocky seabed.

*Bibliography:* Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site H9)

**217. Fournoi 41 Greece, Ikaria, Fournoi**

*Date:* Not known

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with RPMNF (2016)

*Research:* Surface survey (2016)

*Preservation:* In situ

*Presentation:* No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

*Bibliography:* Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**218. Fournoi 42**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**219. Fournoi 43**

**Greece, Ikaria, Fournoi**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, which preserves amphora fragments, was reported during the 2016 EUA-RPMNF Fournoi underwater survey. No further information has been published.

Bibliography: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016

**220. Fournoi 44**

**Greece, Ikaria, Fournoi, Agios Minas island**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 24-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with RPMNF (2016)

Research: Surface survey (2016)

Preservation: In situ

Presentation: No

The site, located and surveyed during the 2016 EUA-RPMNF Fournoi underwater survey, lies along the sides of a stepped downhill. It consists of a concentration of scattered broken amphorae of the LR 1 type.

*Bibliography*: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site LR28)

**221. Fournoi 45 Greece, Ikaria, Fournoi, Thymaina island, Vathylakas bay**

*Date*: 4<sup>th</sup> cent. AD

*Depth*: 57-63m

*State of preservation*: Partly coherent

*Main cargo*: Amphorae

*Discovery*: EUA in collaboration with RPMNF (2016)

*Research*: Surface survey (2016)

*Preservation*: In situ

*Presentation*: No

The shipwreck, lying at the bottom of a steep rocky downhill, was located and documented during the 2016 EUA-RMPNF Fournoi underwater survey. It consists of an almost intact and heavily silted amphora cargo of Africana IIC and Africana IIIA types. A limited number of Almagro 51C amphorae and domestic pottery is also preserved at the site.

*Bibliography*: Ministry of Culture and Sports 2016; RPM Nautical Foundation 2016; Koutsouflakis *forthcoming* (site R22)

**222. Gaidouromandra**

**Greece, Euboean Gulf, Lavrion**

*Date*: 5<sup>th</sup> cent. BC

*Depth*: 5-8m

*State of preservation*: Scattered

*Main cargo*: Amphorae

*Discovery*: EUA (1979)

*Research*: Partial excavation (1979)

*Preservation*: In situ

*Presentation*: No

The shipwreck, resting on a reef about 50m offshore, extends over an area of 13x9m. Its main cargo consists of concretions amphora sherds of two non-identified variations, probably originating from the Eastern Aegean. Domestic pottery was also located on the site, which included a black glazed kantharos with stamped decoration. The site was excavated by the EUA and members of the Paros Land Excavation at Koukounaries under the direction of G. Papathanasopoulos and was revisited during the Euboean Gulf Survey (Shipwreck no 21 of the survey).

*Bibliography:* Papathanassopoulos 1980; Parker 1992 (site 431); Koutsouflakis 2013: 189-191; Strauss 2013 (site 7847); Koutsouflakis *forthcoming*. (site C20)

**223. Gavdopoula**

**Greece, Crete (south), Gavdopoula islet**

*Date:* 2<sup>nd</sup>-1<sup>st</sup> cent. BC

*Depth:* Not reported

*State of preservation:* Not reported

*Main cargo:* Amphorae

*Discovery:* EUA (1990s)

*Research:* Surface survey (1990s)

*Preservation:* In situ

*Presentation:* No

The shipwreck preserves fragments of Dressel 1 and Lamboglia 2 amphorae as well as a lead bar stamped with the name of Marcus Planius Filius. The site was inspected by the EUA under the direction of K. Dellaporta.

*Bibliography:* Koutsouflakis *forthcoming* (site H44)

**224. Gavrion**

**Greece, Andros**

*Date:* 5<sup>th</sup>-3<sup>rd</sup> cent. BC

*Depth:* 7-20m

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* 1980s

*Research:* Report

*Preservation:* In situ

*Presentation:* No

The site preserves a mound of Phoenician type amphorae. Besides its report, no further information has been published.

*Bibliography:* Parker 1992 (site 440); Strauss 2013 (site 7847)

**225. Giagana moorage**

**Greece, Kefalonia-Ithaki straits**

*Date:* 27<sup>th</sup>-20<sup>th</sup> cent. BC

*Depth:* 28m

*State of preservation:* Scattered

*Main cargo:* Pottery

*Discovery:* EUA (2000)

*Research:* Surface survey (2000)

*Preservation:* Partial in situ

*Presentation:* Partial ex situ

A heavily concreted site resting along a steep rocky descent, 400 m. north of Giagana bay. The cargo of the ship consists mainly of a number of hydria type closed jars made for storage and transportation, some of them intact.

The EUA surveyed and documented the site under the direction of P. Evangelistis. Sample amphorae were recovered in order to examine the possibility for its future excavation. The finds lifted are now exhibited at Pylos castle (Pasa building), as part of the exhibition "Sunken trips, human investigations at the Pelloponnesian Sea".

Bibliography: Ministry of Culture and Sports 2014b; Koutsouflakis *forthcoming* (site P1)

**226. Glaronisi**

**Greece, Glaronisi**

Date: 2<sup>nd</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1984)

Research: Surface survey (1984)

Preservation: In situ

Presentation: No

The shipwreck, preserving Roman amphora fragments, was surveyed by the EUA. No further information has been published.

Bibliography: Parker 1992 (site 455); Strauss 2013 (site 95)

**227. Glaros I**

**Greece, Pagasitic Gulf, Magnesia, Cape Glaros**

Date: 12<sup>th</sup>-13<sup>th</sup> cent. AD

Depth: 7-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The site was located and documented during the Pagasitic Gulf Survey (Shipwreck no 4 of the survey) conducted by the HIMA under the direction of I. Spondylis, in the same area as Glaros II shipwreck.

The site, covering an area of 250 m, represents the deposits of probably more than one shipwrecks, **and of jettison**. It preserves multiple small-sized heaps of pottery and a large number of Byzantine iron anchors of the Y and T types. The Günsenin 3 type amphorae preserved indicate to the presence of at least one shipwreck close to

the tip of the cape.

Bibliography: Tachydromos 2007; Theodoulou 2011:43; Spondylis 2012b; Ant1 news 2015; Koutsouflakis *forthcoming* (site B13)

**228. Glaros II**

**Greece, Pagasitic Gulf, Magnesia, Cape Glaros**

Date: 12<sup>th</sup> -13<sup>th</sup> cent. AD

Depth: 7-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: Planned in situ

The site was located and documented during the Pagasitic Gulf Survey (Shipwreck no 3 of the survey) conducted by the HIMA, under the direction of I. Spondylis, in the same area as Glaros I shipwreck. The significant number of Günsenin 3 type amphorae preserved, probably represent the remains of a separate shipwreck.

Bibliography: Tachydromos 2007; Theodoulou 2011:43; Spondylis 2012b; Ant1 news 2015; Koutsouflakis *forthcoming* (site B14)

**229. Gyaros**

**Greece, Cyclades, Glaronisi islet**

Date: 5<sup>th</sup> -6<sup>th</sup> cent. AD

Depth: 34-40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: G. Koutsouflakis (2010)

Research: Surface survey (2014)

Preservation: In situ

Presentation: No

The remains of a much-disturbed shipwreck were located resting on a rocky slope. It preserves a loose concentration of Late Roman 2 amphora sherds surrounded by several smaller groups of broken ceramics. The site was inspected by G. Koutsouflakis. No further details have been published.

Bibliography: Koutsouflakis *forthcoming* (site LR11)

**230. Haghiokambos****Greece, Thessaly**

Date: Not known

Depth: 6m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Report

Preservation: In situ

Presentation: No

Besides the report on the location of a shipwreck site in the area, no further details have been published.

Bibliography: Parker 1992 (site 493); Strauss 2013 (site 7909)

**231. Hydhra****Greece, Hydhra**

Date: 3<sup>rd</sup>-1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1960s

Research: Report

Preservation: In situ

Presentation: No

A much-disturbed shipwreck, which preserves amphorae of a non-reported type. No further details have been published.

Bibliography: Parker 1992 (site 510); Strauss 2013 (site 197)

**232. Iria****Greece, Argolida**

Date: 13<sup>th</sup> cent. BC

Depth: 12-27m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: N. Tsouchlos (1962)

Research: Excavation (1992-1994)

Preservation: Ex situ

Presentation: Ex situ

The site, which lay on a rocky seabed with sandy intervals 15m from the rocky coastline, was excavated by HIMA, under the supervision of C. Pennas. The cargo contained Cretan transport and stirrup jars, Cypriot pithoi, a Mycenaean spouted deep bowl krater, a Mycenaean amphora, and some pieces of Mycenaean and Cypriot domestic pottery. Two

stone anchors with one and three holes respectively, made of friable rock of poor quality, were also located on the site.

The shipwreck finds have been on exhibition at the Spetses Museum since 1998.

Bibliography: Pennas et al 2006; Strauss 2013 (site 8657); Koutsouflakis *forthcoming* (site P3)

**233. Ithaki A**

**Greece, Ithaki, Asteris islet**

Date: 1<sup>st</sup> BC-1<sup>st</sup> cent. AD

Depth: 60m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with Trondheim University (2000)

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The shipwreck covers an area of 20x5m. In its visible parts, it preserves parts of its Dressel 6 amphora cargo as well as parts of the hull of the ship. It was surveyed by the EUA in collaboration with the Norwegian University of Science and Technology (Greek-Norwegian Deep-Water Archaeological Survey) using side scan sonar and ROV systems.

Bibliography: Dellaporta et al 2006; Dellaporta 2009; Theodoulou 2011; Strauss 2013 (site 7385)

**234. Ithaki B**

**Greece, Ithaki, near Fiskardo**

Date: 1<sup>st</sup> cent. BC-2<sup>nd</sup> cent. AD

Depth: 20-30m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with Trondheim University (2000)

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The site preserves in its visible parts its amphora cargo of Forlimpopoli/Agora K114 or Dressel 6A amphorae. It was surveyed by the EUA in collaboration with the Norwegian University of Science and Technology (Greek-Norwegian Deep-Water Archaeological Survey) using side scan sonar and ROV systems.

Bibliography: Dellaporta et al 2006; Dellaporta 2009; Theodoulou 2011



**235. Ithaki C****Greece, Ithaki, Piso Aetos**Date: 4<sup>th</sup> -3<sup>rd</sup> cent. BCDepth: 23mState of preservation: Partly coherentMain cargo: TilesDiscovery: EUA in collaboration with Trondheim University (2000)Research: Surface survey (2003)Preservation: In situPresentation: No

A coherent shipwreck of a merchant ship carrying roof tiles. It was surveyed by the EUA in collaboration with the Norwegian University of Science and Technology (Greek-Norwegian Deep-Water Archaeological Survey) using side scan sonar and ROV systems.

Bibliography: Dellaporta et al 2006; Dellaporta 2009; Theodoulou 2011; Strauss 2013 (site 7387); Koutsouflakis *forthcoming* (site H41)

**236. Ithaki D****Greece, Ithaki, Polis bay**Date: 2<sup>nd</sup>-3<sup>rd</sup> cent. ADDepth: 17-45mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (2005)Research: Surface survey (2005)Preservation: In situPresentation: No

The shipwreck, which lies on a rocky, sloping seabed, preserves Dressel 5 and Africana I amphorae. The site was inspected by the EUA.

Bibliography: Evaggelistis and Dellaporta 2013: 1255; Koutsouflakis *forthcoming* (site R35)

**237. Ithaki E****Greece, Ithaki, Cape Agios Andreas**Date: 6<sup>th</sup>-15<sup>th</sup> cent. ADDepth: 17-25mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (2005)Research: Surface survey (2005)Preservation: In situPresentation: No

A much-disturbed shipwreck, lying on a sloping seabed. It preserves fragmented Byzantine amphorae that belong to the “magarika” category. The site was inspected by the EUA.

*Bibliography:* Evaggelistis and Dellaporta 2013: 1256; Koutsouflakis *forthcoming* (site B38)

**238. Kalapodia Greece, Kalapodia islets, near Leipsoi island**

*Date:* 2<sup>nd</sup>-1<sup>st</sup> cent. BC

*Depth:* 30-40m

*State of preservation:* Partly coherent

*Main cargo:* Amphorae

*Discovery:* EUA (2000s)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

A shipwreck lying on a slopy, rocky sea floor with most of its cargo exposed. The main cargo of the ship consists of Knidian amphorae. A few examples of Rhodian type amphorae are also preserved on the site. It was surveyed by the EUA, under the direction of K. Dellaporta.

*Bibliography:* Koutsouflakis *forthcoming* (site H36)

**239. Kallithea Greece, Chalkidiki**

*Date:* 4<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 2-3m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Local divers (1980s)

*Research:* Report

*Preservation:* In situ

*Presentation:* No

Parker refers to a shipwreck site that preserves four amphorae, probably Byzantine (or Later Roman?). Besides its report, no further research has been undertaken at the site.

*Bibliography:* Parker 1992 (site 532); Strauss 2013 (site 7945)

**240. Kalymnos A****Greece, Kalymnos**

Date: 4<sup>th</sup> cent. BC-4<sup>th</sup> cent. AD

Depth: >50m

State of preservation: Well-preserved

Main cargo: Works of art

Discovery: Fishermen (1994, 1997)

Research: Not surveyed

Preservation: In situ

Presentation: No

Bronze sculptures, including male head with crown/hat, 2 bronze legs and bronze dolphin, probably remains of a shipwreck, were handed to the EUA in 1994. Another leg of a bronze statue was handed by fishermen to the EUA in 1997, probably from the same shipwreck.

Bibliography: Kazianes 2003: 1201; Strauss 2013 (sites 81 and 83)

**241. Kalymnos B****Greece, Kalymnos, Pezontas bay**

Date: 1<sup>st</sup> cent. AD

Depth: 20-40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The site lies on a sloping rocky seabed and is composed of a dense concentration of broken and several intact amphorae, half covered by sediments. The main cargo of the ship consists of Dressel 2/4 and 5 amphorae, while an Egyptian Egloff variation was located in fewer quantities. The site also preserves plates and small vases. An amphora was recovered during its survey, by the EUA in collaboration with HCMR and the use of the submersible "Thetis"..

Bibliography: Dellaporta et al 2003; Theodoulou 2011:45; Koutsouflakis *forthcoming* (site R27)

**242. Kalymnos C****Greece, Kalymnos, Cape Atzipas**

Date: 5<sup>th</sup> -7<sup>th</sup> cent. AD

Depth: 35-40m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The site was investigated with the use of an ROV by EUA in collaboration with HCMR, under the supervision of D. Evaggelistis and T. Theodoulou. It preserves a large number of broken ceramics of different periods. Fragments of Later Roman 1, Later Roman 2 and Late Roman 5/6 amphorae were also identified and attributed to the same cargo.

Bibliography: Dellaporta 2012b: 572; Koutsouflakis *forthcoming* (LR29)

**243. Kapsalimnionas**

**Greece, Kefalonia-Ithaki straits**

Date: 3<sup>rd</sup>-6<sup>th</sup> cent. AD

Depth: 25-30m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: No

The shipwreck, located on a rocky slope, preserves fragments of Late Roman 2, Pseudo-Koan of Dressel 5 and Late Roman 4 amphorae. It was surveyed by the EUA, under the direction of D. Evangelistis and K. Dellaporta.

Bibliography: Evangelistis and Dellaporta 2013: 1255-1256

**244. Kastellorizo A**

**Greece, Kastellorizo, Cape Agios Stefanos**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: 15-20m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

Two concentrations of fragmented Byzantine amphorae, of non-specified types, are reported as the remains of a cargo in a bay south of cape Agios. Stefanos. The site has been inspected by the EUA.

Bibliography: Dellaporta 2012b: 569; Koutsouflakis *forthcoming* (site B35)

**245. Kastellorizo B****Greece, Kastellorizo, Psomi islet**Date: 5<sup>th</sup>-7<sup>th</sup> cent. ADDepth: 13mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA in collaboration with the HCMR (2002)Research: Surface survey (2002)Preservation: In situPresentation: No

The shipwreck, lying on a sloping rocky seabed, preserves two or three concreted concentrations of fragmented Late Roman amphorae. The site has been documented by the EUA in collaboration with the HCMR.

Bibliography: Dellaporta 2012b: 569; Koutsouflakis *forthcoming* (site LR30)**246. Kastellorizo C****Greece, Kastellorizo, Cape Zephyrion**Date: 13<sup>th</sup> cent. ADDepth: 10-50mState of preservation: ScatteredMain cargo: PotteryDiscovery: Fishermen (1980s)Research: Surface survey (2002, 2005)Preservation: Partial in situPresentation: Partial ex situ

The shipwreck, surveyed by the EUA, is mostly known through the material recovered by fishermen and divers, located today at the Museum of Kastellorizo and in private collections around the world. Its main cargo is domestic glazed tableware (plates and deep bowls), with incised or painted decoration of the Aegean Ware?.

Bibliography: Parker 1992 (site 538); Dellaporta 2012b: 569-570; Strauss 2013 (site 7950); Koutsouflakis *forthcoming* (site B34)**247. Kastri (Hellenistic)****Greece, Euboean Gulf, Cavo Mandelo**Date: 3<sup>rd</sup> cent. BCDepth: 9-18mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA in collaboration with the HIMA (2016)Research: Report (2016)Preservation: In situPresentation: No

A shipwreck lying on a rocky terrain at the same spot where the remains of the Kastri Late Roman shipwreck (shipwreck no 257) were located. It preserves a concentration of broken concreted amphora, mainly of Greco-italic D type, supplemented by a secondary cargo of Corinthian A amphorae. The site, which was preliminary reported by the EUA-HIMA survey, under the direction of G. Koutsouflakis, has not been published yet.

*Bibliography:* Koutsouflakis *forthcoming* (site H19)

**248. Kastri (Late Roman Greece, Euboean Gulf, Kastri Karystias)**

*Date:* 5<sup>th</sup>-6<sup>th</sup> cent. AD

*Depth:* 8-14m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with the HCMR (2016)

*Research:* Report 2016

*Preservation:* In situ

*Presentation:* No

The shipwreck, lying on a rocky terrain, was located at the same spot where the remains of the Kastri Hellenistic shipwreck (shipwreck no 256) were found. It preserves a small concentration of broken concreted Late Roman 2 amphorae and a pyramidal stone anchor. The site, which was preliminary reported by the EUA-HIMA survey, under the direction of G. Koutsouflakis, has not been published yet.

*Bibliography:* Koutsouflakis *forthcoming* (site LR10)

**249. Kato Phana**

**Greece, Chios**

*Date:* 4<sup>th</sup>-3<sup>rd</sup> cent. BC

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* BSA (1954)

*Research:* Surface survey (1954)

*Preservation:* In situ

*Presentation:* No

A scattered shipwreck preserving Koan amphorae. It was located during the first underwater archaeological survey on the island, under the direction of M.S.F. Hood and J. Boardman.

*Bibliography:* Theodoulou et al 2009

**250. Kavalliani I**

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

State of preservation: Scattered

Discovery: EUA (1990s)

Research: Surface survey (1990s)

Preservation: Partial in situ

**Greece, Euboean Gulf, Kavalliani**

Depth: 17-33m

Main cargo: Amphorae

Presentation: Planned in situ

The shipwreck preserves variations of Graeco-italic amphorae, intact and fragmentary. During its survey in the 1990s by the EUA in collaboration with HIMA under the direction of G. Koutsouflakis, about 20 fragmentary and intact amphorae were raised as well as two lamps from the interior of an amphora.

The site is included in the plans for the creation of an underwater diving park in the wider area of the Euboean Gulf.

Bibliography: Koutsouflakis et al 2012; Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site H22)

**251. Kavalliani II**

Date: 12<sup>th</sup>-13<sup>th</sup> cent. AD

State of preservation: Scattered

Discovery: EUA in collaboration with HIMA (2008)

Research: Surface survey (2008)

Preservation: In situ

**Greece, Euboean Gulf, Kavalliani**

Depth: 9-18m

Main cargo: Pottery

Presentation: Planned in situ

The site (shipwreck XI of the Euboean Gulf survey) rests on a sandy seabed, east of the island of Kavalliani. It preserves glazed tableware, mainly incised or painted deep bowls of the Late Sgraffito Ware type, over an extensive area covered by shallow deposits. Although a disturbed site, much of the cargo is still buried under the sediments. The shipwreck, surveyed by EUA in collaboration with HIMA under the supervision of G. Koutsouflakis, is included in the plans for the creation of an underwater diving park in the wider area of the Euboean Gulf.

Bibliography: Koutsouflakis et al 2012; Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site B23)

**252. Kavovodi****Greece, Rhodes**Date: 5<sup>th</sup> cent. BCDepth: 23-27mState of preservation: Partly coherentMain cargo: AmphoraeDiscovery: 1988Research: Surface survey (1988)Preservation: In situPresentation: No

The shipwreck, lying on sandy seafloor 420m offshore, preserves four intact and many fragmentary amphorae of the same type, probably Chian, as well as different types of pottery. It was surveyed by the EUA within the framework of the underwater archaeological survey conducted prior to the works for the installation of a water pipe in the area. Two amphorae were photographed and raised as samples.

Bibliography: Kazianes et al 1990; Parker 1992 (site 539); Strauss 2013 (site 7951); Koutsouflakis *forthcoming* (site C28)

**253. Kavoulinitsa****Greece, Fokis, Kavoulinitsa bay**Date: 1<sup>st</sup> cent. BC-4<sup>th</sup> cent. ADDepth: 17-19mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (1988)Research: Surface survey (1988)Preservation: In situPresentation: No

The site, preserving scattered small concentrations of amphorae sherds, was inspected by the EUA.

Bibliography: Spondylis 1993: 687; Koutsouflakis *forthcoming* (site R21)

**254. Kefalonia****Greece, Kefalonia, Cape Dichalia**Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BCDepth: 6-17mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (2000s)Research: Surface survey (2000s)



Preservation: In situ

Presentation: No

A shipwreck preserving a large number of blocks of encrusted amphorae sherds of two non-identified types. The site, which extends over an area of 30 metres, was inspected by the EUA.

Bibliography: Koutsouflakis *forthcoming* (site H40)

**255. Kefalonia (Roman)**

**Greece, Kefalonia, Daskaleio islet**

Date: 1<sup>st</sup> cent. BC -1<sup>st</sup> cent. AD

Depth: 60m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with Trondheim University (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

A tumulus of amphorae, 25 m. long, lying on a silty seabed, was located and inspected during the survey conducted by the EUA in collaboration with the University of Trondheim. Four amphora types are preserved among the visible remains of the site only two of them being identified; the main cargo consists of Dressel 6A or similar type of amphorae, while Tripolitanian I were also located.

Bibliography: Koutsouflakis *forthcoming* (site R33)

**256. Kikyntos**

**Greece, Pasasitic Gulf, Cape Amaliapolis**

Date: 12<sup>th</sup>-13<sup>th</sup> cent. AD

Depth: 4-9m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: Planned in situ

A much-disturbed shipwreck, extending over an area of 8x12m on a mixed, rocky and sandy seabed, located during the Pagasitic Gulf Survey (shipwreck 9 of the survey). The site consists of a large accumulation of broken pithoi sherds of 5 different types, as well as fine and cooking pottery. Moreover, fragments of three different types of Byzantine amphorae were located on the site, belonging to the Bakirtzi or Magarika group 5 and the Günsenin types 1 and 3.

Surveyed by HIMA under the direction of I. Spondylis, the shipwreck was documented using photogrammetric methods and characteristic amphorae were lifted. Plans are being elaborated for the creation of an underwater archaeological park in the area where the public will be able to visit the shipwreck in the presence of an archaeologist and a guard.

Bibliography: Tachydromos 2007; Theodoulou 2011:43; Spondylis 2012a; ANT1News 2015; Koutsouflakis *forthcoming* (site B19)

**257. Kimi**

**Greece, Euboea Kimi**

Date: 15<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Sponge diver (1900)

Research: Not surveyed

Preservation: Ex situ

Presentation: Ex situ

Seventeen whole ingots and 2 fragments lifted from the area by sponge divers in 1900 could be the remains of a shipwreck. However, a survey conducted in the area in 1962 revealed nothing. The finds lifted are exhibited at the Numismatic Museum of Athens.

Bibliography: Throckmorton 1970: 219; Parker 1992 (site 544); Strauss 2013 (site 7956)

**258. Kimolos-Polyaigos**

**Greece, Melos**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 25-49m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: Local diver (2004)

Research: Surface survey (2009)

Preservation: In situ

Presentation: No

A coherent shipwreck site that preserves its amphora cargo, of Northern Aegean (probably Thassos) and Peparithos types, in two main assemblages. The site also preserves parts of the anchors of the ship. During its survey by the EUA under the direction of I. Spondylis, the site was documented and 6 amphorae were lifted.

Bibliography: Parker 1992 (site 545); Ministry of Culture and Sports 2010; Strauss 2013 (site 7957)

**259. Kissamos Greece, Crete, Kissamos bay, Cape Rhodopos**

Date: 1<sup>st</sup> cent. BC

Depth: 20-22m

State of preservation: Partly coherent

Main cargo: Architectural members

Discovery: EUA in collaboration with WHOI (2013)

Research: Surface survey (2013)

Preservation: In situ

Presentation: No

A coherent shipwreck preserving a large cargo of massive rectangular marmor blocks, which still maintain their stowage position. A fragmented Lamboglia II amphora was also located on the site. The site was inspected by the EUA in collaboration with WHOI.

Bibliography: Koutsouflakis *forthcoming* (site H45)

**260. Komi A**

**Greece, Chios**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 2-3m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: BSA (1954)

Research: Surface survey (1954)

Preservation: In situ

Presentation: No

The shipwreck lies on a rocky seabed and preserves a concentration of "Attic" amphora. It was surveyed by the BSA under the direction of M.S.F. Hood and J. Boardman.

Bibliography: Parker 1992 (site 552); Theodoulou et al 2009; Strauss 2013 (site 7964); Koutsouflakis *forthcoming* (site C11)

**261. Komi B**

**Greece, Chios**

Date: 2<sup>nd</sup> cent. BC -4<sup>th</sup> cent. AD

Depth: 2-4m

State of preservation: Scattered

Main cargo: Tiles

Discovery: BSA (1954)

Research: Surface survey (1954)

Preservation: In situ

Presentation: No

The site, surveyed by the BSA under the direction of M.S.F. Hood and J. Boardman, preserves tiles and clay pipes as well as two amphora necks probably of the Roman period.

*Bibliography:* Parker 1992 (site 553); Theodoulou et al 2009; Strauss 2013 (site 93); Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site R1)

**262. Korakas A**

**Greece, Argolic Gulf, Porto Cheli**

*Date:* 5<sup>th</sup> -4<sup>th</sup> cent. BC

*Depth:* 15-20m

*State of preservation:* Scattered

*Main cargo:* Tiles

*Discovery:* EUA (1977)

*Research:* Surface survey (EUA)

*Preservation:* In situ

*Presentation:* No

The shipwreck, surveyed by the EUA, preserves a cargo of laconian type roof-tiles, still retaining their shipment order.

*Bibliography:* Koutsouflakis *forthcoming* (site C25)

**263. Korakas B**

**Greece, Argolic Gulf, Porto Cheli**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 3-15m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* HIMA (2000)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

A disturbed shipwreck preserving two assemblages north and south of an underwater rocky seabed with sand pockets. The amphora cargo of the ship was located on the north side of the rock where the seabed is sandy. It preserves the fragments of spherical amphoras with Late Roman 2 markings, known to be of Aegean origin. Ballast stones were found in both the north and the south assemblages of the site. Surveyed by the HIMA, the shipwreck was photographically documented and samples of sherds and ballast stones were lifted.

*Bibliography:* Agourides 2002; Strauss 2013 (site 8968)

**264. Koulenti****Greece, Peloponnese, Lakonia**Date: 20<sup>th</sup>-15<sup>th</sup> cent. BCDepth: 15-25mState of preservation: ScatteredMain cargo: PotteryDiscovery: EUA (2009)Research: Surface survey (2009)Preservation: In situPresentation: No

The site, lying on a mixed rocky and sandy seabed, was surveyed by the EUA under the direction of I. Spondylis. It preserves the remains of a much-disturbed cargo consisting of broken pottery and large intact storage jugs. The shipwreck probably extends towards the deeper part of the site into the sediments.

Bibliography: Spondylis 2012b; Koutsouflakis *forthcoming* (site P5)**265. Koumaros A****Greece, Patmos**Date: 2<sup>nd</sup> cent. BC-4<sup>th</sup> cent. ADDepth: Not reportedState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (2001)Research: Surface survey (2001)Preservation: In situPresentation: No

The scattered shipwreck preserves the remains of Late Roman 1 amphorae. It was inspected by the EUA under the direction of T. Theodoulou.

Bibliography: Theodoulou 2011:44**266. Koumaros B****Greece, Patmos, Cape Koumaros (West)**Date: 5<sup>th</sup>-6<sup>th</sup> cent. ADDepth: 42-48mState of preservation: Partly coherentMain cargo: Architectural membersDiscovery: EUA (2009)Research: Surface survey (2009)Preservation: In situPresentation: No

The concentration of about 30 stone columns and several rectangular blocks of stone, preserved in two distinct heaps, lie on a sandy seabed, close to the end of a rocky cliff. Fragments of Late Roman 1 amphorae were also located in the area; however, it is not certain whether they form part of the same shipwreck site.

Bibliography: Koutsouflakis *forthcoming* (site LR31)

**267. Kynosoura I**

**Greece, Euboean Gulf**

Date: 5<sup>th</sup> cent. BC

Depth: 5-8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2007)

Research: Surface survey (2007)

Preservation: Partial

Presentation: Planned in situ

The site was located and documented during the Euboean Gulf Survey (shipwreck 8 of the survey) under the direction of G. Koutsouflakis. It preserves a concentration of amphora sherds of two types, one of which was identified as Chian bubble-neck type, as well as fragmented pottery. Both amphorae and pottery sherds were lifted during the survey of the site.

Bibliography: Parker 1992 (site 562); Titsa-Mela et al 2003; Koutsouflakis et al 2012; Koutsouflakis 2013: 206-208; Strauss 2013 (site 7974); Kotti 2015; Koutsouflakis *forthcoming* (site C18)

**268. Kynosoura II**

**Greece, Euboean Gulf**

Date: 3<sup>rd</sup> cent. BC

Depth: 10-14m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (1990)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck was located and documented during the Euboean Gulf Survey (shipwreck 9 of the survey) under the direction of G. Koutsouflakis. It consists of two concentrations of concreted amphora fragments of the Corinthian A type, lying on a rocky seabed. Selected finds were lifted during the survey of the site.

Bibliography: Koutsouflakis et al 2012; Koutsouflakis *forthcoming* (site H20)

**269. Kyra Panagia** **Greece, Northern Sporades, Kyra Panagia**  
**strait**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 17-32m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: Fisherman (1994)

Research: Surface survey (1994, 2010)

Preservation: In situ

Presentation: No

The shipwreck, lying on a mixed rocky and sandy seabed, consists of an extended and dense mass of concreted half broken amphorae. Günsenin type 2 was identified among the visible amphora fragments. Small sized amphorae were also located on the site, but their type has not been recognized due to their fragmentary condition. A bronze casserole was also located on the site.

In 1994 one dive was made on the site by the EUA in order to locate it. Following the indications of a fisherman, the EUA located and photographed the shipwreck in 1994, and recovered one amphora. The EUA, in collaboration with the WHOI, returned to the site in 2010 and digitally documented it.

Bibliography: Chaniotis 1999: 864; Theodoulou 2011:36; Koutsouflakis *forthcoming* (site B3)

**270. Kyra Panagia (Pelagonisi)** **Greece, Northern Sporades,**  
**Pelagonissos**

Date: 12<sup>th</sup> cent. AD

Depth: 34-40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: 1970

Research: Partial excavation (1970)

Preservation: Partial in situ

Presentation: No

Kyra Panagia shipwreck, partially excavated in 1970 by the Archaeological Service under the direction of Ch. Krintzas, was the first underwater archaeological excavation ever undertaken in Greece.

Resting on a sandy seabed surrounded by rocks, in its visible parts the site preserves part of the hull of the ship as well as of her cargo.

The ship had pine planking, fastened to frames with iron nails and was estimated to measure at least 25m x 8m. Its cargo consists of 54 intact and more fragmented Günsenin 2 type amphorae, in two variations, over 1200 bowls, plates, cups, jugs, lamps, storage jars, much of which glazed graffito ware, and bronze vessels. Six granite millstones were also located scattered along the axis of the shipwreck wreck.

During the partial excavation of the site, the vast majority of the finds, mainly the surface finds, were lifted.

Bibliography: Kritzas 1971; Throckmorton 1971; Parker 1992 (site 796); Strauss 2013 (site 8186); Theodoulou 2015a; Koutsouflakis *forthcoming* (site B4)

**271. Kythera A**

**Greece, Kythera**

Date: 1<sup>st</sup> cent. BC-2<sup>nd</sup> cent. AD

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: P. Throckmorton (1973-1974)

Research: Report

Preservation: In situ

Presentation: No

A shipwreck site preserving Rhodian amphorae was briefly reported.

Bibliography: Parker 1992 (site 564); Strauss 2013 (site 70)

**272. Kythera B**

**Greece, Kythera, Lydia islet**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 17-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1992

Research: Surface survey (1992)

Preservation: In situ

Presentation: No

A large concentration of broken amphorae and a few intact samples of the Günsenin type 1 are resting on the rocky seabed with sandy pockets. The site has been inspected by G. Koutsouflakis.



Bibliography: Koutsouflakis *forthcoming* (site B28)

**273. Kythnos**

**Greece, Kythnos**

Date: 4<sup>th</sup> cent. BC

Depth: 495m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2004)

Research: Report

Preservation: In situ

Presentation: No

The shipwreck lies half buried on a sandy seabed, extending over an area of 10x15 m. Its main cargo consists of amphorae of Chian and Eastern Aegean type (probably Samian) as well as table, cooking and storage ware. A partially preserved bronze statue of a nude male was also visible on the site. The shipwreck was located and reported during the marine geophysical survey of the area conducted by the EUA in collaboration with HCMR.

Bibliography: Sakellariou et al 2007; Strauss 2013 (site 100); Koutsouflakis *forthcoming* (site H28)

**274. La Thérèse**

**Greece, Krete, Heracleion**

Date: 17<sup>th</sup> cent. AD

Depth: 17m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: Local diver (1976)

Research: Partial excavation (1976, 1987-1994)

Preservation: Partial in situ

Presentation: No

The remains of a French ship built in Toulon in the 17<sup>th</sup> cent. AD, sent to help during the Heracleion siege in 1669 by Turkish troops. The site, extending over an area of 30x8m on a sandy seabed, preserves wooden timbers, part of the hull of the ship shattered on the seabed, and a pulley for rigging. Part of the armament of the ship was also located on the site. Particularly, two wooden cannon wheels, two bronze cannons, one of which bears an inscription and the date 1666, concreted iron cannon balls and small shots are preserved on the site.

