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**BLACK SEA AND
MARMARA SEA MAPS
IN THE XIXth
CENTURY***

***XIX. YÜZYILDAKİ
KARADENİZ VE
MARMARA DENİZİ
HARİTALARI***

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Abstract

A troubled period has begun with the Chesma and Navarino battles and the war that took place in history as the Crimean War (1853-1856) to destroy Russia's Navy in Sevastopol. The Russian Marines, which started just before the Crimean War and continued after the Crimean War, had joint activities with Ottoman sailors to map the Black Sea and the Marmara. Joint mapping with the Russians on the Ottoman coast was realized by a Russian naval officer, Ygor Manganari, on the board of the vessel called "Galupka" on the Black Sea between 1829 and 1837. Between 1845 and 1847, the captain Manganari's naval officers prepared a map of the Marmara Sea coast and ports. As a result of the modernization efforts in the 19th century, the contemporary cartographic activities started in the Ottoman State. Thus, the Ottoman Engineer School commenced cartography training, and foreign mapping specialists were also employed at the School. Examples of these studies will be tried to be followed and presented in this research through documents and maps in the Ottoman Archives. Consequently, in this study, related to these activities the documents in the Prime Ministerial Ottoman Archive reviewed from the perspective of the history of art.

Keywords: hydrography, Russian sailors, Ottoman seas, the Black Sea, the Sea of Marmara.

Öz

Osmanlı Denizciliği için Çeşme ve Navarin baskınları ile sıkıntılı bir

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dönem başlamış ve Rusya'nın Sivastopol'daki donanmasını yerinde yok etmek için Kırım Savaşı (1853-1856) olarak tarihe geçen savaş gerçekleşmiştir. Kırım Harbi'nin hemen öncesinde başlayan ve Kırım Harbi'nden sonra da devam eden Rus Denizcileri'nin Karadeniz ve Marmara'nın haritasını çıkartmak üzere Osmanlı denizcileri ile yürütmüş oldukları ortak faaliyetler bulunmaktadır. Osmanlı sahillerinde Ruslarla olan ortak haritacılık faaliyetlerine, 1829-1837 yılları arasında, Karadeniz'de, Rus Bahriyesi'nden Ygor Manganari tarafından "Galupka" adlı gemi ile başlatılmıştır. Kaptan Manganari maiyetindeki deniz subayları 1845 ve 1847 yılları arasında ise Marmara Denizi sahil ve limanlarının bir haritasını hazırlamışlardır. Osmanlı'da 19. yüzyılda modernleşme çalışmaları neticesinde modern haritacılık faaliyetlerine de geçilmiştir. Böylelikle Osmanlı Devleti'nde Mühendishane'de harita çizimi için mühendisler yetiştirilmekte ve mühendishaneye harita çizen yabancılar istihdam edilmektedir. Bu çalışmaların örnekleri Başbakanlık Osmanlı Arşivi'ndeki belgeler ve haritalar üzerinden bu araştırmada takip edilmeye ve sunulmaya çalışılacaktır. Sonuç olarak, Başbakanlık Osmanlı Arşivinde bulunan bu çalışmalara ait belgeler sanat tarihi açısından da değerlendirilmeye çalışılacaktır.

Anahtar Kelimeler: deniz haritacılığı, Rus denizcileri, Osmanlı denizleri, Karadeniz, Marmara Denizi.

Introduction

The first serious cartography activities in the Ottoman Empire started with Piri Reis, a cartographer, and marine scientist. In 1521, Piri Reis prepared the sketchbook of the Mediterranean, the first economic, social and geography book of the Mediterranean, based on his observations, the maps he drew, and the information and documents he collected. The explanations of the Navy doodles on the Mediterranean Sea begin from the Dardanelles Strait. While there were no plans for Istanbul among the drawings of Mediterranean coastal cities, there were many Istanbul views drawn by Turkish cartographers in the late Navy doodles and manuscripts. Piri Reis provided information on the entry and exit of ships to the ports in the explanations and maps at the end of each chapter of his work and also reflected the details of cities such as mosques, churches, bridges, streams, mills, vegetation and the way people lived (Ülkekel, 2013: 14,38). There is also a regional map of Piri Reis dated 1528. Matrakçı Nasuh, who was contemporary with Piri Reis, was the creator of a new type of depiction in Ottoman miniature art called topographic painting. He was commissioned by