Moreover, personal belongings of the crew were located, including a sharp knife, dating in 1668 and a golden coin of Ludovic the XIII with inscribed date (1664). Finally, the skull of a person shattered bones were located on site.

The site was partially excavated on two occasions: in 1976 by J.Y. Cousteau in collaboration with the Ministry of Culture and the HIMA, under the direction of L. Kolonas, and during 1987-1994 by M. Anagnostopoulou in collaboration with N. Lianos. During the expeditions, the movable remains of the site as well as the two bronze cannons were lifted and stored at the Venetian fortress Koules (Heracleion, Krete).

*Bibliography:* Cousteau 1977; Lianos 1989; Anagnostopoulos and Lianos 2000; Theodoulou 2015a (site H28)

**275. Leipsoi**

**Greece, Leipsoi, Cape Armenistis**

*Date:* 2<sup>nd</sup>-1<sup>st</sup> cent. BC

*Depth:* 40-44m

*State of preservation:* Partly coherent

*Main cargo:* Amphorae

*Discovery:* 2009

*Research:* Surface survey (2009)

*Preservation:* In situ

*Presentation:* No

The shipwreck, lying on a sandy seabed, preserves a large concentration of half broken and several intact Knidian amphorae. A large part of the cargo remains buried under the sediments.

*Bibliography:* Koutsouflakis *forthcoming* (site H38)

**276. Lemnos**

**Greece, Lemnos**

*Date:* 4<sup>th</sup> cent. BC

*Depth:* 60m>

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Fisherman (1980s)

*Research:* Not surveyed

*Preservation:* In situ

*Presentation:* No

Two plain amphorae as well as two red figure pelikae, a krater, a lamp, and a small plate, which were lifted in the nets of a fisherman, could probably represent the remains of a shipwreck site. No survey has taken place at the site.

Bibliography: Parker 1992 (site 595); Strauss 2013 (site 8007)

**277. Levitha**

**Greece, Levitha**

Date: 4<sup>th</sup> cent. BC

Depth: 40-44m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

A coherent shipwreck site on a mixed, rocky and sandy seabed. Its large amphora cargo, which preserves both intact and broken amphorae, consists mainly of Phoenician/Punic amphorae of five different types and sizes as well as of Aegean types. The site was inspected by the EUA.

Bibliography: Koutsouflakis *forthcoming* (site C27)

**278. Limeni**

**Greece, Peloponnese, Laconia, Mani**

Date: 1<sup>st</sup> cent. BC

Depth: 8-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (1977)

Research: Surface survey (1977)

Preservation: In situ

Presentation: No

The shipwreck, located close to the shore, preserves a consignment of blocks of concreted amphorae sherds of Lamboglia II type. The site was documented by the EUA, in collaboration with the HIMA, under the direction of L. Kolonas. Selected finds were lifted.

Bibliography: Parker 1992 (site 597); Strauss 2013 (site 49); Koutsouflakis *forthcoming* (site H43)

**279. Lindos A****Greece, Rhodes**

Date: 1<sup>th</sup> cent. BC-1<sup>st</sup> cent. AD

Depth: 27-30m

State of preservation: Not reported

Main cargo: Amphorae

Discovery: 1980s

Research: Report (1980s)

Preservation: In situ

Presentation: No

A concentration of sixteen fragmented Rhodian amphorae, lying on a mixed rocky and sandy seabed, was reported about 500 metres SE of Aghios Pavlos harbour. Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 598); Strauss 2013 (site 193); Koutsouflakis *forthcoming* (site R28)

**280. Lindos B****Greece, Rhodes**

Date: 6<sup>th</sup> cent. BC

Depth: 18-35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1980s)

Research: Surface survey (1980s)

Preservation: In situ

Presentation: No

The site, exposed on a rocky slope that ends in a sandy plateau, preserves amphora fragments that rolled down to the sandy seabed. It preserves Samian amphorae, some of them intact. During its survey by the EUA, several amphora samples were lifted, now kept at the Ephorate's storehouse in Rhodes.

Bibliography: Parker 1992 (site 599); Strauss 2013 (site 8011); Koutsouflakis *forthcoming* (site A8)

**281. Lindos C****Greece, Rhodes**

Date: Not known

Depth: 35m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Fishermn (1980s)

Research: Surface survey

Preservation: In situ

Presentation: No

Apart from a report on the existence of a scattered shipwreck site in the area, no further information has been published.

Bibliography: Parker 1992 (site 600); Strauss 2013 (site 8012)

**282. Lixouri**

**Greece, Kefalonia, Cape Xi**

Date: 2<sup>nd</sup> cent. BC -4<sup>th</sup> cent. AD

Depth: 4m

State of preservation: Scattered

Main cargo: Works of art and architectural members

Discovery: EUA (1980)

Research: Surface survey (1980)

Preservation: Partial in situ

Presentation: Ex situ

A cargo of six headless marble statues (three male nudes, a draped female and a seated male), two Ionic capitals, and four half-column bases were located and lifted by EUA near Cape Xi, 300m offshore. The finds lifted were conserved at the Laboratory of the NAM, in collaboration with the EUA.

Bibliography: Parker 1992 (site 604); Dellaporta 2002a; Archaeology Newsroom 2013; Strauss 2013 (site 191); Ministry of Culture and Sports 2014c; Koutsouflakis *forthcoming*. (site R32)

**283. Makronisi I**

**Greece, Leipsoi**

Date: 1<sup>st</sup> -2<sup>nd</sup> cent. AD

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1997)

Research: Surface survey (1977)

Preservation: In situ

Presentation: No

The remains of a badly disturbed shipwreck, located and inspected by the EUA. It preserves pseudo-Kos en cloche and Pompei V amphorae.

Bibliography: Kazianes 2003: 1188; Strauss 2013 (site 84); Koutsouflakis *forthcoming* (site R26)

**284. Makronisi II****Greece, Euboean Gulf, Islet Makronisi**

Date: Not known

Depth: 17-18m

State of preservation: Partly coherent

Main cargo: Tiles

Discovery: EUA (2010)

Research: Surface survey (2010)

Preservation: In situ

Presentation: No

The site was located on a sandy seabed during the Euboean Gulf Survey (shipwreck 15 of the survey), 120m offshore and extends over an area of 5x2m. It preserves Lakonian tiles that still retain their stowage position. The site was surveyed by the EUA in collaboration with HIMA under the direction of G. Koutsouflakis. As no amphorae or pottery was discovered, the site could not be dated.

Bibliography: Koutsouflakis 2013: 149-150

**285. Makronissos I****Greece, Euboean Gulf-Cyclades, Trypiti reef**

Date: 4<sup>th</sup> cent. AD

Depth: 39-45m

State of preservation: Partly Coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2011)

Research: Surface survey (2011)

Preservation: In situ

Presentation: Planned in situ

The site was located and surveyed by the EUA, in collaboration with HIMA, during the Euboean Gulf Survey (shipwreck 16 of the survey). In its visible parts, the site consists of an assemblage of around 300 amphorae, most of them intact, lying on a sloping, rocky seafloor, partly covered by sand sediments. It preserves the main cargo of the ship composed of amphorae of Africana I, II and III, types. Amphorae of MR 1, Class 5: Palatino East 1 and Skerki Bank III types were probably the secondary cargo. Fewer examples of Keay XXXI, and Dressel 2/4 variations were also located on the site as well as a few not identified types.

Plans are under way to create an underwater diving park in the wider area of the Euboean Gulf to enable public access to the sites.

Bibliography: Koutsouflakis *forthcoming* (site R9)

**286. Makronissos II Greece, Euboean Gulf-Cyclades, Trypiti reef**

Date: 1<sup>st</sup>-2<sup>nd</sup> cent. AD

Depth: 38-40m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2011)

Research: Surface survey (2011)

Preservation: In situ

Presentation: Planned in situ

The site was located and surveyed by the EUA in collaboration with HIMA during the Euboean Gulf Survey (shipwreck 17 of the survey). It consists of an assemblage of 15 intact and 40 broken amphorae, resting on a mixed, sandy and rocky seafloor. It preserves a homogenous cargo of Knossos A53 (Pompei 5/6) amphorae.

Plans are under way to create an underwater diving park in the wider area of the Euboean Gulf to enable public access to the sites.

Bibliography: Koutsouflakis *forthcoming* (site R8)

**287. Makronissos III Greece, Euboean Gulf, Cape Kentron**

Date: 3<sup>rd</sup> -2<sup>nd</sup> cent. BC

Depth: 39-46m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2013)

Research: Surface survey

Preservation: In situ

Presentation: Planned in situ

The site was located and surveyed by the EUA in collaboration with HIMA during the Euboean Gulf Survey (shipwreck 18 of the survey). It lies on a sandy seabed, covering an area of about 20 metres. The cargo, the main part of which is buried in the sand deposits, consists of two distinct variations of an unidentified type of amphora, resembling some Hellenistic Kretan types.

Plans are under way to create an underwater diving park in the wider area of the Euboean Gulf to enable public access to the sites.

Bibliography: Attikos *paratiritis* 2015; Koutsouflakis *forthcoming* (site H23)

**288. Makronissos IV Greece, Euboean Gulf, Vathy Aulaki bay**

Date: 2<sup>nd</sup> cent. BC

Depth: 37-47m

State of preservation: Partly coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2013)

Research: Surface survey (2013)

Preservation: In situ

Presentation: Planned in situ

The site was located and surveyed by the EUA in collaboration with HIMA during the Euboean Gulf Survey (shipwreck 24 of the survey), under the direction of G. Koutsouflakis. Partly covered by deposits, the shipwreck lies on a sandy seabed over an area of 15 metres. The cargo consists of Lamboglia II, Rhodian, Dressel 1C, Dressel 1A and Greco-italic amphora types. A number of bronze cups and a handle of Koan type amphora were also located on the site.

Plans are under way to create an underwater diving park in the wider area of the Euboean Gulf to enable public access to the sites.

Bibliography: Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site H24)

**289. Makronissos V Greece, Euboean Gulf-Cyclades, Gerolimnionas bay**

Date: 2<sup>nd</sup> cent. AD

Depth: 25-45m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2013)

Research: Surface survey

Preservation: In situ

Presentation: No

The site was located and surveyed by the EUA in collaboration with HIMA during the Euboean Gulf Survey (shipwreck 26 of the survey) under the direction of G. Koutsouflakis. Lying in a mixed rocky and sandy seabed, the shipwreck preserves a number of intact and broken amphorae scattered over an extended area. Tripolitanian I type amphorae located on the site represent the main cargo of the ship while an intact Kretan AC 1 and a Lamboglia 2 amphora, with signs of secondary use located in the area, could probably belong to the same shipwreck.

Plans are under way to create an underwater diving park in the wider area of the Euboean Gulf to enable open public access to the sites.



*Bibliography:* Attikos paratiritis 2015; Koutsouflakis and Argyris 2015; Koutsouflakis forthcoming (site R7)

**290. Makronissos, Trypete reef Greece, Euboean Gulf, Makronissos, Trypete reef**

*Date:* 4<sup>th</sup> cent. AD

*Depth:* 39-45m

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with the HIMA (2011)

*Research:* Surface survey (2011-2013)

*Preservation:* In situ

*Presentation:* No

The shipwreck preserve in its visible parts two layers of amphora while a third one is probably buried in the sand. The first layer counts at least 350 amphorae. The main cargo of the ship consisted of Africana I-III types. Other types, pseudo-Dressell 2-4 and Skerki Bank III, are present in fewer examples. During the survey of the site, conducted by the EUA in collaboration with the HIMA, 150 amphorae were documented and 12 were recovered.

*Bibliography:* Koutsouflakis and Argyris 2015

**291. Maltezana**

**Greece, Astypalaea**

*Date:* 2<sup>nd</sup> cent. BC-4<sup>th</sup> cent. AD

*Depth:* >40m

*State of preservation:* Scattered

*Main cargo:* Works of art

*Discovery:* 2003

*Research:* Not surveyed

*Preservation:* In situ

*Presentation:* No

A non-confirmed report in the local press mentioned the existence of a shipwreck in the area.

*Bibliography:* Whitley 2004: 72; Strauss 2013 (site 85)

**292. Mararthon**

**Greece, Euboean Gulf, Marathon**

*Date:* 4<sup>th</sup>-1<sup>st</sup> cent. BC

*Depth:* Not reported

*State of preservation:* Partly coherent

*Main cargo:* Works of art

Discovery: Fishermen (1925)

Research: Not surveyed

Preservation: In situ

Presentation: Partial ex situ

The shipwreck site must preserve its cargo of works of art. The bronze boy of Marathon was lifted in fishing nets. However, the site has not been located. The bronze statue is now located at the NAM.

Bibliography: Rhomaios 1927; Parker 1992 (site 650); Theodoulou 2011:17; Strauss 2013 (site 45)

**293. Matala A**

**Greece, Crete, Matala**

Date: 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

Depth: 8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1962)

Research: Report

Preservation: In situ

Presentation: No

Fishermen indicated the shipwreck to G. Grile and C. Davaras who were searching in the area for fragments of Menelaos' ships mentioned by Homer. The site preserves three heaps of ballast stones and amphorae, one of them from Schoene. No further research has been conducted at the site.

Bibliography: Parker 1992 (site 681); Strauss 2013 (site 202); Theodoulou 2015b: 33

**294. Matala B**

**Greece, Crete, Matala**

Date: 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

Depth: 8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1962)

Research: Report

Preservation: In situ

Presentation: No

Fishermen indicated the shipwreck to G. Grile and C. Davaras who were searching in the area for fragments of Menelaos' ships mentioned by Homer. It preserves amphorae of a non-reported type. No further research has been conducted at the site.

Bibliography: Theodoulou 2015b: 33

**295. Matala C**

**Greece, Crete, Matala**

Date: 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

Depth: 8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1962)

Research: Report

Preservation: In situ

Presentation: No

Fishermen indicated the shipwreck to G. Grile and C. Davaras who were searching in the area for fragments of Menelaos' ships mentioned by Homer. It preserves amphorae of a non-reported type. No further research has been conducted at the site.

Bibliography: Theodoulou 2015b: 33

**296. Megalo Stironisi**

**Greece, Euboea**

Date: Not known

Depth: >10m

State of preservation: Partly coherent

Main cargo: Tiles

Discovery: EUA in collaboration with HIMA (2007)

Research: Surface survey (2007)

Preservation: In situ

Presentation: No

The shipwreck preserves a cargo of tiles in sets of 6 and tied in large piles. It was surface surveyed by the EUA in collaboration with HIMA, under the direction of G. Koutsouflakis.

Bibliography: Theodoulou 2011:51; Strauss 2013 (site 8993)

**297. Melanios**

**Greece, Chios, Melanios bay**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 2m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1960s

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves a number of concreted blocks of amphora sherds of Bakirtzis 2 type, scattered over an area of 100 m.

Bibliography: Koutsouflakis *forthcoming* (site B10)

**298. Methone A**

**Greece, Peloponnese, Methone**

Date: 5<sup>th</sup>-1<sup>st</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Admiral Th. Voutsaras and P. Throckmorton (1962)

Research: Report (1962)

Preservation: In situ

Presentation: No

A scattered shipwreck site, which preserves badly broken amphorae necks. It was reported and inspected by Admiral Th. Voutsaras and P. Throckmorton, during the survey conducted in the area under the supervision of Hellenic Federation.

Bibliography: Throckmorton and Bullit 1963; Parker 1992 (site 693); Strauss 2013 (site 44)

**299. Methone B**

**Greece, Peloponnese, Methone**

Date: 11<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: 30m

State of preservation: Partly coherent

Main cargo: Pottery

Discovery: Fishermen (1960s)

Research: Surface survey (1962)

Preservation: In situ

Presentation: No

A shipwreck site preserving pottery. It was reported and inspected by Admiral Th. Voutsaras and P. Throckmorton during the survey conducted in the area under the supervision of Hellenic Federation. The team only visited the site once and recovered some handles of jars of the same date.

Bibliography: Throckmorton and Bullit 1963; Parker 1992 (site 694); Strauss 2013 (site 8090)

**300. Methone C**

**Greece, Peloponnese, Methone**

Date: 3<sup>rd</sup> cent. AD

Depth: 9-10m

State of preservation: Scattered

Main cargo: Amphorae and columns

Discovery: following a report at Admiral Th. Voutsaras, President of the Fédération Hellénique des Activités Subaquatiques (1962)

Research: Surface survey (1962)

Preservation: Partial

Presentation: Planned (in situ)

The shipwreck, lying on a rocky seabed, 10m from the Cape, extends over an area of 30x20m. It consists of one complete and twenty fragments of broken columns of pink granite from Aswan, which lay close together in about the same position, as they were stacked on the deck. There are also fragments of Kapitän II amphorae, potsherds, and handles of jars. Admiral Th. Voutsaras and P. Throckmorton planned and documented the site by hand, during the survey conducted in the area under the supervision of Hellenic Federation. The handles of the jars found were lifted.

Bibliography: Throckmorton and Bullit 1963; Parker 1992 (site 695); Strauss 2013 (site 73); Pournara 2014; Kotti 2016; Koutsouflakis *forthcoming* (site R18)

**301. Methone D**

**Greece, Peloponnese, Methone**

Date: 2<sup>nd</sup>-3<sup>rd</sup> cent. AD

Depth: 3-7m

State of preservation: Scattered

Main cargo: Works of art

Discovery: 1962

Research: Surface survey (1962)

Preservation: In situ

Presentation: No

The shipwreck, lying on a rocky seabed, preserves four unfinished garland sarcophagi of Assos stone with lids lying underneath them. Roof tiles, fragmentary pottery and a glass jar were located on the site. Admiral Th. Voutsaras and P. Throckmorton planned and documented the site by hand, during the survey conducted in the area under the supervision of Hellenic Federation.

Bibliography: Throckmorton and Bullit 1963; Parker 1992 (site 696); Titsa-Mela et al 2003; Strauss 2013 (site 71); Kotti 2016; Koutsouflakis *forthcoming* (site R20)

**302. Methone E**

**Greece, Peloponnese, Methone**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 28m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Report

Preservation: In situ

Presentation: No

An accumulation of amphorae rests on mixed rocky and sandy seabed, preserving amphorae of the Late Roman 7 type.

Bibliography: Koutsouflakis *forthcoming* (site LR16)

**303. Methone F**

**Greece, Peloponnese, Methone**

Date: 11<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: 5-6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

A small accumulation of byzantine amphorae of the Günsenin 3 type, and a Y – shaped iron anchor, which probably belongs to the relics of a wreck.

Bibliography: Koutsouflakis *forthcoming* (site B29)

**304. Metochi**

**Greece, Argolic Gulf**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck site preserves spherical amphorae with LR2 markings.

Bibliography: Strauss 2013 (site 8971)

**305. Modi**

**Greece, Poros**

Date: 13<sup>th</sup>-12<sup>th</sup> cent. BC

Depth: 27m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2003)

Research: Full excavation (2009-2013)

Preservation: Partial in situ

Presentation: No

The site lies on a steep, sloping seabed with sandy selves. It preserves a concentration of intact and fragmented large transport vessels (pithoi, amphorae, hydriae) and fragments of fine pottery. Several prehistoric stone anchors are also reported near the wreck site. Preliminary studies verified that material preserved is contemporaneous. It represents the remains of the cargo of a Late Helladic III B-C ship, possibly dating around 1200 BC. The site is currently being investigated and excavated by HIMA.

Bibliography: Agourides 2011; Koutsouflakis *forthcoming* (site P4)

**306. Monemvasia-Kremmydi**

**Greece, Peloponnese, Laconia**

Date: 1<sup>st</sup>-4<sup>th</sup> cent. AD

Depth: 4-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1999

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

The greatly disturbed site preserves fragments of Roman amphorae.

Bibliography: Dellaporta 2006: 1023; Strauss 2013 (site 8998)

**307. Moudros Bay**

**Greece, Lemnos**

Date: 4<sup>th</sup>-1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Partly Coherent

Main cargo: Amphorae

Discovery: Fishermen (2000)

Research: Not surveyed

Preservation: Partial

Presentation: Planned (ex situ)

The shipwreck site preserves Chian, Thasian, Lesbian, Rhodian and South Italian amphorae as well as lead anchor stocks. Upon its discovery, fishermen lifter over 100

amphorae, which were stored at a community centre of Nea Koutali. The finds were documented and preserved and an exhibition is in the making for their presentation.

Bibliography: Simossi 2000: 849; Strauss 2013 (site 96)

**308. Mytika**

**Greece, Chios, Cape Mytika**

Date: 2<sup>nd</sup>-1<sup>st</sup> cent. BC

Depth: 36-42m

State of preservation: Partly Coherent

Main cargo: Amphorae

Discovery: EUA (2001)

Research: Surface survey (2001, 2009)

Preservation: In situ

Presentation: No

The shipwreck lies close to the shore, at the foot of a steep rocky slope. Its preserved cargo consists of about 40 visible amphorae of Dressel 1C and Lamboglia II types, heavily encrusted with marine growth. The site was inspected in 2001. Its documentation took place in 2009 by the EUA, the HCMR and the WHOI.

Bibliography: Theodoulou et al 2009; Koutsouflakis *forthcoming* (site H2)

**309. Mytilene**

**Greece, Lesbos**

Date: 2<sup>nd</sup> BC -4<sup>th</sup> cent. AD

Depth: 120m

State of preservation: Scattered

Main cargo: Works of art

Discovery: Fishermen (1970)

Research: Not surveyed

Preservation: In situ

Presentation: No

The hand of an over life-sized bronze statue, lifted from the area by fishermen in 1970, probably comes from a shipwreck. No further investigations were conducted on the site.

Bibliography: Simossi 2000: 843; Strauss 2013 (site 94)

**310. Nauplion A**

**Greece, Nauplion**

Date: 5<sup>th</sup> cent. BC - 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Millstones

Discovery: 1980s



Research: Not surveyed

Preservation: In situ

Presentation: No

The shipwreck site has been reported to preserve grinding stones and a bowl. No further research has been undertaken on the site.

Bibliography: Parker 1992 (site 730); Strauss 2013 (site 8126)

**311. Nauplion B**

**Greece, Nauplion**

Date: 13<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: 1980s

Research: Not surveyed

Preservation: In situ

Presentation: No

The site, reported to preserve pithoi, has not been surveyed.

Bibliography: Parker 1992 (site 730); Strauss 2013 (site 8126)

**312. Neapolis**

**Greece, Peloponnese, Laconia, Neapolis**

Date: 2<sup>nd</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1999)

Research: Surface survey (1999)

Preservation: In situ

Presentation: No

The site, preserving Roman amphorae fragments, was surveyed by the EUA.

Bibliography: Dellaporta 2006: 1023; Strauss 2013 (site 111)

**313. Nysiros**

**Greece, Nysiros**

Date: 18<sup>th</sup>-19<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Not reported

Main cargo: Not reported

Discovery: EUA in collaboration with HCMR (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

A greatly disturbed site preserving Çannakale plates. The site was documented by the EUA in collaboration with HCMR, the Technological University of Masachouset (MIT), and the National Technical University of Athens.

Bibliography: Theodoulou 2011:41

**314. Pachi Tholos Cape**

**Greece, Chios, Cape Pachi Tholos**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: 25-35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2001)

Research: Surface survey

Preservation: In situ

Presentation: No

A number of intact and fragmented Byzantine amphorae, scattered over the NW side of the promontory, are probably remains of a cargo.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site B11)

**315. Pachi Tholos Cape (South)**

**Greece, Chios, Cape Pachi Tholos**

Date: 3<sup>rd</sup>-1<sup>st</sup> cent. BC

Depth: 30-35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with WHOI (2008)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, preserving two intact Knidian amphorae contaminated with material of other periods, probably represents the remains of a shipwreck.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site H3)

**316. Pachi Tholos Cape (Southeast) Greece, Chios, Cape Pachi Tholos**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 4-6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with WHOI (2008)

Research: Surface survey (2008)

Preservation: In situ

Presentation: No

The shipwreck, lying on a rocky seabed, extends over an area of 15x20m. It preserves a dense concentration of fragmented LR amphorae and concreted lumps as well as a roof tile at the northern side of the assemblage. The site was inspected by the EUA in collaboration with the WHOI.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site LR1)

**317. Paloi Greece, Nisyros**

Date: Not known

Depth: 45m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: EUA (2000)

Research: Surface survey

Preservation: In situ

Presentation: No

The disturbed site, preserving a large concentration of glazed plates, was inspected by the EUA.

Bibliography: Blackman 2001: 124; Strauss 2013 (site 195)

**318. Parapola Greece, Peloponnese-Cyclades, Veropoula island**

Date: 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

Depth: 35m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: (EUA 1997)

Research: Surface survey (1997)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves mounds of mostly intact amphorae, which are similar to the Dressel 6 type. Deep bowls, lagynoi and domestic pottery are also preserved, probably representing the ship's supplementary cargo. The site was inspected by the EUA, under the direction of D. Kazianes.

*Bibliography:* Koutsouflakis *forthcoming* (site R13)

**319.       Paroikia bay**

**Greece, Paros**

*Date:* 2<sup>nd</sup> cent. AD

*Depth:* 1-6m

*State of preservation:* Scattered

*Main cargo:* Architectural members

*Discovery:* EUA (1979)

*Research:* Surface survey (1979)

*Preservation:* In situ

*Presentation:* No

The site was located during an investigation of areas that were threatened by construction works. It preserves over 200 marble objects, among which unfluted columns, two Doric capitals, and architectural blocks. Cinerary urns, the pediment crowning a funerary stele, a lion's foot, sarcophagus lids, the head of a marble statue, and the torso of a small statue of Artemis were also located on the site. The site was inspected by the EUA and members of the Paros Land Excavation at Koukounaries, under the direction of G. Papathanasopoulos.

*Bibliography:* Papathanassopoulos 1980; Papathanassopoulos and Schilardi 1981; Strauss 2013 (site 107)

**320.       Paros A**

**Greece, Paros, Naousa bay, near Mavronisi**

*Date:* 1<sup>st</sup> cent. AD

*Depth:* 16m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA (1979)

*Research:* Surface survey (1979)

*Preservation:* In situ

*Presentation:* No

A shipwreck preserving several concreted blocks of Koan amphora sherds scattered on a sloping, rocky seabed. The site was inspected by the EUA and members of the Paros Land Excavation at Koukounaries, under the direction of G. Papathanasopoulos.

*Bibliography:* Papathanassopoulos 1980; Papathanassopoulos and Schilardi 1981; Parker 1992 (site 791); Koutsouflakis *forthcoming* (site R11)

**321. Paros B**

**Greece, Paros, Naousa bay, near Mavronisi**

*Date:* 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

*Depth:* 5-7m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA (1979)

*Research:* Surface survey (1979)

*Preservation:* In situ

*Presentation:* No

A heavily disturbed site preserving amphora sherds scattered on the reef. The amphora type, which has not been identified, resembles Lamboglia 2 or Dressel 6. The site was inspected by the EUA and members of the Paros Land Excavation at Koukounaries, under the direction of G. Papathanasopoulos.

*Bibliography:* Papathanassopoulos 1980; Papathanassopoulos and Schilardi 1981; Parker 1992 (site 792); Koutsouflakis *forthcoming* (site R12)

**322. Patroklos**

**Greece, Saronic Gulf, Patroklos island**

*Date:* 5<sup>th</sup> cent. BC

*Depth:* 15-25m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA (1970)

*Research:* Surface survey (1970)

*Preservation:* In situ

*Presentation:* No

Located on a rocky slope ending in a flat sandy plateau, the shipwreck preserves a fragmented cargo of amphorae, probably originating from the Northern Aegean. The site was inspected by the EUA in the 1970s, and was revisited in 1995.

*Bibliography:* Koutsouflakis *forthcoming* (site C23)

**323. Pefkos**

**Greece, Rhodes**

*Date:* 5<sup>th</sup> – 7<sup>th</sup> cent. BC

*Depth:* >10m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* 1980s

Research: Report

Preservation: In situ

Presentation: No

The site preserves an intact Byzantine amphora, several fragmented amphorae, a pitcher base and a plate with internal green glaze.

Bibliography: Parker 1992 (site 795); Strauss 2013 (site 8185)

**324. Peristera A Greece, Northern Sporades, Peristera island, Cape Tselios**

Date: 4<sup>th</sup> cent. BC

Depth: 32-38m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1991)

Research: Surface Survey (1991)

Preservation: In situ

Presentation: No

Lying on a mixed sandy and rocky seabed, the site preserves intact and fragmented Chian amphorae; some of them are concreted in the rocks, while others, preserved on the sandy seabed, still hold their stowage position. The shipwreck was surveyed by the EUA.

Bibliography: Hadjidaki 1995: 16; Koutsouflakis *forthcoming* (site C5)

**325. Peristera B Greece, Northern Sporades, Peristera island**

Date: 10<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: 48-55m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA, indicated by a local fisherman (1994)

Research: Surface survey (1994)

Preservation: In situ

Presentation: No

Three assemblages of amphorae were located in the area. Two assemblages rest at 50m, on sandy, slightly inclined seabed, only 6 meters apart. It is not clear yet whether the assemblages, lying only 6 meters apart, represent one or two wrecks (most probably two). Holding an area of 16x5m and 15.5x5m respectively, both of the assemblages preserve at least 4 layers of intact amphorae of the Magarian type 4, however, it is still not clear whether they represent one or two sites. A Y shaped iron anchor was also located in the area.

The third assemblage, lying at 28-30m, preserves around 50 intact amphorae. It probably represents a modern congregation of material collected from the main site by looters.

The assemblages were documented during the surface survey conducted in the area, under the direction of D. Chaniotis.

*Bibliography:* Chaniotis 1999: 862; Koutsouflakis *forthcoming* (site B5)

**326. Petalioi (Shipwreck XII) Greece, South Euboean Gulf, Makronisi island, Petalioi**

*Date:* 3<sup>rd</sup> cent. AD

*Depth:* 28-45m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with HIMA (2010)

*Research:* Surface survey (2010)

*Preservation:* In situ

*Presentation:* Planned in situ

The much-disturbed wreck is preserved on a sandy seabed, in the south part of the island. It consists of a main concentration of broken amphorae of Africana IIA and IID types, and scattered material in the surrounding area. Discovered during the Euboean Gulf survey (shipwreck 12 of the survey), the site was documented under the direction of G. Koutsouflakis.

Plans are made to create an underwater diving park in the wider area of the Euboean Gulf.

*Bibliography:* Attikos *paratiritis* 2015; Koutsouflakis and Argyris 2015; Koutsouflakis *forthcoming* (site R5)

**327. Petalioi (Shipwreck XIII) Greece, South Euboean Gulf, Islet Founti (West)**

*Date:* 4<sup>th</sup> – 3<sup>rd</sup> cent. BC

*Depth:* 7-28m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with HIMA (2010)

*Research:* Surface survey (2010)

*Preservation:* In situ

*Presentation:* No

The shipwreck, which lies on a steep, rocky and sandy seabed, preserves ceramic fragments in three assemblages. The two assemblages in its shallow zone preserve amphorae and pottery sherds concreted on the rock. In the deeper zone there are small concentrations of diagnostic amphora fragments of at least three different types of mushroom rim amphorae.

Discovered during the Euboean Gulf survey (shipwreck 13 of the survey), the site was documented under the direction of G. Koutsouflakis.

Bibliography: Koutsouflakis 2013: 141-144; Koutsouflakis *forthcoming* (site C17)

**328. Petalioi (Shipwreck XIV) Greece, Euboean Gulf, North coast of the islet**

Date: 4<sup>th</sup> – 3<sup>rd</sup> cent. BC

Depth: 5-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA (2000)

Research: Surface survey (2010)

Preservation: In situ

Presentation: No

The shipwreck, resting on a rocky seabed, preserves large and small concretions of amphora sherds, so fragmented that their type could not be identified.

Discovered during the Euboean Gulf survey (shipwreck 14 of the survey), the site was documented under the direction of G. Koutsouflakis.

Bibliography: Koutsouflakis *forthcoming* (site H 18)

**329. Petalioi (undated) Greece, Euboean Gulf, Makronisi island, Petalioi**

Date: Not known

Depth: 18m

State of preservation: Scattered

Main cargo: Tiles

Discovery: G. Koutsouflakis (2010)

Research: Surface survey (2010)

Preservation: In situ

Presentation: No



G. Koufoudakis inspected a cargo of roof tiles, still holding their stowage position as the site did not preserve on its surface layer any type of diagnostic pottery that would contribute to its dating. Hence, based on the roof tiles, of the common type used from the classical until the late roman period, the date of the shipwreck is only speculative.

*Bibliography:* Koutsouflakis *forthcoming* (site 166)

**330. Petrokaravo A**

**Greece, Saronic Gulf**

*Date:* Not known

*Depth:* 20m

*State of preservation:* Scattered

*Main cargo:* Tiles

*Discovery:* 1950s

*Research:* Not surveyed

*Preservation:* In situ

*Presentation:* No

A cargo of Laconian type roof-tiles was located close. Although referred as classical, the date of this wreck could not be certain.

*Bibliography:* Parker 1992 (site 808); Strauss 2013 (site 8198); Koutsouflakis *forthcoming* (site 168)

**331. Petrokaravo B**

**Greece, Saronic Gulf, South of Aigina**

*Date:* 9<sup>th</sup> cent. AD

*Depth:* 20-37m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Koutsouflakis (2003)

*Research:* Surface survey (2003)

*Preservation:* In situ

*Presentation:* No

A number of about fifteen scattered, intact and broken amphorae lying on the side of an underwater cliff, were identified as belonging to the "Magarika" category (2<sup>nd</sup> group of Bakirtzis classification). The site was inspected by G. Koutsouflakis.

*Bibliography:* Koutsouflakis *forthcoming* (site B26)

**332. Piadha**

**Greece, Argolida, North of Epidaurus**

*Date:* Not known

*Depth:* 30-35m

State of preservation: Scattered

Main cargo: Tiles

Discovery: EUA (1979)

Research: Surface survey (1979)

Preservation: In situ

Presentation: No

A cargo of Laconian type roof tiles resting in sandy seabed. The absence of any type of diagnostic pottery did not permit its dating. The site was inspected by the EUA and members of the Paros Land Excavation at Koukounaries, under the direction of G. Papathanasopoulos.

Bibliography: Papathanasopoulos 1980; Parker 1992 (site 810); Strauss 2013 (site 42); Koutsouflakis *forthcoming* (site 167)

### **333. Piraeus A**

**Greece, Piraeus harbour**

Date: 2<sup>nd</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Works of art

Discovery: During dredging (1930)

Research: Not surveyed

Preservation: In situ

Presentation: No

The shipwreck, preserved sculptures that were lifted from the seabed.

Bibliography: Parker 1992 (site 817); Strauss 2013 (72)

### **334. Piraeus B**

**Greece, Piraeus harbour**

Date: Not known

Depth: 27-30m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Not surveyed

Preservation: In situ

Presentation: No

No further information have been published regarding the shipwreck site mentioned by Parker (1992).

Bibliography: Parker 1992 (site 818); Strauss 2013 (8208)

**335. Pitharia****Greece, Kefalonia**Date: 4<sup>th</sup>-7<sup>th</sup> cent. ADDepth: 7mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: 1974Research: ReportPreservation: In situPresentation: No

The piles of amphorae sherds reported in the area could represent the remains of a shipwreck site.

Bibliography: Parker 1992 (site 836); Strauss 2013 (8226)**336. Plitra-Xyli Bay****Greece, Peloponnese, Laconia, Cape Xyli**Date: 2<sup>nd</sup> cent. BC -4<sup>th</sup> cent. ADDepth: 15-23mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: EUA (1999)Research: Surface survey (1999)Preservation: In situPresentation: No

A much destroyed cargo of Roman amphorae, of a non-specified type, was located and surveyed by the EUA, close to cape Xyli. The site also contained metal anchors and metal pipes.

Bibliography: Spondylis 2006: 1023; Strauss 2013 (site 8997); Koutsouflakis *forthcoming* (site R16)**337. Polyaios****Greece, Kimolos**Date: 5<sup>th</sup>-4<sup>th</sup> cent. BCDepth: 28-42mState of preservation: CoherentMain cargo: AmphoraeDiscovery: Local (2004)Research: Partial excavation (2009)Preservation: Partial in situPresentation: No

The shipwreck, which lies on the side of a stepped rocky cliff, is composed of two distinct assemblages, which preserve intact and fragmented amphorae. The preserved cargo consists mainly of Thasian and possibly some Mendean amphorae, as well as a

consignment of flat-based table amphorae. Five lead cores from wooden-stock anchors were also preserved around 30m from the main assemblage of the shipwreck. The site was documented and two trial trenches were dug, under the direction of G. Koutsouflakis and E. Spondylis. During the partial excavation, selected finds were lifted for further research.

*Bibliography:* Ministry of Culture and Sports 2010; Koutsouflakis and Spondylis 2012; Strauss 2013 (site 8984); Koutsouflakis *forthcoming* (site C26)

**338. Polyaiigos (marble)**

**Greece, Melos, Polyaiigos**

*Date:* 1<sup>st</sup>-4<sup>th</sup> cent. AD

*Depth:* >10m

*State of preservation:* Scattered

*Main cargo:* Architectural members

*Discovery:* EUA (1999)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

One Lamboglia 2 amphora and a single column of cipollino from Carystos preserved on the site could represent the remains of a ship transporting architectural elements.

*Bibliography:* Dellaporta and Dimitriadou 2006: 1031; Strauss 2013 (site 8989)

**339. Pontikonisi**

**Greece, Euboea, near Artemision**

*Date:* 4<sup>th</sup>-3<sup>rd</sup> cent. BC

*Depth:* 35-70m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* EUA in collaboration with the HCMR (2006)

*Research:* Surface survey (2006)

*Preservation:* In situ

*Presentation:* No

The site was located with the submarine 'Thetis', resting along the sides of a steep rocky cliff, half covered by sediments. It preserved around twenty intact and many broken amphorae of a non-identified type. During the survey of the site, by the EUA in collaboration with the HCMR, one intact amphora was lifted.

*Bibliography:* Koutsouflakis *forthcoming* (site H15)

**340. Poros A****Greece, Saronic Gulf, Poros, Cape Dana**

Date: 5<sup>th</sup> cent. BC

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: N. Stavroulakes and J. Mckerman (1974)

Research: Surface survey (1974)

Preservation: In situ

Presentation: No

The wreck, covering an area of 18 X 23 m, lies on a rocky slope ending in sandy seabed. It preserves fragmented and intact amphorae scattered on the seabed, the majority of which Samian, as well as few examples of Chian amphorae. The site was documented under the direction of N. Stavrolakes and J. Mckerman.

Bibliography: Stavrolakes and McKernan 1975; Parker 1992 (site 870); Theodoulou 2011:25; Strauss 2013 (site 8253); Koutsouflakis *forthcoming* (site A6)

**341. Poros B****Greece, Saronic Gulf, Poros, Cape Vasilis**

Date: 13<sup>th</sup>-14<sup>th</sup> cent. AD

Depth: 37-55m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: HIMA (2015)

Research: Surface survey (2015)

Preservation: In situ

Presentation: No

The shipwreck, located off the north side of Poros, lies on an inclined rocky and sandy terrain. It preserves a homogeneous cargo of concreted heaps of intact Bakirtzis type 7 amphorae. No further details have been published on the site.

Bibliography: Koutsouflakis *forthcoming* (site B27)

**342. Porto Cheli****Greece, Peloponnese, Argolida**

Date: 6<sup>th</sup> cent. AD

Depth: 4-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Report

Preservation: In situ

Presentation: No

The site preserves amphorae of globular form and part of a jug in coarse grey ware.

Bibliography: Parker 1992 (site 884); Strauss 2013 (site 8267)

**343. Porto Koupho A**

**Greece, Chalkidiki**

Date: 3<sup>rd</sup> cent. BC

Depth: 42-68m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The shipwreck lies on a steep, rocky cliff that ends in a sandy plateau. The largest part of its cargo is preserved at 55m below the sea level and it consists of amphorae of the Parmeniskos group. Known from previous expeditions, the site was relocated in 2003 and was documented in 2003 with the submarine 'Thetis' by the EUA in collaboration with the HCMR. One sample amphora and a metal object with wood attached on it were raised.

Bibliography: Mela 2012: 589; Koutsouflakis *forthcoming* (site H1)

**344. Porto Koupho B**

**Greece, Chalkidiki**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 105 m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2003)

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The site was located through sound scan sonar and documented with the submarine "Thetis" by the EUA in collaboration with the HCMR. It preserves two large concentrations of Günsenin 1 type amphorae and two groups of Y shaped anchors partially retaining their order (the first group has 8-10 anchors, while the second 5-6 anchors.)

Bibliography: Mela 2012: 587-58; Koutsouflakis *forthcoming* (site B1)

**345. Porto Koupho C**

**Greece, Chalkidiki**

Date: 9<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 110 -115m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2003)

Research: Surface survey (2003)

Preservation: In situ

Presentation: No

The site was located through sound scan sonar and documented with the submarine “Thetis” by the EUA in collaboration with the HCMR. Lying on a sandy seabed, the heavily silted site preserves in its surface layer 20-25 scattered amphorae along a straight line, as well as more amphorae buried in the sediment. According to the single sample raised the cargo comprised of Günsenin 1 type amphorae, of a different variation than the former site (Porto Koupho II).

Bibliography: Mela 2012: 587-588; Koutsouflakis *forthcoming* (site B2)

**346. Porto Longo**

**Greece, Peloponnese, Sapienza**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: P. Throckmorton (1969)

Research: Surface survey (1969)

Preservation: Partial in situ

Presentation: No

The shipwreck was located and inspected by P. Throckmorton using sub bottom profiling equipment, during his search of shipwrecks at the the area of Porto Longo. It preserved fragments of the hull of the ship, including oak planking, copper nails, and copper sheathing, as well as willowware plates and three Byzantine bottles. During the survey of the site, material was lifted and was then stored at Pylos museum.

Bibliography: Throckmorton 1970a; Parker 1992 (site 889); Strauss 2013 (site 8272)

**347. Portolafia (Shipwreck IV)  
Portolafia bay**

**Greece, Euboean Gulf, Cape Sesi,**

Date: 2<sup>nd</sup> cent. AD

Depth: 18-28m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: Planned (*in situ*)

The site, located 70m from the Portolafia (shipwreck 5), lies on a rocky cliff on the south part of Cape Sesi. It preserves small concentrations of three variations of Dyszek 25A amphorae. The site was surveyed during the Euboean Gulf Survey by the EUA in collaboration with HIMA, under the direction of G. Koutsouflakis. During its survey selected finds were lifted. The site is included in the area where there are plans to create an underwater diving park. Cited also as shipwreck 4 of the Euboean Gulf Survey.

Bibliography: Koutsouflakis et al 2012; Strauss 2013 (site 8991); Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site R4)

**348. Portolafia (Shipwreck V)**

**Greece, Euboean Gulf, Cape Sesi,**

**Portolafia bay**

Date: 12<sup>th</sup> cent. AD

Depth: 16-35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HIMA, indicated by a local diver (2006)

Research: Surface survey (2006)

Preservation: Partial in situ

Presentation: Planned in situ

The site, located 70m from the Portolafia (shipwreck 4), lies on a rocky slope on the south part of Cape Sesi. It preserves 20 intact and fragmentary Günsenin type 3 amphorae, as well as more amphorae in the deeper zone of the site (35m), half-buried in the sediments. During the survey of the site, by the EUA in collaboration with HIMA, under the direction of G. Koutsouflakis, the 20 intact amphorae were lifted. The site is included in the area where there are plans to create an underwater diving park. Cited also as shipwreck 5 of the Euboean Gulf Survey.

Bibliography: Koutsouflakis et al 2012; Strauss 2013 (site 8992); Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site B22)

**349. Prasso**

**Greece, Chios, Prassonisia islets**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: BSA (1954)

Research: Surface survey (1954)



Preservation: In situ

Presentation: No

A shipwreck preserving a cemented deposit of Riley LR 2 amphora sherds. The site was surveyed by BSA, under the direction of M.S.F. Hood and J. Boardman.

Bibliography: Garnett and Boardman 1961; Parker 1992 (site 900); Strauss 2013 (site 8283); Koutsouflakis *forthcoming* (site LR2)

**350. Prasonisi southern islet (SW)**

**Greece, Chios, Prasonisia**

Date: 7<sup>th</sup> cent. AD

Depth: 2-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration the WHOI (2008)

Research: Surface survey (2008)

Preservation: In situ

Presentation: No

The shipwreck lies on a steep rocky seabed, in the SW cape of the southern Prasonisia islet. It preserves fragmented LR13 amphorae, deep plates with ring bases and part of a roof tile. The site was inspected by the EUA in collaboration the WHOI.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site LR3)

**351. Prasonisi southern islet (S)**

**Greece, Chios, Prasonisia**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 32m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA (2007)

Research: Surface survey (2007-2008)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, close to the toe of a rocky slope, is located on south side of the southernmost Prasonisi islet. In its visible remains, the site preserves an assemblage of amphorae (13x10m), some of which still holding their stowage position. During the survey of the site, by the EUA in collaboration with the WHOI, amphorae, of the LR1, Samos Cistern, and Sinopean types, were lifted from the site. A jug and a roof tile, which probably consisted part of the roofed galley, were also located on the site.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site LR4)

**352. Prassonisia A**

**Greece, Rhodes, Prassonisi islet**

Date: Not known

Depth: 4-6m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: EUA (2000s)

Research: Surface survey (2000s).

Preservation: In situ

Presentation: No

The site preserves an assemblage of about 150-200 cooper bun-ingots, lying on a rocky seabed. It was inspected by the EUA, under the direction of I. Spondylis, D. Kourkoumelis and P. Michal.

Bibliography: Dellaporta 2012c: 582; Koutsouflakis *forthcoming* (site 170)

**353. Prassonisia B**

**Greece, Chios, Prassonisia**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR and WHOI (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: No

A shipwreck site preserving LR2 amphorae has been located and surveyed by the EUA, in collaboration with HCMR and WHOI.

Bibliography: Theodoulou et al 2009

**354. Preveza A**

**Greece, Actium**

Date: 2<sup>nd</sup> cent. BC

Depth: 18m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (1969)

Research: Not surveyed

Preservation: In situ

Presentation: No

A scattered shipwreck site preserving complete and fragmented Greco-Italic amphorae (similar to Will type D) was reported to the Nikopolis Museum by a local diver. The diver handed to the Museum 5 amphorae he had lifted from the site.

*Bibliography:* Vokotopoulou 1970:253; Parker 1992 (site 904); Strauss 2013 (site 46); Koutsouflakis *forthcoming* (site H42)

**355. Preveza B**

**Greece, Actium**

*Date:* 3<sup>rd</sup> cent. BC

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Fishermen (19<sup>th</sup> century)

*Research:* Not surveyed

*Preservation:* Partial

*Presentation:* Ex situ

Two intact amphorae lifted by a fisherman in his nets, and later on donated to the British Museum, probably represent the remains of a shipwreck site. According to Kapitän the amphorae are of Corinthian and Corcyran types, while according to Parker they represent the Corinthian A and B types.

*Bibliography:* Kapitän 1973; Parker 1992 (site 905); Strauss 2013 (site 43)

**356. Prophete Elia**

**Greece, Peloponnese, Laconia**

*Date:* 2<sup>nd</sup> cent. AD

*Depth:* 6-9m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* 1999 (EUA)

*Research:* Surface survey (1999)

*Preservation:* In situ

*Presentation:* No

A much-disturbed site was located close to a reef, preserving Roman amphorae of a not reported type. The shipwreck was inspected by the EUA, under the direction of I. Spondylis.

*Bibliography:* Spondylis 2006: 1024; Strauss 2013 (site 8996); Koutsouflakis *forthcoming* (site R17)

**357. Psathonisi**

**Greece, Syros, Kokinas**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1995

Research: Report

Preservation: In situ

Presentation: No

A report regarding the location of a shipwreck site preserving amphorae. No further research was undertaken on the site.

Bibliography: Simossi 2000: 855; Strauss 2013 (site 99)

**358. Psathoura**

**Greece, Northern Sporades, Psathoura strait**

Date: 4<sup>th</sup> cent. BC

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local fisherman (1994)

Research: Surface survey (1994)

Preservation: In situ

Presentation: No

A shipwreck located on a rocky seabed, preserving broken and concreted amphorae, probably Thasian. The site was inspected by the EUA, under the direction of D. Chaniotis.

Bibliography: Chaniotis 1999: 864; Theodoulou 2011:36; Koutsouflakis *forthcoming* (site C6)

**359. Pseira**

**Greece, Crete, Pseira**

Date: 18<sup>th</sup>-17<sup>th</sup> cent. BC

Depth: 50m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA (2003)

Research: Partial excavation

Preservation: Partial in situ

Presentation: No

In 1976, J.Y. Cousteau reported the location of fragments of amphorae at the islet of Pseira. Based on that report, the EUA with a team of the Department of Geology of the University of Athens, under the direction of E. Hadjidaki, surveyed the area and located a

shipwreck site lying on a rocky seabed with many pockets. The site, covering an area of 19x15m, preserves over 300 intact and fragmented amphorae, pithoid jars and domestic pottery. During the partial excavation of the site over 200 pottery vessels were recovered, among which, about 80 complete enough to be identifiable as amphorae and large jars.

Bibliography: Hadjidaki 2008; Strauss 2013 (site 8986); Koutsouflakis *forthcoming* (site P6)

**360. Pserimos**

**Greece, Kalymnos**

Date: 4<sup>th</sup>-1<sup>st</sup> cent. BC

Depth: 100m

State of preservation: Scattered

Main cargo: Works of art

Discovery: Fishermen (1994)

Research: Not surveyed

Preservation: In situ

Presentation: No

A non-confirmed report of a shipwreck preserving works of art.

Bibliography: Kazianes 1999: 856; Strauss 2013 (site 82)

**361. Rhamnous**

**Greece, Attica, East coast**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

A non-confirmed report of a shipwreck site, preserving amphora fragments.

Bibliography: Parker 1992 (site 981); Strauss 2013 (site 8363)

**362. Rhapsina**

**Greece, Attica, East coast**

Date: 1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: Partial in situ

Presentation: Partial ex situ

A non-confirmed report of a shipwreck preserving a Koan and another, non-identified type of amphora.

Bibliography: Parker 1992 (site 982); Strauss 2013 (site 50)

**363. Rhodes A**

**Greece, Rhodes, Lindos**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1980)

Research: Surface survey (1980s)

Preservation: In situ

Presentation: No

A shipwreck site preserving amphorae, whose type has not been reported. The site has been inspected by the EUA.

Bibliography: Parker 1992 (site 983); Strauss 2013 (site 8365)

**364. Rhodes B**

**Greece, Rhodes**

Date: 12<sup>th</sup> cent. AD

Depth: 12-14m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA (2013)

Research: Partial excavation (2013)

Preservation: Partial in situ

Presentation: No

The remains of an extensively burned shipwreck, buried under 1 m. of sediment, was located inside the commercial port of Rhodes. During its partial excavation, undertaken by the EUA, under the direction of G. Koutsouflakis, part of the hull of the ship were revealed, including the shell, the ceiling, frames, the keel, the keelson and the bulwark. The cargo of the ship consisted of Günsenin 3 type amphorae. The excavation of the site also revealed domestic pottery, foodstuffs and organic material (ropes, animal skins, wooden objects).

Bibliography: Koutsouflakis *forthcoming* (site B33)

**365. Rhodes C****Greece, Rhodes**Date: 13<sup>th</sup> cent. ADDepth: 16mState of preservation: CoherentMain cargo: No cargoDiscovery: EUA (2007)Research: Partial excavationPreservation: Partial in situPresentation: No

The shipwreck remains were preserved near the entrance of the commercial port of Rhodes half-buried in the sediments of the port. During its excavation, the hull of the ship was revealed in a good state of preservation, measuring 20x3.40. (it is estimated that its original length exceeds 30m). Its characteristics, built in the "skeleton first" technique, with a flat-bottomed hull, is considered unique in the eastern Mediterranean. The remains could be of a vessel used for transportation. No cargo nor ballast stones were located during the excavation.

Bibliography: Koutsouflakis *forthcoming* (site B32)**366. Russian****Greece, Paros, Bay of Naousa**Date: 18<sup>th</sup> cent. ADDepth: Not reportedState of preservation: Not reportedMain cargo: No cargo (Warship)Discovery: EUA (1979)Research: Report (1979)Preservation: In situPresentation: No

A shipwreck, dated during the Russian occupation of the island, was reported and inspected by the EUA, under the direction of G. Papathanasopoulos.

Bibliography: Papathanasopoulos 1980: 167**367. Salamina****Greece, Saronic Gulf, Salamina, Lagousa**Date: 5<sup>th</sup> cent. BCDepth: 6-7mState of preservation: CoherentMain cargo: TilesDiscovery: EUA in collaboration with the HIMA (2005)Research: Surface survey (2004-2005, 2007)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves a large block of concreted laconian type roof-tiles, many of which still retain their order, as well as several smaller concentrations of tiles scattered in the surrounding area. Fragments of bulbous-necked type Chian amphorae and of various types of small vases were also preserved. The site was surveyed by the EUA in collaboration with the HIMA under the direction of K. Dellaporta and Y. Lolos.

Bibliography: Lolos 2012; Koutsouflakis *forthcoming* (site C24)

**368. Saliagos**

**Greece, Paros**

Date: 2<sup>nd</sup>-4<sup>th</sup> cent. AD

Depth: 2-3m

State of preservation: Scattered

Main cargo: Pottery

Discovery: 1960

Research: Report

Preservation: In situ

Presentation: No

A non-confirmed report of a shipwreck site preserving Roman coarse pottery.

Bibliography: Parker 1992 (site 1016); Strauss 2013 (site 108)

**369. Sami**

**Greece, Cape Dichalia**

Date: 4<sup>th</sup> -2<sup>nd</sup> cent. BC

Depth: 6-17m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The shipwreck, lying on a rocky slope, preserves fragments of at least two types of amphorae, whose type was not reported. Its survey was conducted by the EUA, under the direction of D. Evangelistis and K. Dellaporta.

Bibliography: Evangelistis and Dellaporta 2013: 1255

**370. Samiopoula**

**Greece, Samiopoula**



Date: 1<sup>st</sup> cent. BC

Depth: 30-55m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2004)

Research: Surface survey (2004)

Preservation: In situ

Presentation: No

The site rests on a sandy, sloping seafloor. It preserves two main concentrations of Rhodian and Koan amphorae, as well as material scattered in the surrounding area. Its surface survey was undertaken by the EUA in collaboration with the HCMR.

Bibliography: Koutsouflakis *forthcoming* (site H6)

**371. Samos**

**Greece, Samos**

Date: 3<sup>rd</sup> cent. BC

Depth: 25- 40m

State of preservation: Coherent

Main cargo: Amphorea

Discovery: 2004

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck, lying on a mixed rocky and sandy seabed, preserves intact and fragmented amphorae, mainly Koa, as well as broken pottery.

Bibliography: Whitley 2005:91; Strauss 2013 (site 89); Koutsouflakis *forthcoming* (site H5)

**372. Sapienza A**

**Greece, Peloponnese, Methone, Porto Logo**

Date: 2<sup>nd</sup> BC - 4<sup>th</sup> cent. AD

Depth: 3-7m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: P. Throckmorton (1973)

Research: Surface survey (1973, 2000)

Preservation: Partial in situ

Presentation: Partial ex situ

A shipwreck site located and inspected by P. Throckmorton in the 1970s without mentioning its exact position was relocated by EUA in 2000 outside the bay of Port Logo. Its cargo consists of about 20 rectangular white marble blocks lying on rocky seabed. A

limited number of amphora sherds were also located on the site, which contributed to its dating.

*Bibliography:* Parker 1992 (site 1037); Mela et al 2003; Spondylis 2012b; Archaeology Newsroom 2013; Strauss 2013 (site 76); Koutsouflakis *forthcoming* (site R19).

**373. Sapienza B**

**Greece, Peloponnese, Methone, Porto Logo**

*Date:* 19<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* Not reported

*Discovery:* P. Throckmorton (1969)

*Research:* Report (1969)

*Preservation:* In situ

*Presentation:* No

The site was located and inspected by P. Throckmorton in 1969. No further information have been published.

*Bibliography:* Throckmorton 1970b

**374. Sapienza C**

**Greece, Peloponnese, Methone, Porto Logo**

*Date:* 19<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Scattered

*Main cargo:* No cargo (Sailing ship)

*Discovery:* P. Throckmorton (1969)

*Research:* Report (1969)

*Preservation:* In situ

*Presentation:* No

The site was located and inspected by P. Throckmorton in 1969. No further information have been published.

*Bibliography:* Throckmorton 1970b

**375. Seriphos**

**Greece, Seriphos, Levadi**

*Date:* 3<sup>rd</sup> cent. BC

*Depth:* 12-32m

*State of preservation:* Coherent

*Main cargo:* Amphorea

*Discovery:* Local diver (1980)

*Research:* Surface survey (1985)

Preservation: In situ

Presentation: No

The shipwreck, lying on a mixed rocky and sandy seabed, covers an area of 10.5x8m. It preserves two piles of Corinthian B type of amphorae; ten complete at the main mound and many broken at the second pile. More amphorae must be preserved under the sand. The site was surveyed by the EUA.

Bibliography: Kazianes et al 1990; Parker 1992 (site 1075); Strauss 2013 (site 101); Koutsouflakis *forthcoming* (site H29)

**376. Siphnos**

**Greece, Siphnos, Kitriani bay**

Date: 2<sup>nd</sup> cent. BC

Depth: 6-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1990

Research: Surface survey (1991)

Preservation: In situ

Presentation: No

The site lies on a rocky seabed. It preserves fragmented Lamboglia II amphorae, a small Knidian amphora and several Rhodian amphora handles. The site was surveyed by the EUA.

Bibliography: French 1991:64; Koutsouflakis *forthcoming* (site H30)

**377. Sithonia**

**Greece, Chalikidiki**

Date: 5<sup>th</sup> cent. BC

Depth: 12-15m

State of preservation: Scattered

Main cargo: Amphoreia

Discovery: 1977

Research: Report

Preservation: In situ

Presentation: No

The site lies on a sandy seabed, close to the shore. It preserves amphorae mainly from Mendi, as well as two other amphorae the types of which were not reported. Besides its report, no further research was undertaken on the site.

Bibliography: Parker 1992 (site 1095); Strauss 2013 (site 8472)

**378. Skantzoura Greece, Northern Sporades, Skantzoura island**

Date: 4<sup>th</sup> cent. BC

Depth: 32-40m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA (2008)

Research: Surface survey (2008)

Preservation: In situ

Presentation: No

A much-disturbed shipwreck resting on a sloping rocky plateau, half-covered by sand. It preserves two dense concentrations of more than 400 intact and fragmented amphorae. The majority of those (about 250 amphorae) are Thasian, while the rest are Peparithian I (about 70 amphorae), Peparithian II (about 70 amphorae) and Mendean (about 40 amphorae). The site also preserves some Attic domestic wares. The site was documented by the EUA.

Bibliography: Koutsouflakis *forthcoming* (site C7)

**379. Skopelos A**

**Greece, Skopelos**

Date: 12<sup>th</sup>-13<sup>th</sup> cent. AD

Depth: 12- 22m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1950s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The remains of what is probably a much-disturbed site lying on a rocky cliff, preserve several fragmented Günsenin type 4 amphorae.

Bibliography: Parker 1992 (site 1099); Strauss 2013 (site 8476); Koutsouflakis *forthcoming* (site B7)

**380. Skopelos B**

**Greece, Skopelos, Dhasia islet**

Date: 11<sup>th</sup> -12<sup>th</sup> cent. AD

Depth: 13-23m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The shipwreck, lying on a rocky seabed, is half covered by sediments. It preserves two large concentrations of Günsenin 3 amphorae, most of them in fragmentary. The site was surveyed by HIMA, under the direction of I. Spondylis.

Bibliography: Koutsouflakis *forthcoming* (site B8)

**381. Skrofades**

**Greece, Leros**

Date: 1<sup>st</sup> cent. BC

Depth: 25-42m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The site lies on a sloping, rocky sea floor, covered with sediments. It preserves a dense concentration of concreted fragmented and intact Rhodian amphorae. The site was inspected by the EUA in collaboration with HCMR.

Bibliography: Dellaporta et al 2003; Theodoulou 2011:45; Koutsouflakis *forthcoming* (site H39)

**382. Skyros**

**Greece, Skyros, Achileion**

Date: 14<sup>th</sup> cent. AD

Depth: 6-8m

State of preservation: Coherent

Main cargo: Potery

Discovery: During construction works

Research: Report

Preservation: In situ

Presentation: No

The shipwreck, located during construction works of a local port installation, is reported to preserve a significant part of the ship's hull remains *in situ*, covered by sediments. Its cargo consisted of fine glazed tableware and several deep bowls, which were delivered to the local museum. Besides its report, no further research was undertaken on the site.

Bibliography: Koutsouflakis *forthcoming* (site B9)

**383. Sounio**

**Greece, Sounio, Patroklos strait**

Date: 5<sup>th</sup> – 4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorea

Discovery: HIMA (1979)

Research: Surface survey (1979)

Preservation: In situ

Presentation: No

The site, inspected by the HIMA, under the direction of C.Pennas and C. Krintzas, preserved amphora fragments, the type of which has not been reported.

Bibliography: Theodoulou 2011:28

**384. Sporades A**

**Greece, Northern Sporades**

Date: 4<sup>th</sup> – 3<sup>rd</sup> cent. BC

Depth: 25-30m

State of preservation: Well-preserved

Main cargo: Amphorea

Discovery: Local sponge diver (1970s)

Research: Not surveyed

Preservation: In situ

Presentation: No

The shipwreck site, covering an area of 30x20m, preserves several types of amphorae, among which Thasian. No further details have been published.

Bibliography: Parker 1992 (site 1109); Strauss 2013 (site 8486)

**385. Sporades B**

**Greece, Northern Sporades**

Date: 10<sup>th</sup> – 12<sup>th</sup> cent. AD

Depth: 40-50m

State of preservation: Well-preserved

Main cargo: Amphorea

Discovery: Local sponge diver (1970s)

Research: Not surveyed

Preservation: In situ

Presentation: No

The shipwreck site, covering an area of 20x5m, preserves several types of amphorae, among which Günserin type 3 globular amphorae. No further details have been published.

Bibliography: Parker 1992 (site 1110); Strauss 2013 (site 8487)

**386. Sporades C****Greece, Northern Sporades**Date: 10<sup>th</sup> – 12<sup>th</sup> cent. ADDepth: 40-50mState of preservation: Not reportedMain cargo: No cargo (Warship)Discovery: Local sponge diver (1970s)Research: Not surveyedPreservation: In situPresentation: No

The shipwreck site, covering an area of 20x5m, is located 50m from Sporades B shipwreck. It preserves several types of amphorae, among which Günserin type 3 globular amphorae. No further details have been published.

Bibliography: Parker 1992 (site 1110); Strauss 2013 (site 8487)**387. Stavros****Greece, Argolic Gulf, Hydra**Date: 1<sup>st</sup> cent. ADDepth: 40-50mState of preservation: CoherentMain cargo: AmphoraeDiscovery: Not reportedResearch: Not surveyedPreservation: In situPresentation: No

The shipwreck, lying on a sandy seabed, preserves a dense concentration of around 250 intact Koan amphorae, as well as several others are scattered in the surrounding area. A large pithos located in the area probably belongs to the same assemblage.

Bibliography: Koutsouflakis *forthcoming* (site R14)**388. Stavros Ithakis****Greece, Ithaki**Date: 4<sup>th</sup> -2<sup>nd</sup> cent. BCDepth: Not reportedState of preservation: ScatteredMain cargo: Not reportedDiscovery: EUA (1994)Research: Surface surveyPreservation: In situPresentation: No

Besides the report of a shipwreck site inspected by the EUA, no further details have been published.

Bibliography: Kazianes 1999: 853

**389. Steni Angali (Shipwreck I)**

**Greece, Pagasitic Gulf, Nies,**

**Steni Angali bay**

Date: 12<sup>th</sup> -13<sup>th</sup> cent. AD

Depth: 5-8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The fragmented Günsenin 3 type amphorae, and a partially preserved glazed bowl have been interpreted as the remains of a much-disturbed shipwreck. The site was surveyed and documented by the HIMA, under the direction of I. Spondylis, in the framework of the Pagasitic Gulf Survey. Cited also as Shipwreck 1 of the Pagasitic Gulf Survey.

Bibliography: Spondylis 2002: 25; Koutsouflakis *forthcoming* (site B15)

**390. Steni Angali (Shipwreck II)**

**Greece, Pagasitic Gulf, Nies,**

**Steni Angali bay**

Date: 6<sup>th</sup> -7<sup>th</sup> cent. AD

Depth: 5-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The site preserves globular amphorae resembling to LR 2 type, in a fragmentary condition. It was surveyed and documented by the HIMA, under the direction of I. Spondylis, in the framework of the Pagasitic Gulf Survey. Cited also as Shipwreck 2 of the Pagasitic Gulf Survey.

Bibliography: Spondylis 2002: 25-28; Koutsouflakis *forthcoming* (site LR7)

**391. Strovili islet**

**Greece, Chios, Strovili strait**

Date: 3<sup>rd</sup> -2<sup>nd</sup> cent. BC

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae



Discovery: EUA (2007)

Research: Surface survey (2008)

Preservation: In situ

Presentation: No

The shipwreck site preserves Thasian amphorae and pottery sherds. It was inspected by the EUA in 2007. In 2008, the site was re visited by the EUA in collaboration with WHOI, and was documented with high resolution images and photomosaics.

Bibliography: Theodoulou et al 2009, 2015b; Koutsouflakis *forthcoming* (site H4)

**392. Styra (Shipwreck I)**

**Greece, South Euboean Gulf, Styra island,**

**Agios Andreas islet**

Date: 5<sup>th</sup> -6<sup>th</sup> cent. AD

Depth: 9-17m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with the HIMA (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The site is located on a sloppy rocky seabed at Agios Andreas islet. It preserves its homogeneous cargo of LR2 amphorae in large and small concretions. Some of amphorae bear short incised inscriptions on the neck. Scattered finds were also located in the deeper zone of the site. The site was inspected by the EUA in collaboration with HIMA, within the framework of the Euboean Gulf survey. Cited also as Shipwreck 1 of the Euboean Gulf survey.

Bibliography: Koutsouflakis et al 2012: 46-47; Koutsouflakis *forthcoming* (site LR9)

**393. Styra (Shipwreck II)**

**Greece, South Euboean Gulf, Styra island,**

**Petousi islet**

Date: 2<sup>nd</sup> cent. AD

Depth: 23-26m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Local diver (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The shipwreck lying on a mixed, sandy and rocky, flat seabed, is the first cargo of African amphorae in located in Greek waters. Its homogeneous cargo consists of Tripolitanian I type amphorae, all of them preserved in a fragmentary condition. The site was inspected by the EUA in collaboration with HIMA, within the framework of the Euboean Gulf survey. Cited also as Shipwreck 2 of the Euboean Gulf survey.

*Bibliography:* Koutsouflakis et al 2012; Strauss 2013 (site 8995); Koutsouflakis and Argyris 2015; Koutsouflakis *forthcoming* (site R2)

**394. Styra (Shipwreck III) Greece, South Euboean Gulf, Styra island**

*Date:* 4<sup>th</sup> cent. BC

*Depth:* 12-17m

*State of preservation:* Scattered

*Main cargo:* Tiles

*Discovery:* EUA in collaboration with the HIMA (2006)

*Research:* Surface survey (2006)

*Preservation:* In situ

*Presentation:* Planned in situ

The remains of a small boat rest on mixed rocky and sandy seabed. Its preserved cargo consists of laconian type roof tiles, the majority of which retain their. Two fragments of amphorae were also located on the site. However, it is not certain whether they form part of the assemblage. The site, inspected by the EUA in collaboration with HIMA, within the framework of the Euboean Gulf survey, is located in the area where an underwater diving park is being planned. Cited also as Shipwreck 3 of the Euboean Gulf survey.

*Bibliography:* Koutsoufalkis and Argyris 2012; Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site C16)

**395. Styra (Shipwreck VI) Greece, South Euboean Gulf, Styra island, Cape Rethi**

*Date:* 2<sup>nd</sup> -1<sup>st</sup> cent. BC

*Depth:* 40-46m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* Local diver (2007)

*Research:* Partial excavation (2007)

*Preservation:* Partial in situ

*Presentation:* No

The site lies at the foot of a rocky cliff on sandy seafloor, covering an area of about 80 sq.m. Parts of the cargo are found isolated also in the shallower (28-38 m.) and deeper (45-49 m.) zone of the site. The main cargo consists of amphorae of Will 11c type and some imitations of Koan amphorae. The site also preserves cooking and tableware, a stone *mortarium*, pieces of furniture, pieces of bronze statues, and a lead ring. The structure of the ship is preserved to a certain extent under the sediments. The site was surveyed by the EUA in collaboration with HIMA, under the direction of G. Koutsouflakis. During its survey a partial trench was excavated, which revealed parts of the hull of the ship. Four amphorae, cooking and tableware, a stone *mortarium*, pieces of furniture, pieces of bronze statues and a lead ring were lifted. Cited also as Shipwreck 6 of the Euboean Gulf survey.

Bibliography: Koutsouflakis et al 2012; Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site H16)

**396. Styra (Shipwreck VII) Greece, South Euboean Gulf, Styra island**

Date: 2<sup>nd</sup> cent. BC

Depth: 8-14m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with the HIMA (2007)

Research: Surface survey (2007)

Preservation: In situ

Presentation: No

The shipwreck, lies on a mixed, rocky and sandy seabed. It preserves large concretions Knidian and Koan type amphora fragments, some of which bear stamps on their handles. The site was inspected by the EUA in collaboration with HIMA, within the framework of the Euboean Gulf Survey, under the direction of G. Koutsouflakis. During its survey, amphora fragments were lifted. Cited also as Shipwreck 7 of the Euboean Gulf survey.

Bibliography: Koutsouflakis et al 2012; Attikos paratiritis 2015; Koutsouflakis *forthcoming* (site H17)

**397. Syrna A Greece, Syrna, Kassiotis bay**

Date: 10<sup>th</sup> – 12<sup>th</sup> cent. AD

Depth: 45-52m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The site preserves a large cargo of Günseini 2 type amphorae, part of which is buried in the seabed and retains its stowage position. During its survey by the EUA in collaboration with the HCMR, the surface layer of the site was filmed and photographed. Cited also as Syrna I.

Bibliography: Micha and Kourkoumelis 2010; Dellaporta 2012b: 571-572; Theodoulou 2015b:90; Koutsouflakis *forthcoming* (site B30)

**398. Syrna B**

**Greece, Syrna, Kassiotis bay**

Date: 2<sup>nd</sup> -3<sup>rd</sup> cent. AD

Depth: 41-47m

State of preservation: Coherent

Main cargo: Pottery

Discovery: EUA in collaboration with the HCMR (2002)

Research: Surface survey (2002)

Preservation: Partial in situ

Presentation: No

A much-disturbed wreck lies on a sandy seabed. Its preserved cargo consists of domestic pottery (cooking pots, casseroles and jugs). The site was surveyed and documented by the EUA in collaboration with the HCMR. As this was the first shipwreck found in the Aegean carrying cooking vessels cargo, a sample of each kind of pottery was lifted (15 fragmentary and intact vessels).

Bibliography: Micha and Kourkoumelis 2010; Dellaporta 2012b: 571-572; Koutsouflakis *forthcoming* (site R31)

**399. Syrna C**

**Greece, Syrna, Kassiotis bay**

Date: 3<sup>rd</sup> -2<sup>nd</sup> cent. BC

Depth: 15-20m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The shipwreck, resting on a sandy seabed, preserves several scattered intact and fragmented Koan amphorae. The site was surveyed and documented by the EUA in collaboration with the HCMR.

*Bibliography:* Micha and Kourkoumelis 2010; Dellaporta 2012b: 571-572; Strauss 2013 (site 86); Theodoulou 2015b:90; Koutsouflakis *forthcoming* (site H37)

**400. Syros**

*Date:* 3<sup>rd</sup> – 2<sup>nd</sup> cent. BC

*State of preservation:* Scattered

*Discovery:* 1998

*Research:* Surface survey (1998)

*Preservation:* In situ

The site lies on a steep rocky seabed which ends up to a sandy plateau. Its preserved cargo consists of a large accumulation of concreted and freestanding Rhodian amphora sherds, as well as amphora halves of the same kind. The site was inspected by G. Koutsouflakis.

*Bibliography:* Koutsouflakis *forthcoming* (site H27)

**Greece, Syros, Didymi islet**

*Depth:* 15-20m

*Main cargo:* Amphorae

*Presentation:* No

**401. Tainaron**

*Date:* 13<sup>th</sup> cent. AD

*State of preservation:* Scattered

*Discovery:* 1980s

*Research:* Surface survey

*Preservation:* In situ

A non-confirmed report about a site preserving at least on amphora of the Günsenin type 3.

*Bibliography:* Parker 1992 (site 1128); Strauss 2013 (8504)

**Greece, Peloponnese, Cape Matapan**

*Depth:* Not reported

*Main cargo:* Amphorae

*Presentation:* No

**402. Telendos**

*Date:* 2<sup>nd</sup> cent. BC

**Greece, Telendos, Cape Pnigmenos**

*Depth:* 60-70m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA in collaboration with the HCMR (2002)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

A heavily concreted shipwreck lying on the sides of an underwater stepped cliff. It preserves mainly concreted, but also some intact Rhodian amphorae, some of which bear a rose stamp on their handle. The site was surveyed by the EUA in collaboration with the HCMR, with the use of submarine 'Thetis'. One amphora was recovered from the site.

Bibliography: Dellaporta et al 2003; Theodoulou 2011:45; Koutsouflakis *forthcoming* (site H34)

**403. Tenedos**

**Greece, Tenedos**

Date: 10<sup>th</sup> – 11<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: Ex situ

Presentation: Ex situ

A non-confirmed report regarding the location of a shipwreck site preserving Günsenin type 1 amphorae.

Bibliography: Parker 1992 (site 1139); Strauss 2013 (site 8515)

**404. Thasos A**

**Greece, Thasos**

Date: 5<sup>th</sup> - 6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey (1980s)

Preservation: In situ

Presentation: No

The site, located 20m offshore, and preserving Late Roman or Byzantine amphora fragments, is said to represent the scattered remains of a shipwreck.

Bibliography: Parker 1992 (site 1146); Strauss 2013 (site 8522)

**405. Thasos B****Greece, Thasos**

Date: 1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey (1980s)

Preservation: In situ

Presentation: No

A shipwreck site preserving Lamboglia 2 amphorae. No further details have been published.

Bibliography: Parker 1992 (site 1147); Strauss 2013 (site 97)

**406. Tilegrafo bay (Shipwreck V)  
Cape Tilegrafo****Greece, Pagasitic Gulf, Magnesia,**

Date: 12<sup>th</sup> - 13<sup>th</sup> cent. AD

Depth: 19-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The site, preserving Günsenin 4 type amphorae and flat-based amphorae of an unidentified type, surveyed by the HIMA, under the direction of I. Spondylis, within the framework of the Pagasitic Gulf Survey. Cited also as Shipwreck 5 of the Pagasitic Gulf Survey.

Bibliography: Spondylis 2002: 25-29; Koutsouflakis *forthcoming* (site B17)

**407. Tilegrafo bay (Shipwreck VII)  
Cape Tilegrafo****Greece, Pagasitic Gulf, Magnesia,**

Date: 4<sup>th</sup> cent. AD

Depth: 17-23m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Partial excavation (2004-2005)

Preservation: Partial in situ

Presentation: Partial in situ

The site resting on a sloping rocky seabed, covered by sediments, consists of two main concentrations of amphorae, as well as scattered material in the surrounding area. It preserves part of the cargo of the ship comprise of at least seven types of amphorae; its main cargo was parted of early variations of LR 2 amphorae, while the secondary cargo has not been identified. A stone anchor was also located. The site was surveyed within the framework of the Pagasitic Gulf Survey and was partially excavated by the HIMA, under the direction of I. Spondylis. Plans are made for the creation of an underwater archaeological park in the area. Cited also as Shipwreck 7 of the Pagasitic Gulf Survey.

Bibliography: Spondylis and Demesticha 2004; Demesticha 2008; Spondylis 2008; Vlachaki 2008; Strauss 2013 (site 8967); ANT1 News 2015; Koutsouflakis *forthcoming* (site LR8)

**408. Tilegrafo bay (Shipwreck VIII) Greece, Pagasitic Gulf, Magnesia, Cape Tilegrafo**

Date: 12<sup>th</sup> - 13<sup>th</sup> cent. AD

Depth: 10-20m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000)

Preservation: In situ

Presentation: No

The shipwreck preserves fragmented Günsenin 3 type amphorae. It was surveyed by HIMA within the framework of the Pagasitic Gulf Survey, under the direction of I. Spondylis. Cited also as Shipwreck 8 of the Pagasitic Gulf Survey.

Bibliography: Spondylis 2002: 25; Koutsouflakis *forthcoming* (site B16)

**409. Thorikos (Shipwreck XIX) Greece, Euboean Gulf, Lavreotiki, Tourkolimano**

Date: 4<sup>th</sup> cent. BC

Depth: 4-8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA in collaboration with the HIMA (2012)

Research: Surface survey (2012)

Preservation: In situ

Presentation: No

The site preserving several concreted concentrations of amphora sherds, in an area of 500 sq.m. could represent shipwreck remains. The diagnostic amphorae preserved



resemble to P 30689 and P 30687 amphorae of the Athenian Agora. The site was surveyed by HIMA in collaboration within the framework of the Euboean Gulf Survey, under the direction of G. Koutsouflakis. Cited also as Shipwreck 19 of the Euboean Gulf Survey.

Bibliography: Koutsouflakis 2013: 191-193; Koutsouflakis *forthcoming* (site C19)

**410. Thorikos (Shipwreck XX)**

**Greece, Euboean Gulf, Lavreotiki**

Date: 1<sup>st</sup> – 2<sup>nd</sup> cent. AD

Depth: 8-17m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: EUA in collaboration with the HIMA (2012)

Research: Surface survey (2012)

Preservation: In situ

Presentation: No

The shipwreck is located inside the well protected bay of Tourkolimano. It preserves dense remains of a considerably massive cargo of Laconian roof tiles, terracotta rectangular slabs and some clay pipes. During its preliminary investigation, fragmented amphora samples were raised, and identified to belong to the Dyczek 25A and Knossos A53 types. The site was examined by HIMA in collaboration within the framework of the Euboean Gulf Survey, under the direction of G. Koutsouflakis. Cited also as Shipwreck 20 of the Euboean Gulf Survey.

Bibliography: Koutsouflakis 2013: 196-198; Koutsouflakis *forthcoming* (site R6)

**411. Thorikos (Shipwreck XXIII)**

**Greece, East Attica, Cape Vrysaki**

Date: 12<sup>th</sup> cent. AD

Depth: 5-10m

State of preservation: Scattered

Main cargo: Pottery

Discovery: Accidental discovery during construction works (2000)

Research: Surface survey (2012)

Preservation: In situ

Presentation: No

The shipwreck was buried under silt deposits. Its cargo consists of glazed plates and deep bowls of Aegean Ware. Several samples were delivered to EUA upon its location. The site was relocated in 2012 and selected samples were lifted. Cited also as Shipwreck 23 of the Euboean Gulf Survey.

Bibliography: Koutsouflakis 2013: 198-202, Koutsouflakis *forthcoming* (site B21)

**412. Tilos**

**Greece, Tilos, Agios Stefanos**

Date: 1<sup>st</sup> cent. BC

Depth: 4-6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1990s)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck, preserving concreted Rhodian amphora sherds, was inspected by the EUA, under the direction of A. Simossi (1990s).

Bibliography: Koutsouflakis *forthcoming* (site H35)

**413. Torone**

**Greece, Chalkidiki, Sithonia, Torone**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: EUA (1997)

Research: Surface survey (1997)

Preservation: In situ

Presentation: No

A much-disturbed shipwreck lying on a sandy seabed. It preserves at least three different types of broken amphorae, whose type has not been identified, and pieces of exposed wood. The site was inspected by the EUA.

Bibliography: Kazianes 2003: 1186; Koutsouflakis *forthcoming* (site C1)

**414. Trikeri**

**Greece, Argolic Gulf**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 10-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (1990s)

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The site lies on a rocky seabed. It preserves a small T type anchor and a limited number of LR2 fragmented amphorae. During the survey of the site by HIMA, under the direction

of I. Spondylis, a number of amphora fragments were raised and are now stored in the storerooms of EUA.

Bibliography: Agourides 2002; Strauss 2013 (site 8970); Koutsouflakis *forthcoming* (site LR12)

**415. Tselevinia Greece, Peloponnese, islets Tselevinia, near Poros**

Date: 4<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 45-50m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: EUA (1997)

Research: Surface survey (1997)

Preservation: In situ

Presentation: No

The wreck lies on a rocky cliff that ends on a sandy plateau. It preserves more 50 intact amphorae while more are expected to be buried under the sediments. The amphora type has not been identified yet, however, they retain typological connections to amphorae from the Black Sea region. The site was inspected by the EUA.

Bibliography: Kazianes 2003: 1186; Koutsouflakis *forthcoming* (site LR14)

**416. Valtos Desfinas (Steno Desfinas) Greece, Phocis, Tsimplias headland**

Date: 2<sup>nd</sup> BC - 4<sup>th</sup> cent. AD

Depth: 17-19m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (1988)

Research: Surface survey (1988)

Preservation: In situ

Presentation: No

The wreck lies on mixed rocky and sandy seabed. It preserves several scattered small concentrations of amphorae sherds, probably dated to the Roman period. The site was inspected by the EUA.

Bibliography: Spondylis 1993: 684; Strauss 2013 (site 112); Koutsouflakis *forthcoming* (site R21)

**417. Vamvakas****Greece, Chios (NE)**

Date: 4<sup>th</sup> cent. BC

Depth: 7-8m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: EUA (2007)

Research: Surface survey (2007)

Preservation: In situ

Presentation: No

The shipwreck preserves its cargo of heavily fragmented and concreted amphorae of Chian and/or Rhodian types. It was inspected by the EUA in 2007. In 2008 the site was re visited by EUA in collaboration with WHOI, and was documented with high resolution images and photomosaics.

Bibliography: Theodoulou et al 2009; Theodoulou et al 2015b; Koutsouflakis *forthcoming* (site C12)

**418. Vasiliko Bay A****Greece, Northern Sporades, Peristera island**

Date: 10<sup>th</sup> -12<sup>th</sup> cent. AD

Depth: 56m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with the Norwegian University of Science and Technology (1999)

Research: Surface survey (2002)

Preservation: In situ

Presentation: No

The shipwreck lying on sandy seabed, was located during a side scan sonar survey inside the Vasilikos bay, close to Vasilikos Bay B shipwreck. It consists of a large eight-shaped tumulus of amphorae Günsenin 2/3 variation amphorae. It was surveyed by the EUA in collaboration with the Norwegian University of Science and Technology.

Bibliography: Dellaporta et al 2006; Strauss 2013 (site 9042); Koutsouflakis *forthcoming* (site B6)

**419. Vasiliko Bay B****Greece, Northern Sporades, Peristera island**

Date: 10<sup>th</sup> -11<sup>th</sup> cent. D

Depth: 60m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: EUA in collaboration with the Norwegian University of Science and Technology (1999)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck lying on sandy seabed, was located during a side scan sonar survey inside the Vasilikos bay, close to Vasilikos Bay A shipwreck. It consists of an amphora mound of non-reported types of amphorae. The site was surveyed by the EUA in collaboration with the Norwegian University of Science and Technology.

Bibliography: Dellaporta et al 2006

**420. Vlychos (Hydra)**

**Greece, Hydra, Agios Giannis islet**

Date: 5<sup>th</sup> -7<sup>th</sup> cent. AD

Depth: 10-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: HIMA (2000)

Research: Surface survey (2000).

Preservation: In situ

Presentation: No

The shipwreck lies on a rocky seabed, 500m offshore. It preserves an iron anchor as well as fragmentary LR 2 amphorae and few other non-identified amphora types. From the same site are also reported two milestones and a clay funnel. The site was documented by the HIMA and selected finds were lifted.

Bibliography: Agourides 2002, 2007, 2012; Strauss 2013 (site 8969); Koutsouflakis forthcoming (site LR13)

**421. Voula A**

**Greece, Saronic Gulf, Prassonisi**

Date: 4<sup>th</sup> cent. BC

Depth: 6-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Navy divers (1955)

Research: Surface survey (1955)

Preservation: In situ

Presentation: No

A scattered shipwreck site which preserves several middle and small sized concretions of Chian and Lesbian amphora sherds, lying in a rocky seabed.

Bibliography: Hood 1961:5; Parker (site 1227); Strauss 2013 (site 8599); Koutsouflakis forthcoming (site C22)

**422. Voula B**

**Greece, Saronic Gulf, Prassonisi**

Date: 4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1961

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck site, which lies on a wide rocky and sandy area. It preserves several intact and broken amphorae, mainly Mendeian. A lead core of a classical anchor stock is also preserved, probably belonging to the same assemblage.

Bibliography: Hood 1961:5; Parker (site 1228); Strauss 2013 (site 8600); Koutsouflakis forthcoming (site C21)

**423. Voula C**

**Greece, Saronic Gulf, Prassonisi**

Date: C4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Tiles

Discovery: 1961

Research: Report

Preservation: In situ

Presentation: No

Besides the report of a shipwreck preserving laconian tiles, no further research was undertaken on the site.

Bibliography: Hood 1961:5

**424. Zakynthos A**

**Greece, Zakynthos, Pelouzo island**

Date: 6<sup>th</sup> - 5<sup>th</sup> cent. BC

Depth: 7-36m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Oxford University, Marine Archaeological Research (MARE) in collaboration with the EUA and the BSA (1990)

Research: Surface survey

Preservation: In situ

Presentation: No

The wreck rests along the rocky side of a submerged reef in the NW coast of the island and extends over an area 35 X 45 m. down the slope. The cargo contains amphorae of four different types, domestic pottery and millstones. The amphorae have not been identified. Cited also as Zakynthos A.

*Bibliography:* Gibbins 1991: 354; Parker 1992 (site 1243); Strauss 2013 (site 8611); Koutsouflakis *forthcoming* (site A7)

**425. Zakynthos B**

**Greece, Zakynthos**

*Date:* 5<sup>th</sup> - 7<sup>th</sup> cent. BC

*Depth:* 60m>

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* Oxford University, Marine Archaeological Research (MARE) in collaboration with the EUA and the BSA (1990)

*Research:* Surface survey (1990)

*Preservation:* In situ

*Presentation:* No

The site preserves Byzantine amphorae. It was surveyed by the Oxford University.

*Bibliography:* Parker 1992 (site 1244); Strauss 2013 (8612)

**426. Zakynthos C**

**Greece, Zakynthos**

*Date:* 16<sup>th</sup> cent. AD

*Depth:* 10-15m

*State of preservation:* Coherent

*Main cargo:* Organic material

*Discovery:* Local fishermen (1980)

*Research:* Partial excavation (1994-1997)

*Preservation:* Partial in situ

*Presentation:* No

The shipwreck, located 1km off the Zakynthos harbour, was surface surveyed during 1990-1991. Ephorate of DUA in collaboration with the Oxford MARE Institute and the BSA, under the direction of K. Dellaporta and M. Bound. The site was inspected and photographed in 1980. In 1990, the site was surface surveyed and in 1991 a remote sensing and a pre-disturbance survey was conducted in order to define the buried parts of the site. The site was documented photogrammetrically. During 1994-1997, the west side of the ship was excavated and the south side in 2000. The movable finds were lifted.

The ship, constructed in the skeleton first method, preserved its parts in very good state of preservation, although signs of violence were evident. No ceiling planks were located. Fastenings, strakes and treenails have been located. The ship was paved inside with a thin coating of peach. The ballast of the ship was located. Heavily fragmented pottery, consisting of coarse and fine pottery and two ceramic pipes were found. A glass finial is the only example of luxury goods located on the site. In addition, a number of small, squared, copper alloy, holed objects were located, probably representing bearings from blocks. Also, a shallow cooking vessel of metal and a screw with a square nut were located. The site also preserved ordnance: seven pieces of stone shots, and a lead shot and stone cannon balls. Moreover, 100 silver coins were located that date back to 1585 (Philip II of Spain). Finally, an incised porcelain smoking pipe was located. A large quantity of hazel nuts and small pieces of soft wood were also found

Bibliography: Dellaporta and Bound 1999; Dellaporta 2000, 2002b

**427. Akko 1**

**Israel, Acre**

Date: 18<sup>th</sup>-19<sup>th</sup> cent. AD

Depth: 4m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: During an underwater archaeological survey in the area (1966)

Research: Not reported

Preservation: Partial in situ

Presentation: No

The remains of a small, armed ship or auxiliary vessel built in the Eastern Mediterranean (30x8.5m). Since its discover in 1966, the site has been inspected on several occasions by P. Throckmorton, A. Flinder, W. Linder, A. Raban and J.R. Steffy who came to very different conclusions regarding the size of the ship, its origin, and the circumstances of wrecking. The site was excavated in three field seasons: 2006, 2007 and 2008. The RIMS and the Nautical Archaeological Society (NAS, UK) conducted the excavation in coopearation with the IAA and the Israel Nautical College. Excavation brought to light the lower parts of the hull, particularly a section of the port side. The timbers include sections of the keel and false keel, bow components, the stern, hull planks, and fastenings. Sherds of dishes and clay tobacco pipes, organic remains, including food remains, leather flasks, a small bone button, and rope remains were located on the site. Metal objects were also preserved, including cannon balls, muskets, and a copper alloy container.

Bibliography: Cvikel and Kahanov 2009, 2013



**428. Akko A**

**Israel, Acre**

Date: 4<sup>th</sup> -1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: No reported

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

Besides its report, no further research has been undertaken on the site.

Bibliography: Parker 1992 (site 26); Strauss 2013 (7460)

**429. Akko B**

**Israel, Acre**

Date: 2<sup>nd</sup> – 1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck site of a Hellenistic ship that carried a cargo of grinding stones.

Bibliography: Parker 1992 (site 27); Strauss 2013 (7461)

**430. Akko C**

**Israel, Acre**

Date: 4<sup>th</sup> – 2<sup>nd</sup> cent. BC

Depth: 4,4m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1992-1994

Research: Surface survey (1994-1998)

Preservation: In situ

Presentation: No

A scattered shipwreck site on a sandy seabed. It preserves its cargo of amphorae and about 50 stamped amphorae handles originating from Rhodes. The site also preserves domestic vessels (black ware vessels, black and red Megarian bowls, eastern Terra Sigillata ware types A,B,C, and D and western Terra Sigillata ware), as well as metal objects.

Bibliography: Galili et al 2007a, 2010a

**431. Akko D****Israel, Acre**Date: 2<sup>nd</sup> – 3<sup>rd</sup> cent. ADDepth: 3-4mState of preservation: CoherentMain cargo: AmphoraeDiscovery: 1992-1994Research: Surface survey (1994-1998)Preservation: In situPresentation: No

The site preserves remains from a number of shipwrecks that wrecked in the area through the centuries. Around 50 stamped amphora handles originating from Rhodes were located at the site as well as domestic vessels. Particularly, black ware vessels, black and red Megarian bowls, eastern Terra Sigillata ware types A,B,C, and D and western Terra Sigillata ware are preserved on the site, which was surveyed by the IAA, under the direction of E. Galili and J. Sharvit.

Bibliography: Galili et al 2007a, 2010a; Strauss 2013 (site 8915)**432. Akko E****Israel, Acre**Date: 7<sup>th</sup> - 10<sup>th</sup> cent. ADDepth: >10mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: 1992-1994Research: Surface survey (1994-1998)Preservation: In situPresentation: No

The site, surveyed by the IAA under the direction of E. Galili and J. Sharvit preserves remains from a number of shipwrecks that wrecked in the area through the centuries. Particularly, wood fragments, bronze nails, and a concentration of 13 anchors were located on the site. Amphorae were also located on the site originating from the Aegean and the Black Seas, the coasts of Syria and Palestine, North Africa and the Western Mediterranean. Golden coins are also preserved on the site.

Bibliography: Galili et al 2007a, 2010a**433. Akko Stones****Israel, Acre**Date: Not knownDepth: >10State of preservation: ScatteredMain cargo: Architectural membersDiscovery: 1990s

Research: Surface survey

Preservation: In situ

Presentation: No

The site, surveyed by the IAA preserves imported building stones.

Bibliography: Galili and Rosen 2008a: 1931

**434. Akko Tower**

**Israel, Acre**

Date: C 19<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Coherent

Main cargo: Tiles

Discovery: 1966

Research: Full excavation (2012-2013)

Preservation: Partial in situ

Presentation: No

The shipwreck was located at the entrance of the Akko harbour covering an area of 17,8x6,4. The site was surveyed in 1966 by E. Linder (Israel) and A. Flinder (Britain). The shipwreck was examined again for a few days by the CMS of the University of Haifa, under the direction of A. Raban in 1975, and in 1981 by R. Steffy. The conclusion of the surveys were in discord regarding the date, type, and origin of the ship. The site was excavated during two field seasons, in 2012 and 2013, by the RIMS of the University of Haifa, in collaboration with the Israeli Nautical Officer's School.

Excavation brought to light the lower part of the hull of the ship preserved below stones, which were probably used as ballast. Dozens of fragments of decorated, glazed floor timbers as well as 5 broken pieces of plain tiles. Moreover, a trapezoidal piece of pine was located, with carpenter's tool marks on it, a P shaped carved object of unknown function, and a plug. All the movable remains were lifted from the seabed.

Bibliography: Cvikel 2016

**435. Apollonia A**

**Israel, Apollonia**

Date: Not known

Depth: 3-5m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1990s

Research: Surface survey (1993-2003)

Preservation: Partial in situ

Presentation: No

The site was documented by the IAA (E. Galili and J. Sharvit), in collaboration with Tel Aviv University (G. Grossman). It preserved bronze, the fragments of a life-sized bronze statue of a male figure, and a small bronze figurine of the goddess Minerva. Moreover, bronze nails as well as stone and lead artefacts were located on the site.

Bibliography: Galili and Rosen 2008a: 1928-1929

**436. Apollonia B**

**Israel, Apollonia**

Date: Not known

Depth: 3-5m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1993-2003)

Preservation: Partial in situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves ashlar made of kurkar. The site was documented by the IAA (E. Galili and J. Sharvit), in collaboration with Tel Aviv University (G. Grossman).

Bibliography: Galili and Rosen 2008a: 1928-1929

**437. Apollonia C**

**Israel, Apollonia**

Date: Not known

Depth: 3-5m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1993-2003)

Preservation: Partial in situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves ashlar made of kurkar. The site was documented by the IAA (E. Galili and J. Sharvit), in collaboration with Tel Aviv University (G. Grossman).

Bibliography: Galili and Rosen 2008a: 1928-1929

**438. Apollonia D**

**Israel, Apollonia**

Date: Not known

Depth: 3-5m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1993-2003)

Preservation: Partial in situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves ashlars made of kurkar. The site was documented by the IAA (E. Galili and J. Sharvit), in collaboration with Tel Aviv University (G. Grossman).

Bibliography: Galili and Rosen 2008a: 1928-1929

**439. Apollonia E**

**Israel, Apollonia**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1993-2003)

Preservation: In situ

Presentation: No

The shipwreck preserves imported building stones and was documented by the IAA.

Bibliography: Galili and Rosen 2008a: 1931

**440. Ashkelon A**

**Israel, Ashkelon**

Date: 2<sup>nd</sup> – 1<sup>st</sup> cent. BC

Depth: >10m

State of preservation: Coherent

Main cargo: Architectural members

Discovery: 1985

Research: Report

Preservation: In situ

Presentation: No

The site was discovered during a bathymetric survey undertaken in the area of Tel Ashkelon by the Israel Oceanographic and Limnological Research Institute and the RIMS. It preserves stone blocks as well as a life-size porphyry statue in Egyptian style.

Bibliography: Centre of Maritime Studies 1986; Parker 1992 (site 61); Strauss 2013 (site 7493)

**441. Ashkelon B**

**Israel, Ashkelon**

Date: C4<sup>th</sup> - 15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Report

Preservation: In situ

Presentation: No

The site preserves 'masonry' columns and drums. Besides its report, no further research has been undertaken.

Bibliography: Strauss 2013 (site 8847)

**442. Ashkelon C**

**Israel, Ashkelon**

Date: 2<sup>nd</sup> – 1<sup>st</sup> cent. BC

Depth: 3-4m

State of preservation: Coherent

Main cargo: Perishable

Discovery: IAA during the underwater rescue surveys (1998)

Research: Full excavation

Preservation: Ex situ

Presentation: Ex situ

A coherent shipwreck site that lies on a sandy seabed, 100m offshore. It preserves fishing gear sinkers, eight bronze weights with an inner lead core, three bronze balance scales as well as a set of bronze vessels (an oil lamp, 2 ladles, and a shovel). A metre long bronze trumpet was also found. In addition, both used and unused copper alloy nails with round cross-section were found as well as anchors and parts of the hull of the ship.

Bibliography: Galili et al 2010b, Strauss 2013 (site 8999)

**443. Ashkelon North A**

**Israel, Ashkelon**

Date: 33<sup>th</sup> -10<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Exposed following the construction of the marina in the modern city of Ashkelon (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a sandy seabed, the shipwreck was revealed following the construction of the marina in the modern city of Ashkelon. It preserves stone anchors with one perforation as well as a bronze hatchet and a spearhead. The site was documented by IAA under the direction of E. Galili, and selected finds were lifted.

Bibliography: Galili and Rosen 2008a: 1928

**444. Ashkelon North B**

**Israel, Ashkelon**

Date: 6<sup>th</sup> -4<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Exposed following the construction of the marina in the modern city of Ashkelon (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a sandy seabed, the shipwreck was exposed following the construction of the marina in the modern city of Ashkelon. It preserves two stone stocks of wooden anchor and basket handle amphorae. The site was documented by IAA under the direction of E. Galili, and selected finds were lifted.

Bibliography: Galili and Rosen 2008a: 1928

**445. Ashkelon North C**

**Israel, Ashkelon**

Date: 1<sup>st</sup> -2<sup>nd</sup> cent. AD

Depth: 3-4m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: Exposed during works (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a rocky and sandy seabed, the shipwreck, covers an area of 30x30. It was exposed during works for the construction of the marina in the modern city of Ashkelon. It preserves several bronze objects and three bronze figurines. Fishing objects, including hooks, bronze needles and lead weights are also preserved at the site as well as

fragments of the ship's fastening (bronze nails) and its lead sheathing were also preserved at the site. Moreover, the shipwreck preserves a lead assembly piece of a wooden anchor with 2 arms, and remains of the riggings equipment (six bronze pulley wheels). Selected finds were lifted during documentation of the site by IAA, under the direction of E. Galili.

Bibliography: Galili and Ayalon 2008; Galili and Rosen 2008a: 1928; Strauss 2013 (site 8855)

**446. Ashkelon North D**

**Israel, Ashkelon**

Date: 1<sup>st</sup> – 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not Reported

Discovery: Exposed during works (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a rocky and sandy seabed, the shipwreck was exposed during works for the construction of the marina in the modern city of Ashkelon. It preserves remains of the fastenings and sheathing of the hull of the ship, as well as the remains of a wooden anchor with two arms. Parts of the ship equipment, including six bronze pulley wheels, lead pipes, and a lead collecting box, used to pump water from the bilge, were also located at the site. Selected finds were lifted during documentation of the site by IAA under the direction of E. Galili.

Bibliography: Galili and Rosen 2008a: 1928

**447. Ashkelon North E**

**Israel, Ashkelon**

Date: 4<sup>th</sup>-5<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No reported

Discovery: Exposed during works (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a sandy seabed, the shipwreck was exposed during the construction of the marina in the modern city of Ashkelon. It preserves numerous bronze nails and two iron anchors bearing Greek inscriptions, and three sounding leads. Several metal objects were



also located at the site. They included a bronze oil lamp, a bronze incense shovel, a lead cauldron, a bronze ladle decorated with duck heads, a bronze trumpet, a lead stove used for cooking, a set of scale weights made of lead, seven cylindrical and mushroom shaped weights, and one rectangular weight with a suspension ring. Selected finds were lifted during documentation of the site by IAA under the direction of E. Galili.

Bibliography: Galili and Sharvit 1998; Galili and Rosen 2008a: 1928; Strauss 2013 (site 8911)

**448. Ashkelon North F**

**Israel, Ashkelon**

Date: 4<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Exposed during works (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a sandy seabed, the shipwreck was exposed during the construction of the marina in the modern city of Ashkelon. It preserves numerous iron and bronze nails as well as iron anchors and two sounding leads decorated with crosses. Handles of lead and bronze vessels and dozens of bronze coins, of the 40 numia denomination of the Constantinople and Nicomedia mints, were also located. Selected finds were lifted during documentation of the site by IAA under the direction of E. Galili.

Bibliography: Strauss 2013

**449. Ashkelon North G**

**Israel, Ashkelon**

Date: 4<sup>th</sup> - 15<sup>th</sup> cent. D

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Exposed during works (1990s)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

Lying on a sandy seabed, the shipwreck was exposed during the construction of the marina in the modern city of Ashkelon. It preserves numerous iron and bronze nails as well as iron anchors and two sounding leads decorated with crosses. Handles of lead and

bronze vessels and dozens of bronze coins, of the 40 numia denomination of the Constantinople and Nicomedia, mints were also located. Selected finds were lifted during documentation by IAA under the direction of E. Galili.

*Bibliography:* Galili and Sharvit 1998; Galili and Rosen 2008a: 1928; Strauss 2013 (site 8912)

**450. Atlit A**

**Israel, Atlit**

*Date:* 7<sup>th</sup> cent. BC

*Depth:* >10m

*State of preservation:* Coherent

*Main cargo:* Metal Objects

*Discovery:* 1980s

*Research:* Report

*Preservation:* In situ

*Presentation:* No

A number of shipwrecks were found in an area used as an anchorage from the Middle Bronze Age until the present. The site partly preserves the hull of the ship as well as metal objects: Assyrian bronze helmets, Babylonian weights (in the form of swans), furniture and candelabras. Besides the report, no further research has been undertaken at the site.

*Bibliography:* Parker 1992 (site 1); Strauss 2013 (site 7436)

**451. Atlit B**

**Israel, Atlit**

*Date:* 13<sup>th</sup> cent. AD

*Depth:* >10m

*State of preservation:* Scattered

*Main cargo:* No cargo

*Discovery:* Date not reported

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

A number of shipwrecks were found in an area used as an anchorage from the Middle Bronze Age until the present. The site preserves timber remains. Besides the report, no further research has been undertaken at the site.

*Bibliography:* Parker 1992 (site 2); Strauss 2013 (site 7437)

**452. Atlit Grinding stones wreck****Israel, Atlit**

Date: 10<sup>th</sup> – 15<sup>th</sup> cent. AD

Depth: 9m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1980s

Research: Surface survey

Preservation: In situ

Presentation: No

A number of shipwrecks were found in an area used as an anchorage from the Middle Bronze Age until the present. The site preserves over 60 millstones.

Bibliography: Parker 1992 (site 3)

**453. Atlit Mamluk****Israel, Atli**

Date: 15<sup>th</sup> cent. AD

Depth: 2-3m

State of preservation: Scattered

Main cargo: Ordnance

Discovery: Member of the Israeli Association for Underwater Archaeology (1977)

Research: Surface survey (1985)

Preservation: Partial in situ

Presentation: No

The remains of an ordnance carrying ship. It was located close to the shore and covers an area of 15x20m. Three iron anchors and a single two-armed anchor were located among the main concentration of artefacts. Two iron grapnel anchors were located 150m W and SW respectively from the main concentration. The main assemblage also preserves two lead ingots, a bronze bobard, at least 18 round shot, 4 swivel guns, 2 lead shots and in total 20 bronze helmets. The site was documented by the University of Haifa under the direction of E. Galili. Its movable finds (besides the anchors located further away from the main concentration of the site) were recovered.

Bibliography: Galili and Rosen 2013

**454. Atlit North Bay A****Israel, Atlit**

Date: 4<sup>th</sup> -3<sup>rd</sup> cent. BC

Depth: >10,

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

A scattered site on a sandy seabed. It consists of two assemblages, which may have belonged to a Hellenistic ship. The assemblages preserve decorated bronze handles of vessels and lead weights, one of which is inscribed in Greek. In addition, one assemblage preserves a round basalt millstone with remains of iron and lead attachments, a lead bullet bearing, and an animal figure in relief. The other assemblage preserves several dozens of small Ptolemaic bronze coins, a bronze bracelet, and decorated bronze handles of large vessels.

Bibliography: Galili and Sharvit 1999; Strauss 2013 (8942)

**455. Atlit North Bay B**

**Israel, Atlit**

Date: 4<sup>th</sup> - 15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site was documented by the IAA under the direction of E. Galili and B. Sharvit. It preserves iron nails and four wooden objects to splice ropes. A framed bronze figurine of a woman carrying flowers and bronze parts of a suspension scale were also located on the site.

Bibliography: Galili and Sharvit 1998: 99; Strauss 2013 (site 8944)

**456. Atlit North Bay Bronze**

**Israel, Atlit**

Date: 33<sup>th</sup> -31<sup>th</sup> cent. BC

Depth: 11,5m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: Uncovered during the storms (1990-1998)

Research: Surface survey

Preservation: Ex situ

Presentation: No

The site represents the oldest direct evidence of maritime trade connections between Egypt and the northern coast of Canaan. It preserves jars originating from the Nile region, which contain shells or freshwater mollusks. Its documentation was conducted by the IAA.

Bibliography: Galili and Rosen 2008a: 1930

**457. Atlit North Persian A**

**Israel, Atlit**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: >10

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site was documented by the IAA under the direction of E. Galili and B. Sharvit. It preserves lead fastenings, stocks of wooden anchors, and a concentration of broken store jars with basket handles.

Bibliography: Galili and Sharvit 1998: 99

**458. Atlit North Persian B**

**Israel, Atlit**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: >10

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site, documented by the IAA under the direction of E. Galili and B. Sharvit, preserves group of bronze objects, including horse bridles, furniture parts, duck shaped weights, and jar handles in the shape of lines head.

Bibliography: Galili and Sharvit 1998: 99

**459. Atlit Ottoman**

**Israel, Atlit**

Date: 16<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No cargo

Discovery: CMS and volunteer divers (1985)

Research: Report (1985)

Preservation: In situ

Presentation: No

The remains of a warship located on a sandy seabed. The site preserves bronze mortars and cannon, and a conical helmet.

Bibliography: Centre for Maritime Studies 1986

**460. Atlit Phoenician Harbour**

**Israel, Atlit**

Date: 6<sup>th</sup> - 5<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

A number of shipwrecks were found in an area used as an anchorage from the Middle Bronze Age until the present. The site preserves Phoenician and Greek amphorae. Besides its report, no further research has been undertaken.

Bibliography: Parker 1992 (site 3)

**461. Atlit South**

**Israel, Atlit**

Date: 3<sup>rd</sup> - 10<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: Partial in situ

Presentation: No

The site preserves two stone anchors of the Byblos type, store jars with handles below the shoulder, one of which intact, and kurkar blocks of various sizes. It was documented by the IAA under the direction of E. Galili and B. Sharvit.

Bibliography: Galili and Sharvit 1998: 100

**462. Caesarea A**

**Israel, Caesarea**

Date: 3<sup>rd</sup> - 4<sup>th</sup> cent. AD

Depth: 6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: CMS (1980s)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, documented by the CMS under the direction of A. Raban, R.L. Hohfelder, J.P. Oleson, R.L. Vann, R. Stieglitz, preserves two heaps of broken amphorae.

Bibliography: Parker 1992 (site 136); Strauss 2013 (site 7560)

**463. Caesarea B**

**Israel, Caesarea**

Date: 3<sup>th</sup>-4<sup>th</sup> cent. AD

Depth: 6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: CMS (1980s)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, documented by the CMS under the direction of A. Raban, R.L. Hohfelder, J.P. Oleson, R.L. Vann, R. Stieglitz, preserves two heaps of broken amphorae.

Bibliography: Parker 1992 (site 137); Strauss 2013 (site 7561)

**464. Caesarea C**

**Israel, Caesarea**

Date: 3<sup>rd</sup> cent. AD

Depth: 7m

State of preservation: Coherent

Main cargo: Architectural members

Discovery: Revealed after a storm (1986-1987)

Research: Surface survey

Preservation: In situ

Presentation: No

The site was documented by the CMS under the direction of A. Raban, R.L. Hohfelder, J.P. Oleson, R.L. Vann, and R. Stieglitz. It preserves lead sheathing, lead sailing rings, squared semi-finished basalt slabs, and other architectural elements intended for prestige structures.

Bibliography: Parker 1992 (site 138); Galili and Rosen 2008a: 1931; Strauss 2013 (site 7562)

**465. Caesarea D**

**Israel, Caesarea**

Date: 9<sup>th</sup>- 11<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Coherent

Main cargo: Not reported

Discovery: IAA and divers, after the winter storms (2015)

Research: Full excavation

Preservation: Ex situ

Presentation: Ex situ

The site preserved almost 2,000 Fatimid gold coins in different denominations. The IAA conducted a salvage excavation at the site.

Bibliography: Israeli Antiquities Authority 2015, 2016

**466. Caesarea E**

**Israel, Caesarea**

Date: 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Well-preserved

Main cargo: Metal objects

Discovery: Divers (2016)

Research: Surface survey (2016).

Preservation: Partial in situ

Presentation: No

The site was located at the entrance of the Caesarea harbour. It preserves iron anchors and remains of wooden anchors, as well as fragments of large jars that were used to carry drinking water for the crew. Fragments of three life-size bronze cast statues and a figurine of the moon goddess Luna were also located on the shipwreck. A bronze lamp depicting the image of the sun god Sol, a lamp in the image of the head of an African slave, and objects fashioned in the shape of animals are also preserved. Moreover, two metallic lamps were found which were composed of thousands of coins bearing the images of the emperor Constantine (312–324 AD) and of Licinius. All the finds were lifted during the surface survey of the site by the IAA.

Bibliography: Galili and Rosen 2008a: 1929; Israeli Antiquities Authority 2016

**467. Caesarea F**

**Israel, Caesarea**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 2010s

Research: Surface survey



Preservation: Partial

Presentation: No

The shipwreck, lying on a sandy seabed, preserved six one-holed stone anchors and four plano-convex lead ingots with inscriptions, which weighed 7-20 kg. Selected fragments were lifted during the survey of the site, conducted by the IAA in collaboration with the University of Haifa.

Bibliography: Galili and Rosen 2008a: 1929

**468. Caesarea Maritima**

**Israel, Caesarea**

Date: 1<sup>st</sup> cent. AD

Depth: 3m

State of preservation: Well-preserved

Main cargo: Metal objects

Discovery: A. Raban, RIMS (1976)

Research: Full excavation (1986-1987).

Preservation: Ex situ

Presentation: No

The shipwreck, lying on a sandy seabed, was located 50m offshore, near the North breakwater of the Caesaria harbour. The remains of the flat-bottom merchant ship were preserved in good condition; the ship was built with softwood planks and frames using the mortise-and-tenon joints. The site preserved lead ingots, which, according to the incised stamps, date to the 1<sup>st</sup> cent. AD, dolia also dated to the 1<sup>st</sup> cent. AD, and Byzantine coarseware,. Amphorae and mortaria dated to an earlier period were also located on the site. The Caesaria Ancient Harbour Excavation Project conducted the excavation of the shipwreck, under the direction of A. Raban and F. Mike

Bibliography: Fitzgerald 1989; Galili et al 2002; Strauss 2013 (site 62)

**469. Carmel Beach A**

**Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorea

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

No further details have been located on the shipwreck.

Bibliography: Strauss 2013 (site 8832)

**470. Carmel Beach B**

**Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

No further details have been located on the shipwreck.

Bibliography: Strauss 2013 (site 8833)

**471. Carmel Coast 1**

**Israel, Carmel Coast, Haifa**

Date: 6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No cargo

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves two sounding leads incised with a Maltese Christian Cross and the Greek letter 'P'. One of them also had an asymmetrical zigzag-shaped engraving, interpreted as a heavenly navigational aid. A hoard of early 6<sup>th</sup> AD coins minted in Constantinople, Nicomedia, and Antioch were also located. The site was surveyed by the IAA.

Bibliography: Strauss 2013 (site 8908)

**472. Carmel Coast 2**

**Israel, Carmel Coast, Haifa**

Date: 12<sup>th</sup> cent. AD

Depth: 2,8m

State of preservation: Coherent

Main cargo: Metal Objects

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site, lying on a sandy seabed close to the shore, covers an area of 40x30m. It preserves a large cargo of 166 iron ingots: 93 partly consolidated blooms, 19 short pointed bars, and 30 elongated bars. Additional finds located on the site include 21 iron nails wrapped in linen, a number of iron tools, and nine sections of gold Crusader coins cut with a chisel. The site was surveyed and documented by the IAA, under the direction of E. Galili and Y. Sharvit. Selected finds were lifted from the site.

*Bibliography:* Galili et al 2014 (site Carmel coast, cargo a)

**473. Carmel Coast Bronze (Assemblage 22) Israel, Carmel Coast, Haifa**

*Date:* 33<sup>th</sup> - 10<sup>th</sup> cent. BC

*Depth:* >10m

*State of preservation:* Scattered

*Main cargo:* No cargo

*Discovery:* Uncovered during storms (1990-1992)

*Research:* Surface survey

*Preservation:* Partial in situ

*Presentation:* No

The site, documented by the IAA under the direction of E. Galili and Y. Sharvit, preserves a cluster of 6 oval shaped anchors with a single perforation.

*Bibliography:* Galili and Sharvit 1999: 17-18

**474. Carmel Coast Bronze (Assemblage 28) Israel, Carmel Coast, Haifa**

*Date:* 33<sup>th</sup> - 10<sup>th</sup> cent. BC

*Depth:* >10m

*State of preservation:* Scattered

*Main cargo:* No cargo

*Discovery:* Uncovered during the storms (1990-1992)

*Research:* Surface survey

*Preservation:* Partial in situ

*Presentation:* No

The site, documented by the IAA, under the direction of E. Galili and Y. Sharvit, preserves several stone anchors with a single perforation, one of which bears inscription that has not yet been deciphered.

*Bibliography:* Galili and Sharvit 1999: 17-18

**475. Carmel Coast Roman (Assemblage 19) Israel, Carmel Coast, Haifa**

Date: 3<sup>rd</sup> cent. BC

Depth: >10m

State of preservation: Coherent

Main cargo: Metal Objects

Discovery: Uncovered during storms (1990-1992)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site preserves around 1000 metal objects, including fishhooks, needles for the repairs of fishnets, lead fishing gear sinkers, and other fishing associated artefacts. Dozens of well-preserved coins, including a large bronze coin minted in Tyre during the reign of the emperor Makarinos (217 AD), a bronze statuette of Minerva, and a set of cosmetic implements were also discovered on the shipwreck. The site was surveyed and documented by the IAA under the direction of E. Galili and Y. Sharvit. Selected finds were lifted from the site.

Bibliography: Galili and Sharvit 1999: 17-18

**476. Carmel Coast Byzantine Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Coherent

Main cargo: Not reported

Discovery: Uncovered during storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The site preserves numerous bronze nails, thin lead sheathing and four iron anchors. Bronze coins dated to the 4th AD and fishing equipment (net weights, hooks and needles for repairing nets) were also located. The site was surveyed and documented by the IAA, under the direction of E. Galili and Y. Sharvit. Selected finds were lifted from the site.

Bibliography: Galili and Sharvit 1999: 17-18

**477. Dor Israel, Carmel Coast, Tantura Lagoon**

Date: 7<sup>th</sup> cent. AD

Depth: 2m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 1983

Research: Partial Excavation (1984)

Preservation: Partial in situ

Presentation: No

The excavation of the site, conducted by S. Wachsmann and Raveh, revealed fragments of the ceiling planks of the ship as well as a T shaped iron anchor. Local storage jars, which lay on loops of rope and were packed in place with straw like plant material, are also preserved on the site.

Bibliography: Parker 1992 (site 367); Strauss 2013 (site 7785)

**478. Dor 2001/1**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 5<sup>th</sup>- 6<sup>th</sup> cent. AD

Depth: 1-3m

State of preservation: Well-preserved

Main cargo: Architectural members

Discovery: 2001

Research: Full excavation (2002-2006)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck, lying on a sandy seabed, preserved the main cargo of the ship composed of about 100 building stones made of local kurkar (coarse calcareous sandstone) and stacked in 2 layers of 3 to 7 rows. Beneath the stones, the lower part of the hull of the ship was preserved: its construction was based on frames without planking edge fasteners. The site provides evidence, earlier than generally accepted, regarding the transition of ship construction from the shell first to the frame first technique. Byzantine amphora sherds were also located in the assemblage.

During the excavation of the site, conducted by RIMS, under the direction of Y. Kahanov, long section of the hull was sawn out and transferred to the conservation facilities of the Elaine Recanati Laboratories. Since the completion of its conservation treatment in 2015, the reassembly of the parts of the hull of the ship lifted, and their museum exhibition is being scheduled.

Bibliography: Navri et al 2013; Cvikel 2015

**479. Dor 2006**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 6<sup>th</sup>- 7<sup>th</sup> cent. AD

Depth: 3,5m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: Local fisherman (2006)

Research: Full excavation (2009)

Preservation: In situ

Presentation: No

The shipwreck lies on a sandy seabed covering an area of 11x5m, 100m. offshore. The site preserved 86 fragmented baskets; among them cooking pots, a cooking pot lid, a strainer jug, and a Cypriot bowl (probably not part of the cargo of the ship) were identified. Also, bag-shaped and Gaza type amphorae were located at the site, some of which probably were not part of the cargo of the ship. The remains of the hull of the ship preserved indicate that the ship has different construction features from the other Dor shipwrecks dated to the Byzantine and early Islamic periods, indicating the coexistence of two ship building methods in the area. Dor 2006 shipwreck was built based on the frame first method, but the planking of the ship was further reinforced by mortise-and-tenon joint. The excavation of the site was conducted by RIMS.

Bibliography: Navri and Barkan 2010; Navri et al 2013

**480. Dor A**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 7<sup>th</sup> cent. AD

Depth: 2m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Dor Archaeology Project (1991)

Research: Surface survey (1991)

Preservation: In situ

Presentation: No

The site preserves most of the lower hull of the ship. It lies under about 100 building stones of local kurkar (coarse calcareous sandstone), stacked in 2 layers of 3 to 7 rows. The ship, which was constructed based on frames without planking edge fasteners method, provides evidence, earlier than generally accepted, on the transition in ship construction from the shell first to the frame first technique. Sherds of Byzantine amphorae were also located on the site.

The shipwreck was excavated by the RIMS, under the direction of Y. Kahanov, in five field seasons during 2002-2006. In 2005, a 2.5m long section of the hull was sawn off. The timbers were transferred for further research to the conservation facilities of the Elaine Recanati Laboratories. The second phase of the conservation, using the PEG 100% method, began in 2012. The process was completed in 2015 while reassembly of the timbers is to be scheduled.

Bibliography: Raveh and Kingsley 1992; Strauss 2013 (site 8834)

**481. Dor C**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 17<sup>th</sup>-19<sup>th</sup> cent. AD

Depth: 4-5m

State of preservation: Coherent

Main cargo: Pottery

Discovery: RIMS (1999)

Research: Full excavation (1999-2000)

Preservation: Partial

Presentation: No

The shipwreck, located on a sandy seabed, 100m offshore, covered an area of 11x5m. The site preserved the remains of the hull of a ship estimated to be the larger ship ever located in the area. Its construction features differ from those of the other Dor shipwrecks dated to the Byzantine and early Islamic periods, indicating the coexistence of two shipbuilding methods in the area. Particularly, the ship was built based on the frame-first method, but planking was further reinforced by mortise-and-tenon joint.

Amphorae located on the site included bag-shaped amphorae, the Gaza type, and some amphorae that most probably were not part of the cargo of the ship. Fragments of pottery, probably not part of the cargo, were also preserved, among them cooking pots, a cooking pot lid, a strainer jug, and a Cypriot bowl. Organic material, ropes, woven mat, food remains, and wooden objects, were also preserved on the site.

The objects lifted during the excavation, undertaken by the RIMS, were transferred to the laboratory of the Leon Recanati Institute for Maritime Studies of the University of Haifa for detailed study.

Bibliography: Kahanov et al 2008: 15

**482. Dor D**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 6<sup>th</sup> cent. AD

Depth: 2m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Dor Archaeology Project (1991)

Research: Partial excavation (1999)

Preservation: Partial in situ

Presentation: No

The remains of the 15m ship were protected under 350 Cypriot ballast stones that cover an area 10.6 x 8.3m. Particularly, fourteen Cyprus timbers, loose mortise-and-tenon joints fixed with treenails and iron nails were preserved, indicating a combination of leaning to the frame-first construction method and the use of mortise and tenon joints. At least 3 single-hole tone anchors, of an inferior type of the time, were found nearby and may be part of this wreck.

The shipwreck preserved the main cargo of the ship composed of about 750 amphora fragments belonging to LR4 and LR5 amphorae. An Egyptian Aswan-ware bowl and roof tiles were also located on the site

Its excavation was conducted by the Somerville College, University of Oxford (S. Kingsley), RIMS (Y. Kahanov), in collaboration with Nautical Archaeology Society and the Dor Maritime Archaeology Project.

*Bibliography:* Kahanov and Royal 2001; Kingsley 2003; Strauss 2013 (site 8835)

**483. Dor E**

**Israel, Carmel Coast, Tantura Lagoon**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 2m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* Dor Archaeology Project (1991)

*Research:* Surface survey (1991)

*Preservation:* In situ

*Presentation:* No

Lying on a sandy seabed, the site preserves fragments of timbers as well as ballast stones covering an area of 5x5m. Part of the cargo of the ship of fragmented bag-shaped Byzantine amphorae were also preserved. A Greek helmet was recovered from the vicinity of the site. A Greek helmet was also recovered from the vicinity of the site.

*Bibliography:* Raveh and Kingsley 1992; Strauss 2013 (site 8836)

**484. Dor F**

**Israel, Carmel Coast, Tantura Lagoon**

*Date:* 7<sup>th</sup> cent. AD

*Depth:* 2m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* Dor Archaeology Project (1991)

*Research:* Partial excavation (1991)



Preservation: Partial in situ

Presentation: No

The shipwreck lies on a sandy seabed covering an area of 6x5m. It preserved remains of the main cargo of the ship composed of amphora fragments of four principal types, the locally produced bag-shaped amphora being the most frequent one. Parts of the ship tools were also located, including an iron hammer head with a wooden shaft from a carpenter's chest, and a lamp. Also, the base of a thick-walled dark clay container and a copper flask was located on the site. Only fragments of the hull of the ship were preserved, including fragments of wood splinters and planks. Moreover, the shipwreck preserved a stone anchor and two forms of ballast stones. Selected finds were lifted during the partial excavation of the site, within the framework of the Dor Archaeology Project.

Bibliography: Kingsley and Raveh 1994; Strauss 2013 (site 8837)

**485. Dor G**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 7<sup>th</sup> cent. AD

Depth: 2m

State of preservation: Coherent

Main cargo: Architectural members

Discovery: Dor Archaeology Project (1990)

Research: Surface survey (1991)

Preservation: In situ

Presentation: No

The shipwreck lies on a sandy seabed covering an area of 8.8x3.3m. It preserves the main cargo of the ship composed of ashlar masonry blocks as well as Byzantine pottery fragments and an amphora on the top. A pair of bronze steelyards, with Greek inscribed along the beam, a copper cauldron, and a pear-shaped lead counterbalance weight sheathed in copper were also located on the site. Four anchors and iron nails were also located on the shipwreck, which was documented by the Dor Archaeology Project.

Bibliography: Kingsley and Raveh 1994; Strauss 2013 (site 8838)

**486. Dor M**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Coherent

Main cargo: Not reported

Discovery: 1990s

Research: Surface survey

Preservation: In situ

Presentation: No

No further information has been published on the site located on a sandy seabed.

Bibliography: Strauss 2013 (site 8840)

**487. Dor O**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1990s

Research: Surface survey

Preservation: In situ

Presentation: No

No further information has been published on the site located on a sandy seabed.

Bibliography: Strauss 2013 (site 8839)

**488. Dor Ottoman**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 18<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No cargo (Galley)

Discovery: Undersea Exploration Society (1965)

Research: Surface survey (1965, 1977-1979)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves a number of flintlock and lead mucket balls, as well as a cannon ball. The site was initially inspected in 1965 by the Undersea Exploration Society. During 1977-1979, the site was revisited by the IAA.

Bibliography: Waschmann and Raveh 1980: 261

**489. Dor SE**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 7<sup>th</sup> cent. AD

Depth: 2-4m

State of preservation: Coherent

Main cargo: No reported

Discovery: Uncovered during the storms (1990-1998)

Research: Surface survey (1998-1999)

Preservation: Partial in situ

Presentation: No

The shipwreck was located on a sandy seabed, covering an area of 40x50m. The site preserves a basket-shaped pottery vessel containing grape remains, a bronze cooking pot with 2 ear-shaped handles, and a ploughshare. Two piles of kurklar (ashlar) stones were also located on the site. Also, iron tools are preserved in two distinct assemblages, which include a shipwright's kit, a fishing gear, a sounding lead, and a bronze steelyard weight in the shape of a woman's bust. Bronze coins from 600-650 AD and a corroded clump of coins that contained 53 coins from the time of Anastatius I until Constans II are also preserved in the assemblage. Part of the ship equipment, which included several heaps of unworked ballast stones and dozens of wooden pulleys as well as iron nails from the fastenings of the hull of the ship were also preserved. During the survey of the shipwreck conducted by the IAA, selected finds were lifted and conserved at the IAA laboratories.

Bibliography: Galili and Rosen 2008b; Strauss 2013 (site 8854)

**490. Elissa**

**Israel, Gaza**

Date: 8<sup>th</sup> cent. BC

Depth: 400m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: US Navy (1997)

Research: Surface survey (1999)

Preservation: Partial in situ

Presentation: No

The shipwreck, was located on a sandy seabed 33nm offshore and covers an area of 5x12m. It represents the earliest known shipwreck found in deep waters. It was discovered 2km away from the similarly dated Tanit wreck. It preserves 396 Phoenician amphorae in its visible parts as well as cooking pots with close parallels to those found in coastal Lebanon. Four stone anchors with one hole as well as ballast stones were also preserved at the site. The site was documented through high quality video and still images. Selected finds were recovered by using an hydraulic device.

Bibliography: Ballard et al 2002 Strauss 2013 (site 8854)

**491. Givat Olgar**

**Israel, Carmel Coast, Haifa, Hadera**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 40m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 1978

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves Byzantine amphorae.

Bibliography: Kingsley 1995; Strauss 2013 (site 8842)

**492. Hahotrim A**

**Israel, Ha-Khotrim**

Date: 13<sup>th</sup>-12<sup>th</sup> cent. BC

Depth: 2-4m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1980s

Research: Partial excavation (1980)

Preservation: Partial

Presentation: No

The shipwreck preserved metal objects, including fragments of copper and lead ingots, scrap metal (bronze bits, tools, a ploughshare) and two large stone anchors.

Bibliography: Parker 1992 (site 494); Strauss 2013 (site 7910)

**493. Hahotrim B**

**Israel, Ha-Khotrim**

Date: 3<sup>rd</sup> cent. BC

Depth: 2-4m

State of preservation: Scattered

Main cargo: No cargo

Discovery: 1990s

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck site that preserves the keel of a small boat. The cargo of the boat is not preserved.

Bibliography: Parker 1992 (site 495); Strauss 2013 (site 7911)

**494. Hahotrim C**

**Israel, Ha-Khotrim**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The shipwreck, documented by the IAA, preserves masonry capitals and columns.

Bibliography: Galili and Rosen 2008a: 1931; Strauss 2013 (site 8843)

**495. Haifa**

**Israel, Carmel Coast, Haifa**

Date: 2<sup>nd</sup> cent. BC

Depth: Not reported

State of preservation: Coherent

Main cargo: Not reported

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves 40 kg silver coins, tetradrachms of Ptolemy VI. Besides its report, no further research has been undertaken at the site.

Bibliography: Strauss 2013 (site 59)

**496. Haifa Marina A**

**Israel, Carmel Coast, Haifa**

Date: 1<sup>th</sup>-2<sup>nd</sup> cent. AD

Depth: 2m

State of preservation: Scattered

Main cargo: Amphorae and stones

Discovery: Uncovered during storms (1990-1992)

Research: Surface survey (1993-1998)

Preservation: Partial in situ

Presentation: No

The shipwreck preserves a cluster of amphora fragments, which were stuck together. Also, two adjoining clusters of dozens of well-dressed basalt blocks were located 20m east of the amphora cluster. The stones located, among which amphora fragments, served as ballast stones or as part of the cargo. Selected finds were lifted during the survey of the site by IAA, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili and Sharvit 1999: 18

**497. Haifa Marina B**

**Israel, Carmel Coast, Haifa**

Date: 3<sup>rd</sup>-4<sup>th</sup> cent. AD

Depth: 5m

State of preservation: Scattered

Main cargo: No reported

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck preserves thin lead sheets for sheathing sailing vessels and the perforations of the nails, which had been fixed on the ship's wooden body. Selected finds were lifted during the survey of the site by IAA, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili and Sharvit 1999: 18

**498. Haifa South A**

**Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves kurkar building stones hewn from the coastal ridges. The IAA conducted its documentation, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili and Sharvit 1999: 16-17; Galili and Rosen 2008a: 1931

**499. Haifa South B**

**Israel, Carmel Coast, Haifa**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves kurkar building stones hewn from the coastal ridges. The IAA conducted its documentation, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili and Rosen 2008a: 1931

**500. Haifa South C**

**Israel, Carmel Coast, Haifa**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves kurkar building stones hewn from the coastal ridges. The IAA conducted its documentation, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili and Rosen 2008a: 1931

**501. Herzliya Beach**

**Israel, Herzliya**

Date: 1<sup>st</sup>-4<sup>th</sup> cent. AD

Depth: 4m

State of preservation: Scattered

Main cargo: Millstones

Discovery: Local diver (2007)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck was located on a rocky seabed, 100m offshore. It preserves fragments of bag-shaped jars with small loop handles as well as unfinished donkey millstones made of basalt, scattered along the seabed. An iron anchor as well as copper alloy nails were also located on the site. The IAA conducted its documentation, under the direction of E. Galili and Y. Sharvit.

Bibliography: Galili et al 2007b; Strauss 2013 (site 8856)

**502. Hishuley Carmel**

**Israel, Carmel Coast, Haifa, Kfar Samir**

Date: 15<sup>th</sup>-14<sup>th</sup> cent. BC

Depth: 3m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: RIMS (1982)

Research: Partial excavation

Preservation: In situ

Presentation: No

The shipwreck was located close to the shore, covering an area of 20x20m. Four 250kg limestone anchors lying in line, were found. According to Frost, their type belongs to the northern part of the eastern Mediterranean. Five tin ingots of irregular shape with probably Cypro-Minoan signs on their upper surface and one copper oxide ingot bearing a cast or impressed elliptical sign were also located on the site. During the partial excavation of the site by the RIMS, under the direction of E. Galili and N. Shmueli, the ingots and a stone anchor were lifted.

Bibliography: Galili et al 1986; Parker 1992 (site 503); Galili et al 2013; Strauss 2013 (7917)

**503. Hishuley Carmel Byzantine**

**Israel, Carmel Coast, Haifa, Kfar**

**Samir**

Date: 5<sup>th</sup>-8<sup>th</sup> cent. AD

Depth: 3-5m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1987

Research: Surface survey

Preservation: Partial

Presentation: No

The shipwreck preserves a concentration of five Byzantine anchors along with 4 anchors stocks over an area of 16x6m. During the documentation of the site, undertaken by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili et al 2014 (site Carmel coast, cargo b)

**504. Hof Hacarmel A**

**Israel, Carmel Coast, Haifa**

Date: 2<sup>nd</sup> cent. AD

Depth: 2-4m

State of preservation: Coherent

Main cargo: Works of art

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No



The shipwreck preserves pear shaped amphorae, a lead anchor stock and copper nails. Bronze statuettes of Venus, Diana and the Dioscuri; Roman coins of Trajan, Hadrian, Antoninus Pius and Faustina the Younger and an ornamental neck chain were also located. Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 504); Strauss 2013 (site 63)

**505. Hof Hacarmel B**

**Israel, Carmel Coast, Haifa**

Date: 5<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

The shipwreck preserves a group of unidentified amphorae, probably Byzantine, copper nails as well as a group of coins among which seven of Arcadius (395-408 AD). Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 505); Strauss 2013 (site 7919)

**506. Israel**

**Israel**

Date: 6<sup>th</sup> cent. AD

Depth: 40m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: Discovered during a sonar survey (1979)

Research: Report

Preservation: In situ

Presentation: No

The shipwreck preserves pottery dated to the 6<sup>th</sup> cent. AD. Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 525); Strauss 2013 (site 7938)

**507. Kefar Galim**

**Israel, Carmel Coast**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990s)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves kurkar building stones hewn from the coastal ridges. The IAA conducted its documentation.

Bibliography: Galili and Rosen 2008a: 1931

**508. Kefar Galim Bronze A**

**Israel, Carmel Coast**

Date: 20<sup>th</sup>-16<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1990s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves two stone anchors of the Byblos type. During its documentation, conducted by the IAA under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**509. Kefar Galim Bronze B**

**Israel, Carmel Coast**

Date: 16<sup>th</sup>-13<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1990s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves two stone anchors, fragments of copper oxide anchors as well as a bronze adze with a socket. During its documentation, conducted by the IAA under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**510. Kefar Galim Persian****Israel, Carmel Coast**Date: 6<sup>th</sup>-4<sup>th</sup> cent. BCDepth: >10mState of preservation: ScatteredMain cargo: No reportedDiscovery: 1990sResearch: Surface surveyPreservation: Partial in situPresentation: No

The shipwreck, located on a sandy seabed, preserves two bronze ladles with curved handles in the shape of duck heads. During its documentation, conducted by the IAA under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98**511. Kefar Galim Roman A****Israel, Carmel Coast**Date: 1<sup>st</sup>-4<sup>th</sup> cent. ADDepth: >10mState of preservation: ScatteredMain cargo: Metal objectsDiscovery: 1990sResearch: Surface survey (1990a)Preservation: Partial in situPresentation: No

The shipwreck, located on a sandy seabed, preserves an iron anchor, silver dinars and a number of bronze objects, including a lamp, a nail with an anthropomorphic head and a statue representing the bust of the goddess Athena, used as a counterweight on a suspended balance. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98**512. Kefar Galim Roman B****Israel, Carmel Coast**Date: 1<sup>st</sup>-4<sup>th</sup> cent. ADDepth: >10mState of preservation: ScatteredMain cargo: Not reportedDiscovery: 1990sResearch: Surface surveyPreservation: Partial in situPresentation: No

The shipwreck, located on a sandy seabed, preserves an iron anchor, two decorated bronze horse bridles, a lead cooking stone, and a conical basalt lower millstone. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**513. Kefar Galim Roman C**

**Israel, Carmel Coast**

Date: 1<sup>st</sup> -4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1990s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves two lead clasps of wooden anchors, and a bronze fair leader in the shape of a duck. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**514. Kefar Galim Roman D**

**Israel, Carmel Coast**

Date: 1<sup>st</sup> -4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Tiles

Discovery: 1990s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves decorated square floor or roof tiles and a lead cooking stove. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**515. Kefar Galim Byzantine**

**Israel, Carmel Coast**

Date: 4<sup>th</sup> – 7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey

Preservation: Partial in situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves hull fragments, two iron anchors and kurkar ashlar blocks. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 97-98

**516. Kefar Shamir**

**Israel, Carmel Coast, Haifa, Kfar Samir**

Date: 14<sup>th</sup>-13<sup>th</sup> cent. BC

Depth: 3m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1960s

Research: Partial excavation (1982)

Preservation: Partial in situ

Presentation: No

The shipwreck was located on a sandy seabed, 100m offshore. It preserved five stone anchors, characteristic of Syrian or Cypriot type of the Late Bronze Age, of a semi-circular upper part with a single hole pierced from both sides. One of the anchors bears a carving depicting a turtle or a beetle. The site also preserved eight bar-shaped tin ingots, one of which bears eroded undefined scripts, two hemispherical tin ingots, which represent the original smelting form, and five small lead ingots with incised signs. Five metres away from the site an Egyptian sickle sword with the wooden cheeks of the handle was located. A bronze plaque with an Egyptian inscription was also found, but was removed before the documentation of the site conducted by the RIMS, under the direction of E. Galili.

Bibliography: Raban and Galili 1985: 326-328; Galili et al 1986; Parker 1992 (site 540); Strauss 2013 (site 7952)

**517. Kefar Shamir South****Israel, Carmel Coast, Haifa, Kfar Samir**

Date: 5<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1960s

Research: Partial excavation

Preservation: Partial in situ

Presentation: No

A scattered shipwreck site that lies on a sandy seabed. It preserves a scattered hoard of bar-shaped tin ingots and coins.

Bibliography: Parker 1992 (site 541); Strauss 2013 (site 7953)

**518. Kinneret boat****Israel, Ginosar, Lake Kinneret**

Date: 1<sup>st</sup> cent. BC -2<sup>nd</sup> cent. AD

Depth: 0-2m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 1986

Research: Full excavation

Preservation: Ex situ

Presentation: Ex situ

The shipwreck preserved in a good condition the keel and the outer planking of the ship. The planks were edge joined with mortise-and-tenon joints and attached to the frames with iron nails. Two stone anchors were located at the vicinity of the site, which probably are not associated with it. The assemblage also preserved pottery fragments, including eight cooking pots, fragments of Hellenistic jars, jugs and juglets, and an oil lamp. Also, a variety of lead net weights and a net needle, a metal bric-a-brac, buckles, musket balls, brads and an iron arrowhead were also located on the site. A number of coins as well as bone and tooth fragments preserved possibly are not connected to the boat. During the excavation of the site, conducted under the direction of S. Wachsmann, the boat was removed intact for conservation and restoration. Its conservation took place at the Yigal Allon Museum at Ginosar.

Bibliography: Wachsmann 1990; Charlton 1992

**519. Ma'agan Mikha'el****Israel, Carmel Coast, Haifa, Hadera***Date:* 5<sup>th</sup>-4<sup>th</sup> cent. BC*Depth:* 1-2m*State of preservation:* Coherent*Main cargo:* Pottery*Discovery:* Kibbutz member Ami Eshel (1985)*Research:* Full excavation (1988-1989)*Preservation:* Ex situ*Presentation:* Ex situ

The coherent shipwreck site lies on a sandy seabed, 70m offshore. It preserved the cargo of the ship, which included seventy Cypriot and East Greek clay vessels (among them plain small bowls, deep bowls, skyphos shaped bowls, mortaria, lamps, juglets, tankards, large storage jars, basket handle storage jars, Persian storage jars, and one pithos. In addition, the shipwreck site preserved personal belongings of the crew of the ship, including 2 decorated side handle amphorae, the shipwright's tools found in a basket (spare wooden pegs and tenons, chisels, awls, bow drills, mallets, and a plumb bob). Wooden ornamental boxes, and other miscellaneous ceramic fragments (jar base, jar rim and neck, jar rim shoulder with handle, Greek and eastern Greek wares, glazed bowls, and kantharoi) were also found. Organic remains, such as remains of rope, olive pits, grape seeds and barley, were also present at the site. A significant part of the hull of the ship was found in an excellent state of preservation, including the false keel, the keel, parts of eleven strakes to starboard, seven strake sections to port, parts of fourteen frames, the keelson, the mast-step, and stanchions. The ship was constructed shell-first. The frames were attached to the hull with double clenched metal nails, combined with sewing at the bow and the stern of the ship. Apart of the hull, remains of the ship 's equipment were located, including an one-armed wooden anchor with ropes still attached, twelve tons of ballast stones, and three wooden bobbin toggles.

*Bibliography:* Parker 1992 (site 612); Kahanov and Linder 2003; Strauss 2013 (site 8019); Kahanov 2015**520. Ma'agan Mikhael stone****Israel, Carmel Coast, Haifa, Hadera***Date:* Not known*Depth:* >10m*State of preservation:* Coherent*Main cargo:* Architectural members*Discovery:* Divers (2005)*Research:* Full excavation

Preservation: In situ

Presentation: No

The shipwreck preserved kurkar building stones hewn from the coastal ridges. Its excavation was conducted by the IAA.

Bibliography: Galili and Rosen 2008a: 1931

**521. Megadim A**

**Israel, Megadim**

Date: 2<sup>nd</sup> cent. BC

Depth: 2-4m

State of preservation: Scattered

Main cargo: Metal objects

Discovery: Undersea Exploration Society of Israel underwater surveys (1960s). Rediscovery by Marine Division of IAA in collaboration with RIMS. (1983)

Research: Full excavation

Preservation: Ex situ

Presentation: No

The the main concentration of the scattered shipwreck covered an area of 25x25m and lay on a sandy seabed, 50-120m offshore. The site preserved dozens of silver and bronze coins, numerous fragments of life-sized bronze statues of human and animal figures, a basalt mortarium, bronze figurines, and two necklaces. It also preserved Hellenistic amphorae containing hundreds of whole and broken bronze artefacts (jewellery, bronze bracelets in various stages of manufacture, arrowheads, gilded balance plates, gold diadem leaves and silversmith's tools, other decorative items of bronze and silver). Moreover, artefacts related to navigation and fishing, including a lead sounding-weight, the removable stock of a wooden anchor, and two five holed stones used in harvesting red coral were also found. Finally, copper ingots marked with Greek letters and two circular tin ingots as well as one marble ofthalmos were located on the site.

Bibliography: Raban and Galili 1985: 351-355; Parker 1992 (site 689); Strauss 2013 (site 60); Galili and Rosen 2015

**522. Megadim B**

**Israel, Megadim**

Date: 15<sup>th</sup> cent. AD

Depth: 2-4m

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Undersea Exploration Society of Israel underwater surveys (1960s). Rediscovery by Marine Division of IAA in collaboration with RIMS. (1983)

Research: Full excavation (1983)



Preservation: Ex situ

Presentation: No

The shipwreck, lying on a sandy seabed, was covered an area of 15x5m. Parts of it were overlain with Megadim A shipwreck. It preserved a fragment of the ship's hull, comprising planking and frames as well as iron nails used to fasten the timbers of the ship. Additional finds located on the site included wooden chests, bronze torches, copper lamps, inscribed bronze plaques, copper dishes, mortars and pestles, and sacks of iron nails. Bronze vessels with carbo fruits remains inside were also found. Hundreds thousands of coins, mostly of Syrian mints and some Ottoman, were preserved on the site. Its excavation was conducted by the IAA in collaboration with the RIMS, under the direction of E. Galili.

Bibliography: Raban and Galili 1985: 351-355; Parker 1992 (site 690); Strauss 2013 (site 8087)

**523. Megadim C**

**Israel, Megadim**

Date: Not known

Depth: >10m

State of preservation: Coherent

Main cargo: Metal Objects

Discovery: 1992-1996

Research: Surface survey (1992-1996)

Preservation: In situ

Presentation: No

The shipwreck, lying on a sandy seabed, preserves a dozen of loaf shaped iron bars probably intended for a blacksmith's workshop. Its survey was conducted by the IAA in collaboration with RIMS, under the direction of E. Galili.

Bibliography: Galili and Sharvit 1998: 98

**524. Mikhmoret**

**Israel, Carmel Coast, Haifa, Hadera**

Date: 2<sup>nd</sup> cent. BC -8<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

The site preserves Roman or Byzantine jars. Besides its report, no further research has been undertaken on the site.

Bibliography: Parker 1992 (site 697); Strauss 2013 (site 8093)

**525. Minat Mishrafa**

**Israel, Akhziv**

Date: 2<sup>nd</sup> – 1<sup>st</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck lying on a sandy seabed at the area of Akhziv. No further information has been published on the site.

Bibliography: Parker 1992 (site 700); Strauss 2013 (site 8096)

**526. Nahal Oren**

**Israel, Atlit**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: >10m

State of preservation: Coherent

Main cargo: Works of Art

Discovery: Uncovered during the storms (1990-1998)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

A coherent shipwreck site lying on a sandy seabed. It preserves part of its cargo of bronze furniture/works of art (bronze attachments of a bed with remains of wood, a stylised bronze handle of a container and a decorated gold plaque) as well as silver Ptolemaic coins. It is believed that the hull of the ship could be preserved beneath the cargo.

Bibliography: Galili and Sharvit 1998: 99; Strauss 2013 (site 8943)

**527. Nahal Oren Stone**

**Israel, Atlit**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 2000s

Research: Surface survey (2000s)

Preservation: In situ

Presentation: No

The shipwreck, located on a sandy seabed, preserves bronze furniture/works of art: bronze attachments of a bed with remains of wood, a stylised bronze handle of a container and a decorated gold plaque. During the documentation of the site, conducted by the IAA under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Rosen 2008a: 1931

**528.        Newe Yam A**

**Israel, Atlit**

Date: 4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

A scattered shipwreck site, which lies on a sandy seabed. It preserves parts of its amphorae cargo of the first half of 4th BCE.

Bibliography: Parker 1992 (site 739); Strauss 2013 (site 8135)

**529.        Newe Yam B**

**Israel, Atlit**

Date: 3<sup>rd</sup> -7<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Report

Preservation: In situ

Presentation: No

Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 740); Strauss 2013 (site 8136)

**530.        Newe Yam C**

**Israel, Atlit**

Date: 25<sup>th</sup>-19<sup>th</sup> cent. BC

Depth: 3m

State of preservation: Scattered

Main cargo: No cargo

Discovery: 1983

Research: Report

Preservation: In situ

Presentation: No

The site preserves 15 stone anchors. Besides its report, no further research has been undertaken at the site.

Bibliography: Parker 1992 (site 741); Galili and Sharvit 1998: 100; Strauss 2013 (site 8137)

**531. Neve Yam Late Bronze Age**

**Israel, Neve Yam**

Date: 12<sup>th</sup>-10<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Metal Objects

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: Partial in situ

Presentation: No

The site preserves several stone anchors with one perforation and 83 loaf shaped cooper bars. A socketed spearhead with wood remains, bronze tongs, a bronze adze and a number of hematite weights were also located on the site. During its documentation, conducted by the IAA under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 100; Strauss 2013 (site 8945)

**532. Neve Yam Hellenistic**

**Israel, Neve Yam**

Date: 4<sup>th</sup>-1<sup>st</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Uncovered during storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: Partial in situ

Presentation: No

A scattered shipwreck site on a sandy seabed. It preserves several Ptolemaic bronze coins, cylindrical lead bands bearing incised Greek inscriptions, lead boxes with lids, and a bronze figurine of a satyr. The site also preserves two bell-shaped sounding leads.

Bibliography: Galili and Sharvit 1998: 100; Strauss 2013 (site 8946)

**533. Neve Yam Roman**

**Israel, Neve Yam**

Date: 1<sup>st</sup> cent. BC -4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: Partial in situ

Presentation: No

The shipwreck preserve sled sheathing, two iron anchors with 2 arms and 2 iron stocks as well as two lead pots with lids. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 100; Strauss 2013 (site 8947)

**534. Neve Yam Byzantine**

**Israel, Neve Yam**

Date: 4<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: Partial in situ

Presentation: No

The shipwreck preserves amphora fragments, two intact saquiya jars and a complete amphora. During its documentation, conducted by the IAA, under the direction of E. Galili and Y. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 100

**535. Philadelphia**

**Israel, Acre**

Date: 5<sup>th</sup> cent. BC

Depth: 9-12m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Fishermen (1970s)

Research: Partial excavation (1976)

Preservation: Partial in situ

Presentation: No

A coherent shipwreck site that lies on reefs, covering an area of 10x3m. The site preserves over 100 amphorae, probably from Tyre. It also preserves the remains of Iron Age jars of Cypriot, Greek and possibly Punic origin, which probably served as the ship's stores.

Bibliography: Parker 1992 (site 809); Strauss 2013 (site 8199)

**536. Sdot Yam C**

**Israel, Carmel Coast, Haifa**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No reported

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

Besides the report of the site preserving LR4 amphorae, no further research has been undertaken.

Bibliography: Strauss 2013 (site 8844)

**537. Sdot Yam D**

**Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No reported

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

The shipwreck preserved lead sheathing and amphora fragments. Besides its report, no further research has been undertaken at the site.

Bibliography: Strauss 2013 (site 8845)

**538. Sdot Yam E**

**Israel, Carmel Coast, Haifa**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: No reported

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

Besides the report of the site, which preserves bowls, no further research has been undertaken.

Bibliography: Strauss 2013 (site 8846)

**539. Sedot Yam**

**Israel, Sdot Yam**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 2-3m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves Gaza amphorae (Keay form 25).

Bibliography: Parker 1992 (site 1069); Strauss 2013 (site 8448)

**540. Shave Ziyon**

**Israel, Shavei Zion**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 9-11m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Fishermen (1971)

Research: Partial excavation (1971-1973)

Preservation: Partial in situ

Presentation: No

A scattered shipwreck site that lies on a rocky seabed, 1km offshore. The site preserves intact and fragmented Persian jars as well as more than 250 figurines.

Bibliography: Linder 1973; Parker 1992 (site 1078); Strauss 2013 (site 8456)

**541. Straton's Tower**

**Israel, Caesarea**

Date: 1<sup>st</sup> cent. BC

Depth: 2-3m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck, located north of the ancient harbour of Caesaria, preserves the remains of a heavy framed ship, built in the shell first construction method. Parts of its ringing equipment, including eight lead rings and possibly brailing rings from the sails as well as bilge pump are also preserved on the site. The site also preserves broken dolia containing staw, twigs and pine neddles. Its documentation was conducted by the Centre of Maritime Studies, Haifa University.

Bibliography: Parker 1992 (site 1115); Frucht 2006; Strauss 2013 (site 61)

**542. Tanit**

**Israel, Gaza**

Date: 8<sup>th</sup> cent. BC

Depth: 150m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: US Navy (1997)

Research: Surface survey (1999)

Preservation: Partial in situ

Presentation: No

The shipwreck, located 33nm offshore, lay on a sandy seabed. It represents the earliest known shipwreck found in deep waters, discovered 2km away from the similarly dated Elissa wreck. The visible parts of the ship include a pile of Phoenician amphorae, about 2m high (385 visible amphorae), cooking pots with close parallels to those found in coastal Lebanon, and four stone anchors with a single hole. Selected finds were recovered during the documentation of the site, conducted by the Ashkelon Deep Sea-Project under the direction of R. Ballard.

Bibliography: Ballard et al 2002; Strauss 2013 (site 8659)

**543. Tantura A/ Dor J**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: 1-3m

State of preservation: Well-preserved

Main cargo: No cargo



Discovery: Wachsmann and Raveh (1985)

Research: Full excavation (1985)

Preservation: In situ

Presentation: No

The shipwreck, discovered in the quiet cove of Tantura Lagoon lying on a sandy seabed, probably sank during storms. Preserving at least 25% of the bottom of the hull of the ship, it provides evidence of the transition in ship construction from the shell first to the frame first technique, earlier than generally accepted. Two stone anchoring devices were found beneath the hull. Also, LR5 amphorae and pottery dated to the Byzantine period were located at the site. The site was excavated by the INA in collaboration with CMS, under the direction of S. Wachsmann (INA).

Bibliography: Wachsmann and Kahanov 1997; Wachsmann et al 1997; Wachsmann and Dan Davis 2002; Navri et al 2013; Strauss 2013 (8664)

**544. Tantura B/ Dor N**

**Israel, Carmel Coast, Tantura Lagoon**

Date: 9<sup>th</sup> cent. AD

Depth: 1-3m

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: INA in collaboration with CMS, under the direction of S. Wachsmann (INA) (1994)

Research: Full excavation (1994-1995)

Preservation: In situ

Presentation: No

The shipwreck, discovered in the quiet cove of Tantura Lagoon, 8 metres west of Tantura A, probably sank during storms. It represents the only shipwreck discovered so far dating to the 9th AD. A considerable portion of the hull of the ship survives, which suggests a long and narrow vessel (18-23m long) strangely lacking in longitudinal strengthening. The site provides evidence of the transition in ship construction from the shell first to the frame first technique, earlier than generally accepted.

The site preserved at least 90 ballast stones of 4 main types, ropes of various sizes, 4 wooden toggles, 2 of which were decorated, and three wooden roundels, one of which was inscribed in Kufic, an early Arabic.

Three lamps were located at the site, one of which is exceptionally large and dates to the Abbasid-period. Numerous remains of basketry, several spoon-like wooden items with pierced holes, a bone or ivory inlay, a wooden decorative piece and a gourd were also preserved in the assemblage.

The site was excavated by INA in collaboration with CMS under the direction of S. Wachsmann. Samples of the timbers of the hull of the ship were lifted for further investigation.

*Bibliography:* Wachsmann et al 1997; Waschsmann and Dan Davis 2002; Khalilieh 2005; Polzer 2008; Navri et al 2013; Strauss 2013 (site 8665)

**545. Tantara C**

**Israel, Carmel Coast, Tantara Lagoon**

*Date:* 4<sup>th</sup>-5<sup>th</sup> cent. AD

*Depth:* >10m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* 1990s

*Research:* Surface survey (1995)

*Preservation:* In situ

*Presentation:* No

The shipwreck lies directly underneath Tantara B, in Trench VIII, at Tantara Lagoon. It preserves the remains of a Roman hull of a large seagoing vessel; its keel preserves mortise-and-tenon joints. Globular amphorae as well as coarse-ware were located at the site. During the study of the ship, conducted by the INA in collaboration with RIMS under the direction of S. Wachsmann, samples of the hull remains were lifted.

*Bibliography:* Wachsmann et al 1997; Strauss 2013 (site 8666).

**546. Tantara E, trench IX**

**Israel, Carmel Coast, Tantara Lagoon**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 3m

*State of preservation:* Well-preserved

*Main cargo:* Pottery

*Discovery:* INA in collaboration with the RIMS (1995)

*Research:* Full excavation (2006-2008)

*Preservation:* Partial in situ

*Presentation:* No

The shipwreck is located NE of Tantara A shipwreck, at Tantara Lagoon. The upper parts of the hull of the ship were damaged by teredo navalis, but the hull was fairly well-preserved; the keel, the keelson as well as the ceiling planking of the ship were found. The ship, built in the frame first method, provides earlier than generally accepted evidence of the transition in ship construction from the shell first to the frame first technique. The site preserved amphora sherds as well as Late Byzantine pottery. Building stones, bricks,

and two ashlar blocks could represent the cargo of the ship or they could have served as ballast. The RIMS, under the direction of Y. Kahanov, excavated the site.

*Bibliography:* Wachsmann and Kahanov 1997; Israeli and Kahanov 2005; Navri et al 2013; Strauss 2013 (site 8851); Israeli and Kahanov 2014

**547. Tantara F**

**Israel, Carmel Coast, Tantara Lagoon**

*Date:* 8<sup>th</sup> cent. AD

*Depth:* 1m

*State of preservation:* Well-preserved

*Main cargo:* Pottery

*Discovery:* INA in collaboration with the RIMS (1995)

*Research:* Partial excavation (2004-2007)

*Preservation:* In situ

*Presentation:* No

The site is the only early 8th AD vessel discovered and excavated so far in the Eastern Mediterranean. The keel, frames, planks, central longitudinal timbers, stringers, and mast step assemblage survive, up the turn of the bilge and nearly from bow to stern. The wreck is a sample of transitional ship construction of the skeleton first method. Two iron anchors were preserved at the site, as well as part of the rigging equipment, including a rope, and a wooden roundel. Eight amphorae similar to the type found in the 7th AD Yassi Ada and ceramic vessels were also located at the site. During the partial excavation of the shipwreck, conducted by the INA in collaboration with RIMS, under the direction of S. Wachsmann, samples of the hull of the ship were lifted.

*Bibliography:* Wachsmann and Dan Davis 2002; Barkai and Kahanov 2007; Navri et al 2013; Strauss 2013 (site 8848)

**548. Tantara trench VIII**

**Israel, Carmel Coast, Tantara Lagoon**

*Date:* 4<sup>th</sup> cent. BC

*Depth:* >10m

*State of preservation:* Well-preserved

*Main cargo:* Pottery

*Discovery:* INA in collaboration with the RIMS (1995)

*Research:* Surface survey (1996)

*Preservation:* In situ

*Presentation:* No

The shipwreck was located 8m west of Tantara A, while some of its hull timbers were located beneath Tantara B shipwreck. Four stone anchors and fishing weights are

preserved on the site. It was documented by the INA, in collaboration with CMS, under the direction of S. Wachsmann.

*Bibliography:* Wachsmann et al 1997; Strauss 2013 (site 8850)

**549. Tantara trench X**

**Israel, Carmel Coast, Tantara Lagoon**

*Date:* 8<sup>th</sup>-10<sup>th</sup> cent. AD

*Depth:* >10m

*State of preservation:* Well-preserved

*Main cargo:* Pottery

*Discovery:* INA in collaboration with the RIMS (1996)

*Research:* Partial excavation (1996)

*Preservation:* In situ

*Presentation:* No

The shipwreck, lying on a sandy seabed, preserved the keel of the ship as well as the part of its frames and the planking and its big mast. During its partial excavation, conducted by the INA in collaboration with RIMS, under the direction of S. Wachsmann, samples of the timbers of the ship were lifted for further investigation.

*Bibliography:* Wachsmann et al 1997

**550. Tell Ashkelon**

**Israel, Ashkelon**

*Date:* 11<sup>th</sup>-13<sup>th</sup> cent. AD

*Depth:* 2-5m

*State of preservation:* Scattered

*Main cargo:* Metal Objects

*Discovery:* 2000s

*Research:* Surface survey (2000s)

*Preservation:* In situ

*Presentation:* No

The shipwreck preserves lead, including dozens of loaf-shaped ingots, most of which bear inscriptions that have yet to be deciphered. Next to the ingots, 3 elongated pieces of iron, with an unclear function, were also located. Surveyed by the IAA, the site was dated based on a radiocarbon test on remains of charred wood surviving in one of the ingots.

*Bibliography:* Strauss 2013 (site 8913)

**551. Tell Ashkelon Byzantine**

**Israel, Ashkelon**

*Date:* Not known

*Depth:* 2-5m

State of preservation: Scattered

Main cargo: Millstones

Discovery: 2000s

Research: Surface survey (2000s)

Preservation: In situ

Presentation: No

The shipwreck, surveyed by the IAA, preserves bronze nails, lead sheathing, and lead anchor fittings and lead pipes of different dates. Amphora sherds as well as round millstones were also located at the site.

Bibliography: Strauss 2013 (site 8914)

**552. Tell Hreiz A**

**Israel, Tell Hreiz**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Glass

Discovery: Uncovered during storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: In situ

Presentation: No

The shipwreck preserves a cargo of large bottle green glass lamps. During documentation of the site, conducted by the IAA under the direction of E. Galili and B. Sharvit, selected finds were lifted.

Bibliography: Galili and Sharvit 1998: 98; Strauss 2013 (site 8940)

**553. Tell Hreiz B**

**Israel, Tell Hreiz**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Coherent

Main cargo: Metal Objects

Discovery: Uncovered during the storms (1990-1992)

Research: Surface survey (1992-1996)

Preservation: In situ

Presentation: No

The shipwreck preserves about 50 loaf-shaped iron bars, a two-armed iron anchor, and the keel of the ship. Selected finds were lifted during the documentation of the site, conducted by the IAA under the direction of E. Galili and B. Sharvit.

Bibliography: Galili and Sharvit 1998: 98; Strauss 2013 (site 8941)

**554. Tell Tanninim**

**Israel, Tell Tanninim**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 2000s

Research: Surface survey

Preservation: In situ

Presentation: No

The site, located on a sandy seabed, preserves kurkar building stones hewn from the coastal ridges. Its survey and documentation was undertaken by INA.

Bibliography: Galili and Rosen 2008a: 1931

**555. Yavneh-Yam (Assemblage III)**

**Israel, Yavneh-Yam anchorage**

Date: 5<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1980s

Research: Surface survey (1983-1995)

Preservation: In situ

Presentation: No

One of the shipwrecks located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. It was surveyed by the IAA in collaboration with RIMS, under the direction of E. Galili. It preserves dozens of 'Persian' basket-handle amphorae. An archaic style bronze figurine of a headless male, a cylindrical lead bottle, and a bronze fibula were also located at the site. A marble ofthalmos found in the anchorage area is probably part of this wreck.

Bibliography: Galili and Rosen 2015

**556. Yavneh-Yam (Assemblage IV)**

**Israel, Yavneh-Yam anchorage**

Date: 3<sup>rd</sup>-2<sup>nd</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1980s

Research: Surface survey (1983-1995)

Preservation: In situ

Presentation: No

Scattered remains of a shipwreck site on a sandy seabed at Yavneh-Yam anchorage. The site preserves bronze nails as well as Ptolemaic and Seleucid bronze coins, marble plates, and a marble ofthalmos.

Bibliography: Galili and Rosen 2015

**557. Yavneh-Yam (Assemblage VII) Israel, Yavnech-Yam anchorage**

Date: 4<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1980s

Research: Surface survey (1983-1995)

Preservation: In situ

Presentation: No

One of the shipwrecks located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. It was surveyed by the IAA, in collaboration with RIMS, under the direction of E. Galili.

Bibliography: Galili and Rosen 2015

**558. Yavneh-Yam (Assemblage VIII) Israel, Yavnech-Yam anchorage**

Date: 14<sup>th</sup>-13<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1980s

Research: Surface survey (1983-1995)

Preservation: In situ

Presentation: No

One of the shipwrecks located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. It was surveyed by the IAA, in collaboration with RIMS, under the direction of E. Galili.

Bibliography: Galili and Rosen 2015

**559. Yavneh-Yam anchorage**

**Israel, Yavnech-Yam anchorage**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990)

Preservation: In situ

Presentation: No

One of the shipwrecks located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. It preserves Kurkar building stones hewn from the coastal ridges. The site was surveyed by the IAA.

Bibliography: Galili and Rosen 2008a: 1931

**560. Yavneh-Yam Bronze**

**Israel, Yavneh-Yam anchorage**

Date: 15<sup>th</sup>-14<sup>th</sup> cent. BC

Depth: 2-3m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1990s

Research: Surface survey (1990)

Preservation: Ex situ

Presentation: No

A number of shipwrecks were located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. The IAA conducted the survey of the site in collaboration with RIMS, under the direction of E. Galili. It preserves a fragment of the neck of a Canaanite amphorae and a bronze figurine of a smiting deity, probably representing the Canaanite god Baal. 46 small gold objects were also located at the site: (1) jewelry objects: two pendants, a ring and a collection of various types of beads, and (2) gold jewelry scraps. Moreover, 17 stone weights were found, which probably represent means of payment, commonly used in the Bronze and Iron Age in the Levant. Other small finds included bronze spearheads, arrowheads, and axes.

Bibliography: Galili and Rosen 2008a: 1928; Golani and Galili 2015

**561. Yavneh-Yam Stone**

**Israel, Apollonia**

Date: Not known

Depth: >10m

State of preservation: Scattered

Main cargo: Architectural members

Discovery: 1990s

Research: Surface survey (1990)



Preservation: In situ

Presentation: No

A number of shipwrecks were located at the Yavneh-Yam anchorage, which was in use from the Late Bronze Age until the Middle Ages. The main cargo of the current shipwreck, surveyed by the IAA, was composed of imported building stones.

Bibliography: Galili and Rosen 2008a: 1931

**562. Sidon**

**Lebanon, Sidon**

Date: 1<sup>st</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A heavily looted shipwreck site that preserves a non-reported type of amphorae and pottery fragments dated to the 1<sup>st</sup> cent. BC.

Bibliography: Parker 1992 (site 1083); Strauss 2013 (site 56)

**563. Tyre A**

**Lebanon, Tyre**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Works of art

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A heavily looted shipwreck site that carried a cargo of works of art. At least six bronze statues were located at the site.

Bibliography: Parker 1992 (site 1185); Strauss 2013 (site 57)

**564. Tyre B**

**Lebanon, Tyre**

Date: 1<sup>st</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A heavily looted shipwreck site that preserves a non-reported type of amphorae.

Bibliography: Parker 1992 (site 1185); Strauss 2013 (site 57)

**565. Tyre C**

**Lebanon, Tyre**

Date: 1<sup>st</sup>-4<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A heavily looted shipwreck site that preserves a non-reported type of amphorae.

Bibliography: Parker 1992 (site 1186); Strauss 2013 (site 58)

**566. Tyre D**

**Lebanon, Tyre**

Date: 4<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The report on the location of a heavily looted shipwreck site does not provide any information regarding its cargo.

Bibliography: Parker 1992 (site 1187); Strauss 2013 (site 8561)

**567. Tyre E**

**Lebanon, Tyre**

Date: 3<sup>rd</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The report on the location of a heavily looted shipwreck site does not provide any information regarding its cargo.

Bibliography: Parker 1992 (site 1188); Strauss 2013 (site 55)

**568. Tyre F**

**Lebanon, Tyre**

Date: 2<sup>nd</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Not reported

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A heavily looted shipwreck site that preserves a non-reported type of amphorae.

Bibliography: Parker 1992 (site 1189); Strauss 2013 (site 16)

**569. Tyre G**

**Lebanon, Tyre**

Date: 5<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The remains of a looted shipwreck lying on a sandy seabed. The site preserves a non-reported type of amphorae as well as over seven figurines. Pieces of timbers and lead sheathing were also located at the site.

Bibliography: Parker 1992 (1190); Strauss 2013 (site 8564)

**570. Tyre H**

**Lebanon, Tyre**

Date: 5<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: >10m

State of preservation: Scattered

Main cargo: Millstones

Discovery: 1970s

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A looted shipwreck site that preserves glazed pottery and millstones.

Bibliography: Parker 1992 (site 1191); Strauss 2013 (site 8565)

**571. Tyre I**

**Lebanon, Tyre**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 34m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 2002

Research: Surface survey (2006-2010)

Preservation: In situ

Presentation: No

The shipwreck, covering an area of 600x400m, preserves fragments of carinated shoulder shape amphorae. Furthermore, fragmentary and intact statues and two figurines of female fertility goddess were located at the site. During its survey by the Academy of Fine Arts of Seville and the DGA, fragments and full parts of the terracota statues were recovered.

Bibliography: Alvarez and Nouredine 2010; Personal communication with I. Nouredine

**572. Arwad A**

**Syria, Tartus coast**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: H. Frost (1960s)

Research: Surface survey (1960s)

Preservation: In situ

Presentation: No

H. Frost discovered and inspected the remains of the ancient merchant ship during the first underwater survey along the N. Syrian coast. The aim was to document marine installations and to locate ancient shipwrecks in the area. The site preserves scattered basket handle amphorae of an undetermined type.

Bibliography: Frost 1996; Parker 1992 (site 58); Kampbell 2013; Strauss 2013 (site 7490)

**573. Arwad B**

**Syria, Tartus coast**

Date: 6<sup>th</sup>-4<sup>th</sup> cent. BC

Depth: 6m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: H. Frost (1960s)

Research: Surface survey (1960s)

Preservation: In situ

Presentation: No

H. Frost discovered and inspected the shipwreck during the first underwater survey along the N. Syrian coast. The aim was to document marine installations and to locate ancient shipwrecks in the area. Two types of fragmented amphorae are preserved on the site; LR1 and another unidentified type, probably belonging to the Beirut or Sinopian type.

Bibliography: Frost 1966; Parker 1992 (site 59); Kampbell 2013; Strauss 2013 (site 7491)

**574. Ras el Basit**

**Syria, Latakia, Ras el Basit**

Date: 9<sup>th</sup> cent. AD

Depth: 35m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: H. Frost (1960s)

Research: Surface survey (1960s)

Preservation: In situ

Presentation: No

The site, surface surveyed by H. Frost, preserves a tumulus of amphorae with double lip or collared rim. A three-handled jug is also preserved at the site.

Bibliography: Parker 1992 (site 1125); Kampbell 2013; Strauss 2013 (site 8502)

**575. Tartus**

**Syria, Tartus coast**

Date: 12<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 1980s

Research: Full excavation (1989)

Preservation: Ex situ

Presentation: No

The well-preserved shipwreck site preserves a tumulus of almost 5000 pear shaped Byzantine amphorae of Günsenin type 3, stacked in 5 layers. The site was excavated under the direction of S. Tanabe.

*Bibliography:* Tanabe 1989; Parker 1992 (site 1136); Kampbell 2013; Strauss 2013 (site 8512)

**576. Adrasan**

**Turkey, Antalya, Adrasan**

*Date:* 12<sup>th</sup>-13<sup>th</sup> cent. AD

*Depth:* 4-18m

*State of preservation:* Scattered

*Main cargo:* Pottery

*Discovery:* 2010s

*Research:* Full excavation (2014-2017)

*Preservation:* Partial in situ

*Presentation:* No

The shipwreck site, lying on a rocky seabed, preserved over 100 intact and fragmentary plates. Following its documentation, Dokuz Eylül of the Institute of University Marine Science and Technology (DEU-IMST) excavated the site, in collaboration with Selçuk University. The recovered artefacts were transferred to the Antalya Museum for conservation.

*Bibliography:* Özdaş et al 2016

**577. Anataş Adacik (Palapera)**

**Turkey, Marmara islands**

*Date:* 11<sup>th</sup> cent. AD

*Depth:* 34m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* Istanbul University, N. Günsenin (1993-1994)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The site preserves Ganos style amphorae and a Y shaped anchor. It was documented by the Istanbul University under the direction of N. Günsenin.

*Bibliography:* Günsenin 1999, 2016; Strauss 2013 (site 8935)

**578. Antalya**

**Turkey, Antalya**

Date: 15<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Metal objects

Discovery: 1960s (sponge divers)

Research: Not surveyed

Preservation: In situ

Presentation: No

A non-confirmed report regarding the location of a shipwreck preserving metal objects.

Bibliography: Parker 1992 (site 42); Strauss 2013 (site 7474)

**579. Arap Adasi**

**Turkey, Marmaris, Arap Adasi**

Date: 1<sup>st</sup> cent. AD

Depth: 83-100m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: G.F. Bass (1965-1968)

Research: Surface survey (1967)

Preservation: In situ

Presentation: No

The site, which preserves Rhodian amphorae, was surveyed by INA, under the direction of G. Bass. It is possible that the shipwreck carried the Negro Boy bronze statue that was lifted in the nets of a fishermen and is now at the Izmir Museum.

Bibliography: Bass and Katzev 1968; Parker 1992 (site 50)

**580. Ayitaşı Burnu**

**Turkey, Ayitaşı Burnu**

Date: 4<sup>th</sup> cent. BC

Depth: 14-17m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1982)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site located in the Marmara Sea, 30m offshore. The site preserves amphorae of different chronologies. The predominant type is Chian amphorae of the

Classical period while there are also some Byzantine. The site was surveyed by INA (Site 7. 1982 INA underwater archaeological survey).

*Bibliography:* Pulak 1985 (site7); Parker 1992 (site 72); Strauss 2013 (site 7503)

**581. Bodrum area**

**Turkey, Bodrum**

*Date:* 1<sup>st</sup> cent. BC

*Depth:* 35m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* INA underwater archaeological survey (1982)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The site, which preserves Koan amphorae, was surveyed by INA (Site 4 of the 1982 INA underwater archaeological survey).

*Bibliography:* Pulak 1985 (site 4); Parker 1992 (site 105); Strauss 2013 (site 27)

**582. Bozburun A**

**Turkey, Marmaris Peninsula**

*Date:* 7<sup>th</sup>-6<sup>th</sup> cent. BC

*Depth:* 3-15m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* DEU – IMST (2014)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The site lies on a rocky slope covering an area of 120 sq.m. It preserves Basket handle amphorae from Cyprus and mortar type pottery pieces. The presence of Hellenistic amphorae on the site indicates that it represents two shipwreck sites. Its documentation was undertaken by the DEU – IMST.

*Bibliography:* Özdaş and Kizildağ 2014

**583. Bozburun B**

**Turkey, Marmaris Peninsula**

*Date:* 7<sup>th</sup> cent. BC

*Depth:* 25-40m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* DEU – IMST (2014)



Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site on a rocky slope; it continues down to a deep sandy bottom, covering an area of 150 sq.m. The main cargo of the ship consists of around 30 broken mushroom rim amphorae of the "Solokha I" type produced in Kos. The site also preserves kitchenware concreted on the rocks as well as ballast stones. Its documentation was undertaken by the DEU – IMST.

Bibliography: Özdaş and Kizildağ 2014

**584. Bozburun C**

**Turkey, Marmaris Peninsula**

Date: 2<sup>nd</sup> -1<sup>th</sup> cent. BC

Depth: 15m-27m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: DEU – IMST (2015)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck lying on a steep slope and a sandy bottom, covering an area of 150 sq.m. The preserved remains of the ship consist of concreted fragmented and intact amphorae from Kos and Rhodes, various types of dishes, bowls, and other kitchenware. The site also preserves many ballast stones. Its documentation was undertaken by the DEU – IMST.

Bibliography: Özdaş and Kizildağ 2014

**585. Bozburun D**

**Turkey, Marmaris Peninsula**

Date: 2<sup>nd</sup> cent. BC

Depth: 91m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: RPMNF (2006)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, lying on a sandy seabed and covering an area of 10x8, carried amphora cargo. The majority are Rhodian amphorae while amphorae of the Formopoli type are also

preserved at the site. Its documentation was conducted by the RPMNF under the direction of J. G. Royal.

Bibliography: Royal 2008; Strauss 2013 (site 8862)

**586. Bozburun E**

**Turkey, Marmaris Peninsula**

Date: 1<sup>st</sup> cent. BC -1<sup>st</sup> cent. AD

Depth: 83m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: No

The site preserves at least three types of Rhodian amphora. It was documented by the Turkish Ministry of Tourism and Culture in collaboration with the INA and the RPMNF.

Bibliography: Royal 2006; Strauss 2013 (site 8859)

**587. Bozburun F**

**Turkey, Marmaris Peninsula**

Date: 9<sup>th</sup> cent. AD

Depth: 32m-35m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Sponge diver (1973)

Research: Full excavation (1995-1998)

Preservation: Ex situ

Presentation: No

The shipwreck was lying on a sandy slope, covering an area of 20x8m. It preserved the main cargo of the ship composed of around 1200-1500 Byzantine amphorae, the majority of which were of the pear-shaped form. Cooking vessels as well as personal belongings of the crew were also preserved at the site.

About 30% of the hull of the ship was preserved, including the keel and most of the starboard side of the bottom (15x5m). The hull remains provide some of the earliest evidence on the design and construction methods that dominated shipbuilding in the Mediterranean: mixed construction with Classical period edge fastenings and frame-based design. Also, an anchor of typical early Byzantine cruciform pattern was located at the

site. INA conducted the excavation, under the direction of G. Bass and F. Hocker. Apart from the cargo, the preserved hull of the ship was also excavated and raised.

*Bibliography:* Hocker 2005; Harpster 2009; Intitute of Nautical Archaeology 2016b

**588. Bozburun G**

**Turkey, Marmaris Peninsula**

*Date:* 6<sup>th</sup>-7<sup>th</sup> cent. AD

*Depth:* 15m-35m

*State of preservation:* Scattered

*Main cargo:* No cargo (Galley)

*Discovery:* DEU – IMST (2014)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The site preserves around 70 fragmented amphorae of the LR1 type, scattered on the rocky slope. Its documentation was undertaken by the DEU – IMST.

*Bibliography:* Özdaş and Kizildağ 2014

**589. Bozburun Late Antiquity anchor**

**Turkey, Marmaris Peninsula**

*Date:* 6<sup>th</sup> cent. AD

*Depth:* 85m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF (2005)

*Research:* Surface survey (2005)

*Preservation:* In situ

*Presentation:* No

The site was located on a sandy seabed, 2km off shore, covering an area of 9x3m. It preserves at least 9, and possibly 11, anchors located in 2 deposits, suggesting they were in their stowed positions at the time of sinking. A single layer of mostly broken amphorae is located at the site. Its survey was conducted by the Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF.

*Bibliography:* Royal 2006; Strauss 2013 (site 8860)

**590. Bozburun tile wreck****Turkey, Marmaris Peninsula**

Date: 1st cent. BC-4th cent. AD

Depth: 83m

State of preservation: Well-preserved

Main cargo: Tiles

Discovery: RPMNF (2006)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck covers an area of 21x10m. Its main cargo consists of roof tiles, both cover and pan, which are still in their stacked position. A trail of amphorae at a distance of about 10m from the site and expanding over 600m contains at least 3 concentrated deposits of numerous large body sherds and upper portions. The site was recorded by the RPMNF, under the direction of J. G. Royal.

Bibliography: Royal 2008; Strauss 2013 (site 9025)

**591. Burgaz****Turkey, Muğla, Datça Peninsula**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 4m-5m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Tuna and Y. Eğdemir (1984)

Research: Surface survey (1984 and 1995)

Preservation: In situ

Presentation: No

Located on a sandy seabed with several low rock piles. Its remains could represent a single jettisoned load. Fragments of LR1 and LR2 amphorae are preserved as well as common ware and fine ware pottery. The site was recorded by the Burgaz Harbours Project (Brock University and Stanford University, in collaboration with Middle East Technical University - METU).

Bibliography: Leidwanger et al 2015

**592. Bozukkale****Turkey, area not known**

Date: Not known

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: INA underwater archaeological survey (1980)

Research: Surface survey (1980)

Preservation: In situ

Presentation: No

The site preserves shipboard items (unglazed bowls and a jug), which were lifted during the survey of the site by INA.

Bibliography: Rosloff 1981: 280; Parker 1992 (site 112)

**593. Çamalti Burnu A**

**Turkey, Marmara islands**

Date: 13<sup>th</sup> cent. AD

Depth: 22m-32m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin (1993)

Research: Full excavation (1998-2004)

Preservation: Ex situ

Presentation: No

Lying on a sandy slope, the site covered an area of 42x18m. Its excavation was conducted by the Istanbul University, under the direction of N. Günsenin. It brought to light around 3% of the hull of the flat-ottomed ship, which was built in the frame first method. The main cargo of the ship consisted of at least 800 amphorae, some of which had stamps and graffiti and wooden stoppers. Storage jars as well as high quality ceramic were also located. Roof tiles preserved on the site probably represent the remains of the roof of the galley. Moreover, thirty scrap anchors, destined to be repaired or used as scrap iron, some Y shaped and some T shaped, were also located during the excavation.

Bibliography: Günsenin 1999, 2005, 2016; Strauss 2013 (site 8857)

**594. Çamalti Burnu B**

**Turkey, Marmara islands**

Date: 11<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The site was documented by the Istanbul University, under the direction of N. Günsenin. No further information has been published.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 9026)

**595. Çanakkale A****Turkey, Çanakkale**Date: 4<sup>th</sup> cent. BCDepth: 30mState of preservation: Well-preservedMain cargo: AmphoraeDiscovery: Institute of Marine Sciences and Technology of the Dokuz Eylül University (2017)Research: Report (2017)Preservation: In situPresentation: No

The site, 2 nm offshore preserving around 100 amphorae, was located during the Shipwreck Inventory Project of Turkey (TUBEP). The project was undertaken by the Institute of Marine Sciences and Technology of the Dokuz Eylül University, under the direction of H. Özdaş.

Bibliography: Özdaş and Kizildağ 2017**596. Çanakkale B****Turkey, Çanakkale**Date: 15<sup>th</sup>-19<sup>th</sup> cent. ADDepth: 30mState of preservation: Not reportedMain cargo: Not reportedDiscovery: Institute of Marine Sciences and Technology of the Dokuz Eylül University (2017)Research: Report (2017)Preservation: In situPresentation: No

The site, 2nm offshore, was located during the Shipwreck Inventory Project of Turkey (TUBEP). The project was undertaken by the Institute of Marine Sciences and Technology of the Dokuz Eylül University, under the direction of H. Özdaş. No further information has been published.

Bibliography: Özdaş and Kizildağ 2017**597. Çanakkale C****Turkey, Çanakkale**Date: 15<sup>th</sup>-19<sup>th</sup> cent. ADDepth: 30mState of preservation: Not reportedMain cargo: Not reported

Discovery: Institute of Marine Sciences and Technology of the Dokuz Eylül University (2017)

Research: Report (2017)

Preservation: In situ

Presentation: No

The site, 2nm offshore, was located during the Shipwreck Inventory Project of Turkey (TUBEP). The project was undertaken by the Institute of Marine Sciences and Technology of the Dokuz Eylül University, under the direction of H. Özdaş. No further information has been published.

Bibliography: Özdaş and Kizildağ 2017

**598. Cape Gelidonya A**

**Turkey, Antalya**

Date: 13<sup>th</sup> cent. BC

Depth: 26-28m

State of preservation: Coherent

Main cargo: Metal Objects

Discovery: Sponge diver (1954) Reported to P. Throckmorton and H. Frost by a sponge diver from Bodrum (1958)

Research: Full excavation (1960)

Preservation: Ex situ

Presentation: Ex situ

The site was excavated by the UPenn under the direction of G.Bass. Although the remains of the hull of the ship preserved were limited, they indicate to mortise-and-tenon construction method. The site preserved broken pottery (a Caananite bowl, a saucer lamp, a stirrup jar, Aegean jars), 34 flat four-handled Cypriot copper ingots (25kg each) cast in the shape of an ox hide, several tin ingots, and several raw bronze ingots. Bronze tools (scrap axes, adzes, knives and a spade carried in wicker baskets), destined to be melted down for re-use, and scarabs were also located on the site. Other finds located include a bronze swage, stone hammers, pan balance weights of stone, the bottom of a woven basket, a stone seal, stone polishers, a whetstone, a close grained stone, a sword, and weapons. Finds from the Cape Gelidonya A shipwreck are exhibited at the Bodrum Museum of Underwater Archaeology.

Bibliography: Parker 1992 (site 208); Bass 2005; Strauss 2013 (site 7631)

**599. Cape Gelidonya B**

**Turkey, Antalya**

Date: 1<sup>st</sup> cent. BC

Depth: 45m

State of preservation: Scattered

Main cargo: Pottery

Discovery: During a survey for the University Museum (1971)

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

A much-disturbed site that preserves Eastern Silligata A pottery, including plates, cups, and small bowls. Its documentation was undertaken by INA.

Bibliography: Bass 1974: 337; Parker 1992 (site 209)

**600. Cape Gelidonya C**

**Turkey, Antalya**

Date: Not known

Depth: 46m

State of preservation: Scattered

Main cargo: Tiles

Discovery: INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The site, preserving hearth tiles, probably represents the galley of a ship the cargo of which deteriorated. It was documented by INA.

Bibliography: Bass 1974: 337; Parker 1992 (site 210); Strauss 2013 (site 7633)

**601. Cape Gelidonya D**

**Turkey, Antalya**

Date: 13<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: 54m

State of preservation: Scattered

Main cargo: Pottery

Discovery: INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The much-disturbed site, documented by the INA under the direction of G.Bass, preserves late Byzantine sgraffito pottery.

Bibliography: Bass 1974: 337; Parker 1992 (site 211); Strauss 2013 (site 7634)

**602. Çihli Burnu**

**Turkey, Marmara islands**



Date: 7<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves globular amphorae. It was documented by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8931)

**603. Çökertme A**

**Turkey, Muğla, Bodrum**

Date: 7<sup>th</sup>-5<sup>th</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1980)

Research: Surface survey (1980)

Preservation: In situ

Presentation: No

The site, lying on underwater reefs, preserves handles from basket jar amphorae. During its survey, conducted by INA under the direction of G.Bass, selected finds were lifted.

Bibliography: Rosloff 1981:279-280; Parker 1992 (site 324); Strauss 2013 (site 7744)

**604. Çökertme B**

**Turkey, Muğla, Bodrum**

Date: 1<sup>st</sup> cent. BC

Depth: >10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1980)

Research: Surface survey (1980)

Preservation: In situ

Presentation: No

A scattered shipwreck site that lies on underwater reefs. It preserves Knidian amphorae stamps on their handles. Its documentation was conducted by INA, under the direction of G.Bass.

Bibliography: Rosloff 1981:279-280; Parker 1992 (site 325)

**605. Çomlek Burun****Turkey, Muğla, Bozburun-Bodrum***Date:* 11<sup>th</sup>-12<sup>th</sup> cent. AD*Depth:* 15m-35m*State of preservation:* Scattered*Main cargo:* Amphorae*Discovery:* Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF (2005)*Research:* Surface survey (2005)*Preservation:* In situ*Presentation:* No

The shipwreck lies on a sandy seabed, 150 offshore, and covers an area of 10x3m. It preserves an anchor a mound of 60 amphorae of two different types while more are buried in the sand. Their type resembles the Serçe Liman wreck amphorae. Its survey was undertaken by the Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF.

*Bibliography:* Royal 2006; Strauss 2013 (site 8861)**606. Datça A****Turkey, Muğla, Datça***Date:* 5<sup>th</sup>-7<sup>th</sup> cent. AD*Depth:* Not reported*State of preservation:* Coherent*Main cargo:* Amphorae*Discovery:* 1980s*Research:* Surface survey (1980s)*Preservation:* In situ*Presentation:* No

A coherent shipwreck briefly reported by the INA, which preserves Byzantine amphorae.

*Bibliography:* Parker 1992 (site 351); Strauss 2013 (site 7769)**607. Datça B****Turkey, Muğla, Datça***Date:* 7<sup>th</sup>-8<sup>th</sup> cent. AD*Depth:* 49m*State of preservation:* Well-preserved*Main cargo:* Amphorae*Discovery:* INA underwater archaeological survey, under the direction of Ç. Pulak (1987)*Research:* Surface survey (1987)*Preservation:* In situ*Presentation:* No

The site preserves globular and baluster shaped LR1 amphorae. It was inspected by INA, under the direction of Ç. Pulak.

*Bibliography:* Pulak 1988; Parker 1992 (site 352); Strauss 2013 (site 7770)

**608. Datça C**

**Turkey, Muğla, Datça**

*Date:* 3<sup>rd</sup>-4<sup>th</sup> cent. BC

*Depth:* 3m-37m

*State of preservation:* Scattered

*Main cargo:* Amphorae

*Discovery:* INA underwater archaeological survey, under the direction of Ç. Pulak (1987)

*Research:* Surface survey (1987)

*Preservation:* In situ

*Presentation:* No

The site preserves scattered amphora fragments of several types (Kapitän 1 and Robinson K114). It was inspected by INA, under the direction of Ç. Pulak.

*Bibliography:* Pulak 1988; Parker 1992 (site 353); Strauss 2013 (site 7771)

**609. Ekinlik Adasi Marble wreck**

**Turkey, Marmara islands**

*Date:* 6<sup>th</sup> cent. AD

*Depth:* 4m-5m

*State of preservation:* Coherent

*Main cargo:* Architectural members

*Discovery:* Istanbul University, N. Günsenin (1997)

*Research:* Surface survey (1997)

*Preservation:* In situ

*Presentation:* No

The shipwreck represents the first Late Antiquity wreck discovered with a cargo of marble. It preserves at least 17 columns, some broken, presumably from Proconnesus. Its documentation was conducted by the Istanbul University, under the direction of N. Günsenin.

*Bibliography:* Günsenin 1999, 2016; Strauss 2013 (site 8906)

**610. Erdek**

**Turkey, Artaki**

*Date:* 10<sup>th</sup>-12<sup>th</sup> cent. AD

*Depth:* Not reported

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* Not reported

Research: Not surveyed

Preservation: Ex situ

Presentation: Ex situ

The site preserves Byzantine pear-shaped amphorae of Günsenin type 1. Although not surveyed, the amphorae preserved were lifted and are exhibited at the Bursa Museum.

Bibliography: Parker 1992 (site 385); Strauss 2013 (site 7802)

**611. Fetiye**

**Turkey, Muğla, Fetiye**

Date: 4<sup>th</sup> cent. BC

Depth: 49m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1984)

Research: Surface survey

Preservation: In situ

Presentation: No

A coherent shipwreck site that preserves a cluster of several amphorae, most of them Rhodian. Also, fragments of lead sheathing are preserved. The larger fragment of sheathing preserves a section and the shape of probably the whale of the ship, which suggests that this is the shipwreck of a small, boat-sized vessel.

Bibliography: Pulak 1985 (site 2); Parker 1992 (site 399); Strauss 2013 (site 7816)

**612. Gökova**

**Turkey, Antalya**

Date: 3<sup>rd</sup> -2<sup>nd</sup> cent. BC

Depth: 10m-15m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1987)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck that lies on an underwater reef. The site preserves fragments of Rhodian amphorae scattered over an area of approximately 7x25m.

Bibliography: Pulak 1988; Parker 1992 (site 457)

**613. Gümüslük**

**Turkey, Muğla, Gümüslük**

Date: 4<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1987)

Research: Surface survey

Preservation: In situ

Presentation: No

The much-disturbed site preserves amphorae resembling those located at the Yassi Ada B shipwreck. Its survey was conducted by the INA, under the direction of Ç. Pulak.

Bibliography: Rosloff 1981:281; Parker 1992 (site 491); Strauss 2013 (site 7907)

**614. Halkoz Adasi**

**Turkey, Propontis**

Date: 4<sup>th</sup>-3<sup>rd</sup> cent. BC

Depth: 15m-32m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1987)

Research: Surface survey

Preservation: In situ

Presentation: No

A well-preserved shipwreck site that preserves hundreds of amphorae, one pithos and rope remains. Parts of the fastenings (mortise and tenon joints) and the sheathing (lead sheathing and cooper tacks) of the hull of the ship are preserved, which suggests that the ship was built following the shell first technique.

Bibliography: Pulak 1985 (site 11); Parker 1992 (site 496); Strauss 2013 (site 7912)

**615. Hayirsiz Ada**

**Turkey, Hayirsiz Ada island**

Date: 10<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: 10m-22m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1987)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, preserving more than 100 Byzantine amphorae of 2 different sizes, including Günsenin type 1, was surveyed by the INA, under the direction of Ç. Pulak.

Bibliography: Pulak 1985 (site 8); Parker 1992 (site 605); Strauss 2013 (site 7913)

**616. Hisarönü**

**Turkey, Hisarönü Gulf**

Date: 20<sup>th</sup> cent. BC

Depth: 35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: During an underwater archaeological survey (2014)

Research: Full excavation (2016)

Preservation: Partial in situ

Presentation: No

The site was located on a rocky slope. During its excavation by the Directorate of Marmaris Museum under the direction of H. Özdaş, a stone anchor with three holes and ballast stones were revealed. The site also preserved Bronze age amphorae, a beak-spouted jug, pitchers, stoups, plate and a jug.

Bibliography: Özdaş and Kizildağ 2016

**617. Iassos**

**Turkey, Muğla, Iassos**

Date: 4<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 21m-23m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, preserving amphora sherds, was surveyed by INA, under the direction of G.F. Bass and was briefly reported.

Bibliography: Bass 1974:337; Parker 1992 (site 509); Strauss 2013 (site 7923)

**618. Ince Ada****Turkey, Marmaris SW**Date: 1<sup>st</sup> cent. ADDepth: 30mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: Fisherman (1970s)Research: Surface surveyPreservation: In situPresentation: No

Following the report by a fisherman regarding a shipwreck in the area, surveys began by INA to locate the shipwreck. Only one amphora was found, a pseudo-Koan of Dr.2-4 type.

Bibliography: Parker 1992 (site 516); Strauss 2013 (site 33)**619. Iskandil Burnu A****Turkey, Muğla Iskandil Burnu**Date: 6<sup>th</sup> cent. ADDepth: 25m-35mState of preservation: Well-preservedMain cargo: AmphoraeDiscovery: INA underwater archaeological survey (1981)Research: Surface surveyPreservation: PartialPresentation: No

The site preserved LR4 amphorae, two types of cooking pots, jugs of various shapes, plates and one uncut and sealed covered casserole. During the survey of the site by M. Lloyd, selected diagnostic pottery and one glass goblet base were recovered.

Bibliography: Lloyd 1985; Parker 1992 (site 518); Strauss 2013 (site 7932)**620. Iskandil Burnu B****Turkey, Muğla Iskandil Burnu**Date: 3<sup>rd</sup> cent. ADDepth: 8m-10mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: INA underwater archaeological survey (1974)Research: Surface surveyPreservation: In situPresentation: No

The site, briefly reported by INA, preserves scattered amphorae fragments.

Bibliography: Parker 1992 (site 519); Strauss 2013 (site 7933)

**621. Istanbul****Turkey, Istanbul**Date: 4<sup>th</sup> cent. ADDepth: 32mState of preservation: Well-preservedMain cargo: AmphoraeDiscovery: Fishermen (1960s)Research: Surface surveyPreservation: In situPresentation: No

A well-preserved shipwreck site that preserves amphorae from Chersonesos and probably Crimea as well as two pithoi. The site also preserves the remains of rope. The hull of the ship is probably preserved beneath the cargo.

Bibliography: Pulak 1985 (site 12); Parker 1992 (site 527); Strauss 2013 (site 7940)**622. Karabağla****Turkey, Yassi Ada reef**Date: 1<sup>st</sup> cent. ADDepth: 8mState of preservation: ScatteredMain cargo: AmphoraeDiscovery: Sponge diver (1958)Research: Surface surveyPreservation: In situPresentation: No

The site, lying on a reef, preserves the remains of at least a dozen shipwrecks, as indicated by the fragments of amphorae and pottery as well as the tiles found scattered in the area. Among them, fragments of Rhodian amphorae were visible up to 25 metres, a lamp, plates and kitchen utensils. The site was inspected by P. Throckmorton and H.Frost.

Bibliography: Frost 1963: 160-163; Parker 1992 (site 534)**623. Karaca Adasi****Turkey, Karaca Adasi island**Date: Not knownDepth: >10State of preservation: ScatteredMain cargo: AmphoraeDiscovery: INA underwater archaeological survey (1974)Research: Surface survey



Preservation: In situ

Presentation: No

The site, briefly reported by INA, preserves amphorae of a non-identified type, and poithoi.

Bibliography: Parker 1992 (site 535); Strauss 2013 (site 7947)

**624. Kaş**

**Turkey, Antalya**

Date: 13<sup>th</sup>-14<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1986)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, briefly reported by INA, preserves amphorae of a non-identified type.

Bibliography: Parker 1992 (site 537); Strauss 2013 (site 7949)

**625. Kekova Adasi**

**Turkey, Antalya**

Date: 7<sup>th</sup> cent. AD

Depth: 8m-24m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1983)

Research: Surface survey (1996-2004)

Preservation: In situ

Presentation: No

The site preserves Cypro-Levantine basket-handle amphorae (90 or more), a number of SE Aegean and Corinthian amphorae, and coarse ware. Besides the initial survey by INA, the site was re-examined in 2007 by the Dokuz Eylül University, Institute of Marine Science and Technology (DEU-IMST). In 2008, the Brock University in collaboration with INA revisited the site in order to assess the condition of the site and its potential excavation. Diagnostic samples were lifted (rims, bases and handles).

Bibliography: Greene et al 2011; Strauss 2013 (site 9004)

**626. Kekova Oludeniz**

**Turkey, Antalya**

Date: 1<sup>st</sup>-8<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

It has been reported that site preserves amphorae from Israel. No further research has been undertaken.

Bibliography: Kingsley 2004: 46; Strauss 2013 (site 9022)

**627. Kepçe Burnu**

**Turkey, Muğla, Bodrum**

Date: 7<sup>th</sup> cent. BC

Depth: 7m-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA during the survey conducted in search of shipwrecks (1973) Rediscovered in 1984

Research: Surface survey (1996-2004)

Preservation: In situ

Presentation: No

The site preserves Cypro-Levantine basket-handle amphorae. Further to its initial survey by the INA in 1996 and 2004, the site was revisited in 2007 by DEU-IMST and in 2008 by the Brock University in collaboration with INA. Diagnostic samples were lifted (rims, bases and handles) during the surveys.

Bibliography: Bass 1974; Parker 1992 (site 542); Greene et al 2011; Strauss 2013 (site 7954)

**628. Kepeç**

**Turkey, Muğla, Bodrum**

Date: 6<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 5m-10m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey (1973)

Preservation: In situ

Presentation: No

The site, lying on a slope, preserves looped handle amphorae. A cargo of Rhodian amphorae is also preserved at the foot of the slope. The shipwreck was surveyed by the INA.

Bibliography: Bass 1974: 335; Parker 1992 (site 34); Strauss 2013 (site 34)

**629. Kerme Gulf**

**Turkey, Kerme Gulf**

Date: 4<sup>th</sup>-12<sup>th</sup> cent. AD

Depth: 20m

State of preservation: Well-preserved

Main cargo: Tiles

Discovery: INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey

Preservation: In situ

Presentation: No

The main cargo of the ship is composed by approximately 5000 tiles while coarseware are also located on the site. Its survey was undertaken by INA.

Bibliography: Parker 1992 (site 543); Strauss 2013 (site 7955)

**630. Kızılağaç Adası**

**Turkey, Muğla, Kızılağaç Adası**

Date: Not known

Depth: 5m-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1974)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, briefly surveyed, preserves fragments of LR5 amphorae. It was surveyed by the INA.

Bibliography: Parker 1992 (site 546); Kingsley 2004: 46; Strauss 2013 (site 7958)

**631. Kizilburun A**

**Turkey, Karaburun peninsula**

Date: 3<sup>rd</sup> cent. BC

Depth: 45m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1980)

Research: Surface survey

Preservation: Partial in situ

Presentation: No

A coherent Hellenistic shipwreck that preserves Rhodian amphorae. Its survey was undertaken by INA.

*Bibliography:* Rosloff 1981: 280; Parker 1992 (site 547); Strauss 2013 (site 19)

**632. Kizilburun B**

**Turkey, Karaburun peninsula**

*Date:* 10<sup>th</sup>-12<sup>th</sup> cent. AD

*Depth:* 36m

*State of preservation:* Coherent

*Main cargo:* Amphorae

*Discovery:* INA underwater archaeological survey (1993)

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The site preserves three iron anchors and seventeen large millstones. Its survey was undertaken by INA.

*Bibliography:* Pulak and Rogers 1994

**633. Kizilburun Column**

**Turkey, Karaburun peninsula**

*Date:* 1<sup>st</sup> cent. AD

*Depth:* 42m-45m

*State of preservation:* Well-preserved

*Main cargo:* Architectural members

*Discovery:* INA underwater archaeological survey, under the direction of Ç. Pulak and D. Frey. One of the 5 shipwrecks was discovered during that survey. (1993)

*Research:* Full excavation (2005-2011)

*Preservation:* Ex situ

*Presentation:* No

The site lay on a sandy seabed. It preserved remains of the hull of the ship, including ceiling and hull planking, sections of the frames, the keel of the ship, and fasteners, which suggest that the mortise-and-tenon method was used for its construction. Two lead anchors collars and lead sounding weight were also located.

About a dozen amphorae from Adriatic, Ionia, Knidos, Kos and Egypt were preserved at the site. The pottery located at the site was undecorated utilitarian cookware and typical Hellenistic fineware.

The main cargo of the ship was composed of 8 massive column drums, doric capitals. Marble blocks, probably architectural elements, as well as newly quarried marble objects

(a small basin, the pedestal of one large louterion and an unscrubbed grave stone or stele) were also located at the site.

A surface survey was conducted in 2001. The site was excavated during 2005-2011 by the INA, under the direction of D. Hamilton and D. Carlson. The finds were transferred to the Bodrum Research Centre (BRC) for conservation and study.

Bibliography: Carlson 2006; Littlefield 2012; Strauss 2013 (site 12)

**634. Knidos A**

**Turkey, Muğla Knidos**

Date: 2<sup>nd</sup> -1<sup>st</sup> cent. BC

Depth: 36m

State of preservation: Scattered

Main cargo: Pottery

Discovery: (A)INA during the survey conducted in search of shipwreck (1973)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site located on a rocky seabed. The site preserves its cargo of cups, lamps, and two-handled bowls.

Bibliography: Bass 1974:335; Parker 1992 (site 548); Strauss 2013 (site 24)

**635. Knidos B**

**Turkey, Muğla Knidos**

Date: 2<sup>nd</sup> -1<sup>st</sup> cent. BC

Depth: 36m

State of preservation: Coherent

Main cargo: Tiles

Discovery: INA during the survey conducted in search of shipwreck (1973)

Research: Surface survey

Preservation: In situ

Presentation: No

A coherent shipwreck site located on a rocky seabed. The site preserves a large cargo of pan and cover tiles, mixed with amphorae and a variety of cooking and eating wares.

Bibliography: Bass 1974:335; Parker 1992 (site 549); Strauss 2013 (site 24)

**636. Knidos C**

**Turkey, Muğla Knidos**

Date: 5<sup>th</sup> cent. BC

Depth: 35m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: INA underwater archaeological survey, indicated by a local sponge diver (1981)

Research: Surface survey

Preservation: In situ

Presentation: No

A well-preserved shipwreck site preserving a mound of Chian amphorae. The state of preservation of the site suggests that the hull of the ship is probably preserved beneath the cargo.

Bibliography: Frey 1982:1-5; Parker 1992 (site 550); Strauss 2013 (site 7962)

**637. Knidos D**

**Turkey, Muğla Knidos**

Date: 13<sup>th</sup>-14<sup>th</sup> cent. AD

Depth: 32m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1984)

Research: Surface survey

Preservation: In situ

Presentation: No

Lyig on a sandy seabed, the site preserves amphorae and jars of non-identified types. It was located and surveyed by INA, (site 3 of the 1982 INA underwater archaeological survey).

Bibliography: Pulak 1985 (site 3); Parker 1992 (site 551); Strauss 2013 (site 7963)

**638. Kocayemişilik**

**Turkey, Marmara islands**

Date: 11<sup>th</sup> cent. AD

Depth: 25m-35m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves hundreds of Ganos style amphorae and two Y type anchors. It was surveyed by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8934)

**639. Kötü Burun**

**Turkey, Muğla, Kötü Burun**

Date: 11<sup>th</sup> cent. AD

Depth: 36m-42m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1984)

Research: Surface survey

Preservation: In situ

Presentation: No

Located on a rocky slope, the site preserves at least 70 amphorae of a non-identified type. It was located and surveyed by INA, (site 1 of the 1982 INA underwater archaeological survey).

Bibliography: Pulak 1985 (site 1); Parker 1992 (site 557); Strauss 2013 (site 7969)

**640. Küçük Ada Water Pipe wreck**

**Turkey, Marmara islands**

Date: 6<sup>th</sup> cent. AD

Depth: 25m-32m

State of preservation: Coherent

Main cargo: Pipes

Discovery: Istanbul University, N. Günsenin. (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves terracotta pipes in 2 piles at 2 different depths. It also preserves an amphora, which determined dating of the site. It was surveyed by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8937)

**641. Küçük Keramit Adasi**

**Turkey, Küçük Keramit Adasi**

Date: 3<sup>rd</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1980)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site that preserves a group of 20 amphorae, probably Samian.

Bibliography: Rosloff 1981: 281; Parker 1992 (site 559)

**642. Kuyu Burnu Tile wreck**

**Turkey, Marmara islands**

Date: 7<sup>th</sup> cent. AD

Depth: 25m

State of preservation: Coherent

Main cargo: Tiles

Discovery: Istanbul University (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck preserves a cargo of slightly curved tiles and two anchors. The site was surveyed by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8936)

**643. Mandalya Gulf A**

**Turkey, Muğla, Bodrum**

Date: 1<sup>st</sup> cent. BC – 1<sup>st</sup> cent. AD

Depth: >10

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey. (1985)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves a small cargo of Koan amphora. It was surveyed by INA.

Bibliography: Parker 1992 (site 642); Strauss 2013 (site 32)

**644. Mandalya Gulf B**

**Turkey, Muğla, Bodrum**

Date: 3<sup>rd</sup> – 2<sup>nd</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1985)

Research: Surface survey



Preservation: In situ

Presentation: No

The remains of a scattered shipwreck site that preserves the fragments of several types of amphorae, belonging to the Nicandros group in their majority.

Bibliography: Parker 1992 (site 643); Strauss 2013 (site 21)

**645. Mandalya Gulf C**

**Turkey, Muğla, Bodrum**

Date: 10<sup>th</sup> cent. AD

Depth: 37m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: INA underwater archaeological survey (1985)

Research: Partial excavation

Preservation: Partial in situ

Presentation: No

The site, lying on a sandy seabed, preserves pear-shaped Byzantine amphorae (at least 3). It was partially excavated by INA.

Bibliography: Parker 1992 (site 644); Strauss 2013 (site 8042)

**646. Marmaris A**

**Turkey, Marmaris peninsula**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: University Museum (1969)

Research: Surface survey

Preservation: Partial in situ

Presentation: Ex situ

The site, preserving Byzantine plates, was surveyed by the INA.

Bibliography: Cook and Blackman 1971: 35; Parker 1992 (site 657); Strauss 2013 (site 8054)

**647. Marmaris B**

**Turkey, Marmaris peninsula**

Date: 4<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Pottery

Discovery: Not reported

Research: Not surveyed

Preservation: Partial in situ

Presentation: Ex situ

The remains of a scattered shipwreck site that preserves a number of *louteria*.

Bibliography: Kapitän 1989; Parker 1992 (site 658); Strauss 2013 (site 17)

**648. Marmaris C**

**Turkey, Marmaris peninsula**

Date: 6<sup>th</sup> cent. BC

Depth: >10

State of preservation: Scattered

Main cargo: Amphorae

Discovery: DEU - IMST (2008)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, surveyed by the DEU – IMST was briefly reported.

Bibliography: Green et al 2011: 65

**649. Marmaris D**

**Turkey, Marmaris peninsula**

Date: 6<sup>th</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: DEU - IMST (2008)

Research: Surface survey

Preservation: In situ

Presentation: No

The site, preserving fragments of amphorae from the SE Aegean, was surveyed by the DEU – IMST.

Bibliography: Green et al 2011: 65

**650. Marmaris Hisarönü**

**Turkey, Marmaris Hisarönü Gulf**

Date: 36<sup>th</sup> -14<sup>th</sup> cent. BC

Depth: 40m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: DEU - IMST (2015)

Research: Full excavation (2015)

Preservation: Partial in situ

Presentation: No

The oldest shipwreck found in Turkish waters. Its excavation was conducted by the DEU - IMST, under the direction of A. H. Özdaş.

Bibliography: Anadolou Agency 2016; Holloway 2016

**651. Ocaklar Burnu**

**Turkey, Marmara islands**

Date: 4<sup>th</sup> -15<sup>th</sup> cent. AD

Depth: 25m-41m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin. (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The site was documented by the Istanbul University, under the direction of N. Günsenin. No further details have been published.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8930)

**652. Pabuç Burnu**

**Turkey, Muğla, Bodrum**

Date: 6<sup>th</sup> cent. BC

Depth: 34m-36m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA underwater archaeological survey, indicated by a local sponge diver.

Research: Full excavation (2002-2003)

Preservation: Ex situ

Presentation: No

The shipwreck, covering an area of 26x14m, was located on a sandy slope. The hull remains recovered were in poor condition of preservation. Nevertheless, six fragmentary planks recovered indicate that ship was laced together. There is also evidence of an early adaptation of mortise-and-tenon joinery. A large, stone anchor stock recovered from near the centre of the site suggests that this was a moderate size vessel.

In total, around 250 amphorae (30 complete and fragments of ca. 230 others) were preserved. The main cargo of the ship consisted of Halikarnassos type amphorae. Other

types of amphorae preserved include: Ionian type, narrow rim strap handle type, Klazomenian type, and Lesbian gray type. Grape seeds and occasional olive pits suggest that the ship also carried a bulk cargo of grapes or raisins, perhaps packed in sacks or baskets, which did not survive underwater.

An assemblage of plain wares was also revealed, which included 5 oinochoai, 3 olpai, 4 mortaria, 3 cups, a juglet, 2 echinus, a bowl, a plate.

The excavation of the site was conducted by INA. All intact artefacts were transferred to the Bodrum Museum of Underwater Archaeology for conservation. The hull planks and some amphorae remain at the Nixon Griffis laboratory for desalination and study.

*Bibliography:* Greene et al 2008; Strauss 2013 (site 8803); Institute of Nautical Archaeology 2016c

**653. Pasalimani A**

**Turkey, Propontis**

*Date:* 5<sup>th</sup>-4<sup>th</sup> cent. BC

*Depth:* 10m

*State of preservation:* Well-preserved

*Main cargo:* Amphorae

*Discovery:* 1980s

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The remains of a well-preserved shipwreck site located at Propontis. The site preserves an amphora mound, which may suggest that parts of the hull of the ship are preserved beneath the cargo.

*Bibliography:* Parker 1992 (site 793); Strauss 2013 (site 8183)

**654. Pasalimani B**

**Turkey, Propontis**

*Date:* 15<sup>th</sup> cent. AD

*Depth:* 15m

*State of preservation:* Scattered

*Main cargo:* Pottery

*Discovery:* 1980s

*Research:* Surface survey

*Preservation:* In situ

*Presentation:* No

The shipwreck, lying on a sandy slope, preserves heavily concreted Rhodian amphorae and timber fragments. Its documentation was undertaken by INA.

Bibliography: Parker 1992 (site 794); Strauss 2013 (site 8184)

**655. Sancak Burun**

**Turkey, Kerme Gulf**

Date: 1<sup>st</sup> cent. AD

Depth: 36m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: (A) INA during the survey conducted in search of shipwrecks (1973)

Research: Surface survey

Preservation: In situ

Presentation: No

A much-disturbed shipwreck located on a sandy slope. The site preserves fragments of timber and the remains of heavily concreted Roman amphorae. Its survey was undertaken by INA.

Bibliography: Bass 1974: 337; Parker 1992 (site 1026); Strauss 2013 (site 31)

**656. Sara Ky**

**Turkey, Bozburun**

Date: 3<sup>rd</sup> – 1<sup>st</sup> cent. AD

Depth: 6-7m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: 1970s

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site that preserves shattered cargo of amphorae, probably Rhodian.

Bibliography: Parker 1992 (site 1038); Strauss 2013 (site 23)

**657. Saraylar (Eşek Adalari)**

**Turkey, Saraylar, Marmara Adasi**

Date: 11<sup>th</sup> cent. AD

Depth: 22m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin. (1993-1994)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves Ganos style amphorae, a Y-type anchor and water pipes. It was documented by the Istanbul University, N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8939)

**658. Serçe Limani A**

**Turkey, Marmaris peninsula**

Date: 11<sup>th</sup> cent. AD

Depth: 33m

State of preservation: Well-preserved

Main cargo: Glass

Discovery: INA during the survey conducted in search of shipwrecks, indicated by a local sponge diver. (1973)

Research: Full excavation (1977-1979)

Preservation: Ex situ

Presentation: Ex situ

The site was located close to the shore on a rocky slope, which ends up on sand. About 20% of the hull of the ship, constructed in the skeleton first method, was preserved, much of which in fragmentary condition, as well as eight Y shaped iron anchors with removable stocks. Moreover, the site preserved 103 amphorae and more than a dozen of glazed terracotta bowls, terracotta cooking, eating and pantry wares, and a bowl with bones. Two tons of raw glass and one ton of broken glass as well as 80 intact glass vessels were found. In addition, about 10-20,000 vessels of an Islamic origin were found, which included: cups, plates, dishes, bowls, bottles, ewers, jugs, jars, lamps, cupping glasses, alembics, and stemmed vessels. The site also preserved carpenters' tools large ballast stones and four millstones, iron swords, lead net weights, and coins. The hull of the ship, which was excavated by INA, and was reconstructed by R. Steffy, it is now exhibited at the Bodrum museum.

Bibliography: Steffy 1982; Parker 1992 (site 1070); Bass et al 2004, 2009; Strauss 2013 (site 8449)

**659. Serçe Limani B**

**Turkey, Marmaris peninsula**

Date: 3<sup>rd</sup> cent. BC

Depth: 34m-35m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: INA during the survey conducted in search of shipwrecks, indicated by a local sponge diver (1973)

Research: Partial excavation (1978-1980)

Preservation: Partial in situ

Presentation: Ex situ

A well-preserved shipwreck site located off the Aegean coast of Turkey. The site preserves over 600 amphorae of two sizes and one Thasian amphora, plain and glazed wares as well as black glossed wares. The site also preserves parts of the lead-sheated hull as well as parts of the rigging equipment of the ship.

Bibliography: Pulak 1987; Parker 1992 (site 1071); Strauss 2013 (site 20)

**660. Serçe Limani C**

**Turkey, Marmaris peninsula**

Date: 2<sup>nd</sup> cent. BC

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA (1970s)

Research: Surface survey (1978-1979)

Preservation: In situ

Presentation: No

The remains of a scattered shipwreck site located off the Aegean coast of Turkey. The ship preserves Rhodian amphorae as well as pottery, probably from Palestine.

Bibliography: Parker 1992 (site 1072); Strauss 2013 (site 22)

**661. Serçe Limani D**

**Turkey, Marmaris peninsula**

Date: 3<sup>rd</sup> -1<sup>st</sup> cent. BC

Depth: 20m-25m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA. (1980s)

Research: Surface survey

Preservation: In situ

Presentation: No

A scattered shipwreck site located on a rocky slope, inside the harbour mouth. The site preserves the cargo of the ship of Rhodian amphorae.

Bibliography: Parker 1992 (site 1073); Strauss 2013 (site 148)

**662. Serçe Limani zone**

**Turkey, Marmaris peninsula**

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: 25m-36m

State of preservation: Coherent

Main cargo: Glass

Discovery: INA underwater archaeological survey. (1984)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves the cargo of the ship composed of glass as well as fragments of timbers. It was surveyed by INA (Site 5 of the 1982 INA underwater archaeological survey).

Bibliography: Pulak 1985 (site 5); Parker 1992 (site 1074); Strauss 2013 (site 8453)

**663. Şeydan Deresi**

**Turkey, Kerme Bay**

Date: 17<sup>th</sup>-16<sup>th</sup> cent. BC

Depth: 33m

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA during the survey conducted in search of shipwrecks, indicated by a local sponge diver. (1973)

Research: Full excavation (1975)

Preservation: Ex situ

Presentation: No

The site lay on a rocky slope. It preserved the cargo of the ship composed of fragmentary piriform amphorae as well as a number of pottery vessels: amphoriskoi, small jugs, krater, strap handled pithoi, handleless ovoid-conical pithoi, and sherds representing vessels. Its excavation was undertaken by INA, under the direction of G.Bass.

Bibliography: Parker 1992 (site 1079); Catsabis 2008; Strauss 2013 (site 8457)

**664. Sigacek**

**Turkey, Sigacik**

Date: 1<sup>st</sup> cent. AD

Depth: Not reported



State of preservation: Scattered

Main cargo: Architectural members

Discovery: Not reported

Research: Not surveyed

Preservation: In situ

Presentation: No

The remains of a merchant ship preserving 8 column drums.

Bibliography: Strauss 2013 (site 36)

**665. Sigacik**

**Turkey, Sigacik**

Date: 6<sup>th</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Not reported

Discovery: Not reported

Research: Surface survey

Preservation: In situ

Presentation: No

The site was surveyed by the Underwater Archaeology Institute, under the direction of T. Turanlı. No further information has been published.

Bibliography: Hurriyet Daily News 1996

**666. Site TK05-AD**

**Turkey, Bozburun peninsula**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: 85m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF. (2005)

Research: Surface survey (2005)

Preservation: In situ

Presentation: No

The site, located 2km offshore, occupies an area of 9x3m. It preserves three types of Byzantine amphorae as well as 9-11 anchors. It was documented by the Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF.

Bibliography: Royal 2006:210

**667. Site TK05-AH****Turkey, Bozburun peninsula***Date:* 16<sup>th</sup> cent. AD*Depth:* 81m*State of preservation:* Coherent*Main cargo:* Pottery*Discovery:* Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF. (2005)*Research:* Surface survey (2005)*Preservation:* In situ*Presentation:* No

The shipwreck represents the remains of a small coasting vessel armed with rough iron swivel guns. It preserves a number of timbers protruding from the sand, three anchors, a ballast pile at the centre of the site, and fragments of storage jars. A large quantity of the sherds is located on the ballast pile. Moreover, numerous tiles are preserved which may indicate the galley of the ship. The site was documented by the Turkish Ministry of Tourism and Culture, in collaboration with the INA and the RPMNF.

*Bibliography:* Royal 2010**668. Site TK06-AA****Turkey, Bozburun peninsula***Date:* Not reported*Depth:* >10*State of preservation:* Coherent*Main cargo:* No cargo*Discovery:* RPMNF. (2006)*Research:* Surface survey (2006)*Preservation:* In situ*Presentation:* No

The shipwreck represents the remains of a small to medium size sailing vessel. It is possible that it did not carry any cargo, or it carried organic cargo that did not leave any remains. The site preserves two concentrations of smooth and rounded ballast stones of a light colour rock. Its documentation was undertaken by the RPMNF

*Bibliography:* Royal 2008**669. Site TK06-AC****Turkey, Bozburun peninsula***Date:* 2<sup>nd</sup> cent. BC*Depth:* 91m*State of preservation:* Coherent*Main cargo:* Amphorae*Discovery:* RPMNF (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The site occupies an area of 10x8m. It preserves Rhodian and Formpopoli amphora types. While the surface layer of the site preserves fragmented amphorae, amphorae in an upright position are protruding from the sand. Intrusive types of amphorae are also preserved at the site (Koan, Late Roman I). Its documentation was undertaken by the RPMNF.

Bibliography: Royal 2008

**670. Site TK06-AD**

**Turkey, Bozburun peninsula**

Date: 16<sup>th</sup>-17<sup>th</sup> cent. AD

Depth: 87m

State of preservation: Well-preserved

Main cargo: Pottery

Discovery: RPMNF. (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The site preserves frames and planking timbers on the seabed while a significant part of the ship is buried in the sand. A large anchor was located at the central part of the shipwreck. Moreover, the site preserves body sherds of ceramic containers as well as numerous plates and bowls at the ship's galley. At the central section of the ship 4 crossbows and 8 iron cannons were located (4 on each starboard and port side). Also, a brazier and a ceramic or metal tray was located in the central area of the site as well as stacked bowls, shallow plates, a small pitcher and a larger one with its lid intact, possibly made of copper. Moreover, tableware were located at the forward portion of the wreck. The shipwreck was recorded with still and video photography by the RPMNF.

Bibliography: Royal 2008, 2010

**671. Site TK06-AE**

**Turkey, Bozburun peninsula**

Date: 5<sup>th</sup>-15<sup>th</sup> cent. AD

Depth: 83m

State of preservation: Coherent

Main cargo: Tiles

Discovery: RPMNF. (2006)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The site lies on a sandy seabed, covering an area of 21x10m. It preserves Rhodian amphorae of the Imperial date as well as ceramic tiles. It was recorded with still and video photography by the RPMNF.

Bibliography: Royal 2008

**672. Taşada (Virankoy)**

**Turkey, Marmara islands**

Date: 11<sup>th</sup> cent. AD

Depth: 22m

State of preservation: Coherent

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin. (1993-1994)

Research: Surface survey (2006)

Research: Surface survey

Preservation: In situ

Presentation: No

The shipwreck, documented by the Istanbul University under the direction of N. Günsenin, preserves Ganos style amphorae.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8938)

**673. Tekmezar Burnu A**

**Turkey, Marmara islands**

Date: 11<sup>th</sup> cent. AD

Depth: 35m-45m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Istanbul University, N. Günsenin. (1993-1994)

Research: Surface survey (2006)

Preservation: In situ

Presentation: No

The shipwreck preserves the main cargo of the ship, which is composed of least 3 layers Ganos style amphorae. It is estimated that the ship carried around 20.000 amphorae in total. Also, three tons of glass were also preserved on the site. Finally, 5 Y type anchors were located on the shipwreck. The site was documented by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8932)

**674. Tekmezar Burnu B****Turkey, Marmaras islands**Date: 11<sup>th</sup> cent. ADDepth: 35m-45mState of preservation: Well-preservedMain cargo: AmphoraeDiscovery: Istanbul University, N. Günsenin. (1993-1994)Research: Surface survey (2006)Preservation: In situPresentation: No

The shipwreck, covering an area of 15x12m, preserves the main cargo of the ship composed of least 2 layers Ganos style amphorae. It is estimated that the ship carried around 3000 amphorae in total. Also, 5 Y type anchors were located on the shipwreck. The site was documented by the Istanbul University, under the direction of N. Günsenin.

Bibliography: Günsenin 1999, 2016; Strauss 2013 (site 8933)**675. Tekmezar Burnu roof tiles****Turkey, Marmaras islands**Date: 12<sup>th</sup> – 13<sup>th</sup> cent. ADDepth: 6m-8mState of preservation: ScatteredMain cargo: TilesDiscovery: INA underwater archaeological survey (1984)Research: Surface survey (2006)Preservation: In situPresentation: No

The site preserves a large quantity of roof tiles. Glazed bowls were located at the vicinity, but they are not necessarily associated with the shipwreck. Its survey was undertaken by INA.

Bibliography: Pulak 1985 (site 6); Parker 1992 (site 1138); Strauss 2013 (site 8514)**676. Tektaş Burnu****Turkey, Tektaş Burnu**Date: 5<sup>th</sup> cent. BCDepth: 42m-45mState of preservation: CoherentMain cargo: AmphoraeDiscovery: INA underwater archaeological survey, directed by Tufan Turanlı. (1984)Research: Full excavation (1999-2001)Preservation: Ex situPresentation: Ex situ

The remains of a coherent shipwreck site located off the Aegean coast of Turkey. The ship's main cargo was wine in about 200 pseudo-Samian amphorae. It also carried amphorae from Chios, Mende, and Samos in lesser quantities. The cargo also included pine tar and East Greek pottery. The hull of the ship is not very well-preserved. Nevertheless, the remains preserved, including pine planks, frames, mortise and tenon-joints, double clenched copper, and lead nails, indicate that the ship was built in the shell first construction method. Moreover, a pair of marble ophtalmoi and lead filled anchor stocks were discovered at the site.

Bibliography: Bass 2002; Carlson 2003; Van Duivenvoorde 2014

**677. Turkey**

**Turkey**

Date: 3<sup>rd</sup> cent. AD

Depth: Not reported

State of preservation: Scattered

Main cargo: Amphorae

Discovery: INA. (1980s)

Research: Surface survey

Preservation: In situ

Presentation: No

The site preserves amphorae probably of the Kapitän 1 and 2 types. It was surveyed by INA.

Bibliography: Parker 1992 (site 1183); Strauss 2013 (site 8557)

**678. Ulu Burun**

**Turkey, Antalya, Kaş**

Date: 14<sup>th</sup> cent. BC

Depth: 43m-61m

State of preservation: Coherent

Main cargo: Metal objects

Discovery: Local sponge diver. (1982)

Research: Full excavation (1984-1994)

Preservation: Ex situ

Presentation: In situ and ex situ

The site was excavated by the INA, under the direction of Ç. Pulak. The hull of the ship, which was poorly preserved, indicates to a shell first construction method. The site preserved 24 large stone anchors of three different groups. The cargo of the ship consisted of 10 pithoi used for carrying Cypriot export ceramics, including oil lamps, base ring II and white slip II bowls, white shaved juglets, bucchero jugs, wall brackets, and trefoil mouth pitchers. The cargo of the ship also preserved Caananite jars of the northern

type of three general size groups, one jar filled with glass beads, others with olives and the majority of them with pistacia resin, while some of them may have contained wine.

Ten tons of Cypriot copper ingots in four rows were also located at the site. Among them: 354 oxhide ingots, 121 intact copper bun and oval ingots, and 5 smaller pillow-shaped ingots. At least half of the copper ingots found were incised with 1-3 marks on their upper rougher surface. Nearly a ton of tin ingots was also among the cargo of the ship. The site also preserved glass ingots (175 of cobalt blue, turquoise and levanter), raw ivory objects, ivory carvings, a gold goblet, and scrap gold and Canaanite jewellery. Cooking ware, tools, weights, organic material, and a bronze female figurine were also preserved.

The finds of the shipwreck are displayed at the Bodrum Museum while an underwater park was created at the spot where the wreck was located. The park also serves as a platform to train divers in methods of locating and recording UWCH.

***Bibliography:*** Bass et al 1984; Parker 1992 (site 1193); Pulak 1998; Varinlioğlu and Onis 2008; Strauss 2013 (site 8567)

**679. Ulu Burun area**

**Turkey, Antalya, Kaş**

***Date:*** 10<sup>th</sup>-12<sup>th</sup> cent. AD

***Depth:*** 42m-43m

***State of preservation:*** Scattered

***Main cargo:*** Tiles

***Discovery:*** INA underwater archaeological survey. (1985)

***Research:*** Surface survey (1985)

***Preservation:*** In situ

***Presentation:*** No

The site preserves two mounds of pan and cover tiles, which probably represent modified Corinthian types. No coherent loading pattern could be identified. Y-shaped anchor was also located near the tiles, but it is not necessarily related to the specific wreck. The site was surveyed by the INA.

***Bibliography:*** Bass 1986; Parker 1992 (site 1194); Strauss 2013 (site 8568)

**680. Yalikhavak**

**Turkey, Bodrum**

***Date:*** 1<sup>st</sup> cent. BC

***Depth:*** 88m

***State of preservation:*** Well-preserved

***Main cargo:*** Amphorae

***Discovery:*** Sponge daggers (1963)

Research: Surface survey

Preservation: In situ

Presentation: No

A well-preserved shipwreck site that preserves its cargo of a non-identified type of amphorae. The site also preserves cooking ware, a lagynos, and a lamp. It was surveyed by the UPenn under the direction of G. Bass.

Bibliography: Bass and Joline 1968; Parker 1992 (site 1238)

**681. Yassi Ada A**

**Turkey, Lodo island**

Date: 7<sup>th</sup> cent. AD

Depth: 32m-39m

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Reported to P. Throckmorton and H.Frost by a sponge diver from Bodrum. (1958)

Research: Full excavation (1961-1964, 1980)

Preservation: Ex situ

Presentation: Ex situ

The site was located close to a reef, which caused the loss of a number of ships. It preserved the remains of the ship in good state as well as 11 iron anchors and a cruciform anchor design. The cargo of the ship was also preserved. It consisted of 3 rows of about 900 amphorae: baluster shaped Riley LR1 originating from Antioch (6 types) globular Riley LR2 originating from the Black Sea (40 types), pitched inside. 165 stoppers were also found on site. In addition, pottery was located in the galley of the ship, including bowls, plates, cups, a considerable number of cooking pots, storage jars, and rosin lined pitchers. The site also preserved tiles (the remains of the roof of the galley of the ship), golden and copper coins, the remains of the crew tools and equipment as well as plant remains. The excavation of the site, under the direction of G.Bass took place during 1961-1964, and in 1980.

Bibliography: Bass and Van Doorninck 1982; Parker 1992 (site 1239); Pulak 2005, Strauss 2013 (site 8609)

**682. Yassi Ada B**

**Turkey, Lodo island**

Date: 4<sup>th</sup>-5<sup>th</sup> cent. AD

Depth: 36m-42m



State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: Reported to P. Throckmorton and H.Frost by a sponge diver from Bodrum. (1958)

Research: Full excavation (1967, 1969, 1974)

Preservation: Ex situ

Presentation: Ex situ

The site, covering an area of 19x8m, was located close to a reef, which caused the loss of a number of ships. It was overlaid by a 17th cent.AD shipwreck. Moreover, as it is located 15m from Yassi Ada A, contaminated pottery and metal objects of the later ship were found at the site. The hull of the ship, built mostly with cypress wood using the shell-first construction method, was preserved at its port side up to the waterline. The site preserved the cargo of the ship consisting of 1100 Aegean amphorae of three types. Atoppers were also preserved (one wooden and other made of sherds). The pottery located on the shipwreck included at least 6 pantry jars, a funnel, 4 cooking pots, 11 pitchers, a cup, a bowl, 2 large plates, a smaller dish, 4 lamps, and 1 signed KY from an Athenian workshop. Two dozens of stone slabs were found in the galley area, probably the remains of the hearth. Also, 5 glass vessels, a copper jug, possibly 3 steelyards, some copper coins, a casting net, and lamps were preserved. The excavation of the site was conducted by the UPenn and INA, under the direction of Ç. Pulak.

Bibliography: Bass and Van Doorninck 1971; Van Doorninck 1976; Parker 1992 (site 1240); Strauss 2013 (site 8610)

**683. Yassi Ada C**

Turkey, Lodo island

Date: 16<sup>th</sup>-17<sup>th</sup> cent. AD

Depth: 39m-42m

State of preservation: Scattered

Main cargo: No cargo

Discovery: UniPenn (1967)

Research: Full excavation (1982-1983)

Preservation: Ex situ

Presentation: Ex situ

The site was excavated by the UPenn.

Bibliography: Labbe 2010; Pulak 2005

**684. Yenikapi 1**

Turkey, Istanbul

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: Amphorae

Discovery: 2005

Research: Full excavation (2005-2006)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship. Except for the main keel timber and one curved floor timber, the bottom of the hull was lost. Moreover, its surviving planking consists of 15 strakes. The site also preserved iron anchors, several dozens of amphorae of a piriform shape, and small ceramic objects that may have been part of the cargo. Also, small objects discovered on board may have been part of the personal belongings of the crew. The site was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**685. Yenikapi 2**

**Turkey, Istanbul**

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IAM (2005)

Research: Full excavation (2005)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. Only one side of the hull of the ship (probably the port side) was preserved. The shipwreck was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with INA, under the direction of Ç. Pulak.

Bibliography: Pulak et al 2015

**686. Yenikapi 3**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: Architectural members

Discovery: (2004-2009)

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. As the ship was lying on the starboard side, the starboard side has survived from the keel to the first wale, while the port side is missing. The site also preserved marble fragments, which probably represent remains of the cargo of the ship, as well as brick fragments. The site was excavated by the IAM, under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**687. Yenikapi 4**

**Turkey, Istanbul**

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: IAM (2006)

Research: Full excavation (2005, 2006)

Preservation: Ex situ

Presentation: Planned (ex situ)

The site was located at the Byzantine Theodosian harbour. The ship was preserved to the turn of the bilge on the starboard side and up to and including a section of the oar port strake, above the third wale. It also preserved part of the bow. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with INA, under the direction of Ç. Pulak.

Bibliography: Pulak et al 2015

**688. Yenikapi 5**

**Turkey, Istanbul**

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2006

Research: Full excavation (2005-2006)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved one third of the hull of the ship. The lower hull was built shell-first with regularly spaced coaks as planking edge fasteners from the garboards to the first wale. Above the first wale, the ship was constructed around the ship's framing as no edge fasteners were found in the upper and

lower edges. Iron objects, including an axe, an iron spit, and an iron spade fork with a wooden handle were also located on the site. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

*Bibliography:* Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**689. Yenikapi 6**

**Turkey, Istanbul**

*Date:* 10<sup>th</sup> cent. AD

*Depth:* On land

*State of preservation:* Coherent

*Main cargo:* No cargo

*Discovery:* 2004-2009

*Research:* Full excavation (2004-2013)

*Preservation:* Ex situ

*Presentation:* Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship, including the keel, part of the stem, eight strakes, and 26 frames of various sizes. The planking was edge fastened with dowels. The interior of the hull was coated with resin. No evidence of ceiling were found. Based on the thin planks and the light internal framing, it is presumed that it was a fishing boat of 8x2,5m. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

*Bibliography:* Kocabaş 2015; Karakaş 2016

**690. Yenikapi 7**

**Turkey, Istanbul**

*Date:* 10<sup>th</sup>-11<sup>th</sup> cent. AD

*Depth:* On land

*State of preservation:* Well-preserved

*Main cargo:* No cargo

*Discovery:* (2004-2009)

*Research:* Full excavation (2004-2013)

*Preservation:* Ex situ

*Presentation:* Planned ex situ

The site was located at the Byzantine Theodosian harbour. It probably represents the remains of a sailing coaster with flat floor of 8x2,5m. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**691. Yenikapi 8**

**Turkey, Istanbul**

Date: 10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved the remains of the hull of the ship, including part of the keel, 10 strakes to port and 9 to starboard, and 13 frames. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**692. Yenikapi 9**

**Turkey, Istanbul**

Date: 10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It represents the remains of a small merchantman with flat floor. It preserved the keel, the stem and sternpost, which survived intact, as well as 7 planking strakes on the port side and 8 on the starboard. Oak branches were also located on the site. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**693. Yenikapi 10****Turkey, Istanbul**

Date: 8<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It represents the remains of a vessel that was flat in the centre, but had increasing deadrise toward the posts. Its keel and many of its planks and frames were missing. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**694. Yenikapi 11****Turkey, Istanbul**

Date: 7<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 2008

Research: Full excavation (2008)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It represents the remains of a 12m long ship, built using thin planks edge joined with unpegged mortise-and-tenon joints. The fastenings of the ship suggest a combination of shell and skeleton first construction methods. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**695. Yenikapi 12****Turkey, Istanbul**

Date: 9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved the remains of a ship that was constructed with the shell first technique as far as the whale. The building technique then changed. Frames were mounted instead of using strakes. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**696. Yenikapi 13**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: Not reported

Research: Full excavation

Preservation: Ex situ

Presentation: Planned ex situ

The remains of a single banked vessel with one file of oarsmen on each side, located at the Byzantine Theodosian harbour. The ship had long narrow hull built on light timber. Only one side of the vessel survived, including the keel, keelson, planking of one side, 95 frames, two wales, one stringer, a knee, and fragments of thwarts and their nothces The site was excavated by the IAM and Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015

**697. Yenikapi 14**

**Turkey, Istanbul**

Date: 9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 2007

Research: Full excavation (2007)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship, originally 14x3m. The lower hull planking was edge joined with regularly

spaced wooden coaks up to the waterline. The upper hull was built on pre-erected frames without edge fastened hull planking. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**698. Yenikapi 15**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship including the keel, the stem partially, and a few bottom planks. All the floor timbers and futtocks were missing. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**699. Yenikapi 16**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: Not reported

Research: Full excavation

Preservation: Ex situ

Presentation: Planned ex situ

The remains of a single banked scout ship (called dromos, which preceded Byzantine warships), located at the Byzantine Theodosian harbour. The site, excavated by the IAM and Department of Conservation of Marine Archaeological Objects of the IU, preserved remains of the hull of the ship.

Bibliography: Kocabaş 2015



**700. Yenikapi 17**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: Cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship. Its keel, stem, and sternposts were not found, but 13 planking strakes, including 2 wales, 24 frames, and 3 stringers survived. The site also preserved ballast stones *in situ*. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**701. Yenikapi 18**

**Turkey, Istanbul**

Date: 10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It represents the remains of a small merchantman with one mast and soft bilges. It preserved the keel, an endpost fragment, 16 planking strakes, part of a wale, 19 floor timbers, 6 futtocks, and 1 ceiling plank. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**702. Yenikapi 19**

**Turkey, Istanbul**

Date: 8<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It preserved remains of the hull of the ship including the keel, 9 planking strakes, which were edge joined with dowels, 12 frames still in situ, and several dislocated frames. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**703. Yenikapi 20**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: Cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. It represents the remains of a merchant vessel. It survived up to the turn of the bilge, including the keel, 21 strakes of planking, 29 frames, the mast step, and a stringer of planking. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**704. Yenikapi 21**

**Turkey, Istanbul**

Date: 9<sup>th</sup>-10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: Amphorae

Discovery: (2004-2009)

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The remains of a flat bottom vessel located at the Byzantine Theodosian harbour. It preserved the keel, 15 planking strakes, 23 frames, and three amphorae. The site was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU.

Bibliography: Kocabaş 2015; Karakaş 2016

**705. Yenikapi 22**

**Turkey, Istanbul**

Date: 5<sup>th</sup>-7<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: (2004-2009)

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The largest shipwreck found during the works for the construction of a new subterranean rail line linking Europe and Asia, at the Byzantine Theodosian harbour. The site was excavated by the IAM. The Department of Conservation of Marine Archaeological Objects of the IU studied of the ship. The shipwreck was documented in situ and then lifted and stored in tanks at the IU Yenikapi Shipwreck Research Centre for conservation and further documentation. The site preserved remains of the hull of the ship.

Bibliography: Kocabaş 2015; Karakaş 2016

**706. Yenikapi 23**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2007

Research: Full excavation (2007-2009)

Preservation: Ex situ

Presentation: Planned ex situ

The site was located at the Byzantine Theodosian harbour. The remains of the hull of the ship preserved the turn of the bilge on one side and up to the third wale on the opposite side. The ship, originally 15m long, went through extensive repairs, including caulking for teredo worm and the insertion of a number of repair planks. A collection of copper coins the latest of which were issued by Nicephorus I were also located at the site. The shipwreck was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with INA under the direction of Ç. Pulak. The ship was documented and 3D recorded *in situ*. It was then dismantled for its recovery. Since 2009, the ship has been kept at the Nixon Griffis Conservation Facility at the INA's BRC.

Bibliography: Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**707. Yenikapi 24**

**Turkey, Istanbul**

Date: 10<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2007

Research: Full excavation (2007)

Preservation: Ex situ

Presentation: Planned ex situ

The smallest and most poorly preserved shipwreck found at the Byzantine Theodosian harbour. It preserved the remains of a flat bottom vessel, originally 9-11m long. The site was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with INA under the direction of Ç. Pulak. The ship was documented and 3D recorded *in situ*. It was then dismantled for its recovery and, since 2009, it has been housed at the Nixon Griffis Conservation Facility at the INA's BRC.

Bibliography: Jones and Ingram 2011; Pulak et al 2015; Karakaş 2016

**708. Yenikapi 25**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-10<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: No reported

Research: Full excavation

Preservation: Ex situ

Presentation: Planned ex situ

The remains of a single banked scout ship (or dromos, which preceded the Byzantine warships) located at the Byzantine Theodosian harbour. It was excavated by the IAM, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. The ship had long narrow hull built on light timber. Ten planking strakes, 85 frames, three stringers, and one thwart were well-preserved. Dowels joined the plank edges while planks within a strake were joined with long S shapes scarfs. The plane timber frames were fastened to the planking with treenails and iron nails at close intervals. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015

**709. Yenikapi 26**

**Turkey, Istanbul**

Date: 5<sup>th</sup>-6<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was located at the Byzantine Theodosian harbour during the works for the construction of a new subterranean rail line linking Europe and Asia.,. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. Only 10 planking strakes, fastened with unpegged mortise-and-tenon joints, and a single frame were preserved. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**710. Yenikapi 27**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: (2004-2009)

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was located at the Byzantine Theodosian harbour , during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. It brought to light the keel, planking strakes attached to the frames with iron nails, frames as well as stringers and numerous dislocated fragments, belonging to unidentified timbers. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation. It is possible that the sites Yenikapi 27 and 28 preserve the remains of one ship.

Bibliography: Kocabaş 2015; Karakaş 2016

**711. Yenikapi 28**

**Turkey, Istanbul**

Date: 7<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was located at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. It brought to light 15 planking strakes, which were edge-joined with dowels and, but not *in situ*. Excavation also brought to light frame fragments and unidentified pieces of timbers. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation. It is possible that the sites Yenikapi 27 and 28 preserve the remains of one ship.

Bibliography: Kocabaş 2015; Karakaş 2016

**712. Yenikapi 29**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. The remains of a rounded hull among them the keel, keelson, planking strakes, frames, several ceiling strakes and stringers, a mast step sister, parts of a bulkhead, and several dislocated timbers were preserved. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**713. Yenikapi 30**

**Turkey, Istanbul**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: (2004-2009)

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. Fragments of the ship brought to light were in a poor state of preservation. Only 4 frame fragments and fragmentary planking strakes were identified. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**714. Yenikapi 31****Turkey, Istanbul**

Date: 9<sup>th</sup> cent. A.D

Depth: On land

State of preservation: Coherent

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. Only the bow of the vessel was brought to light, with no fastenings indications. All the finds were lifted and stored in tanks at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**715. Yenikapi 32****Turkey, Istanbul**

Date: 8<sup>th</sup>-9<sup>th</sup> cent. AD

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. It brought to light parts of the hull of the ship including the keel, 7 planking strakes, 3 frames, and several dislocated fragments. All the remains were lifted and stored at the IU Yenikapi Shipwrecks Research Centre.

Bibliography: Kocabaş 2015; Karakaş 2016

**716. Yenikapi 33****Turkey, Istanbul**

Date: 7<sup>th</sup>-11<sup>th</sup> cent. A.D

Depth: On land



State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM, under the direction of I. Karamut and M. Gökçay.

Bibliography: Karakaş 2016

**717. Yenikapi 34**

**Turkey, Istanbul**

Date: 5<sup>th</sup> cent. A.D

Depth: On land

State of preservation: Well-preserved

Main cargo: Not reported

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor. during the works for the construction of a new subterranean rail line linking Europe and Asia. It was excavated by the IAM under the direction of I. Karamut and M. Gökçay, in collaboration with the Department of Conservation of Marine Archaeological Objects of the IU. It brought to light the remains of a wine glass shaped cross section hull, which was probably built in the shell first technique. Unidentified timbers were preserved. It is the only example of the YK ships that was constructed with pegged and unpegged mortise-and-tenon plank edge fasteners up to the waterline. All the finds located on the site were lifted and stored at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**718. Yenikapi 35**

**Turkey, Istanbul**

Date: 5<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: Amphorae

Discovery: 2004-2009

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The shipwreck was found at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe and Asia. The site preserved remains of the hull of the ship in a good state of preservation. Amphorae from the Black Sea, which contained anchovy bones, were also located on the site. The shipwreck, excavated by the IAM under the direction of I. Karamut and M. Gökçay, was documented in situ. All the finds were then lifted and stored at the IU Yenikapi Shipwrecks Research Centre, for conservation and further documentation.

Bibliography: Kocabaş 2015; Karakaş 2016

**719. Yenikapi 36**

**Turkey, Istanbul**

Date: Not specified

Depth: On land

State of preservation: Scattered

Main cargo: No cargo

Discovery: Not reported

Research: Full excavation (2004-2013)

Preservation: Ex situ

Presentation: Planned ex situ

The remains of a single banked scout ship (called dromos that preceded the Byzantine warships), located at the Theodosian harbour. The timbers of the ship were scattered over an area of 30x10m in a poor state of preservation. The site was excavated by the IAM while its lifting, documentation, and conservation was conducted by the Department of Conservation of Marine Archaeological Objects of the IU, under the direction of Kocabaş.

Bibliography: Kocabaş 2015

**720. Yenikapi 37**

**Turkey, Istanbul**

Date: 5<sup>th</sup>-11<sup>th</sup> cent. AD

Depth: On land

State of preservation: Well-preserved

Main cargo: No cargo

Discovery: 2004-2009

Research: Full excavation

Preservation: Ex situ

Presentation: Planned ex situ

The remains of the Byzantine merchant ship were located at the Byzantine Theodosian harbor, during the works for the construction of a new subterranean rail line linking Europe

and Asia. The site was excavated by the IAM, under the direction of I. Karamut and M. Gökçay while plans are made for its museum exhibition in the future.

*Bibliography:* Karakaş 2016

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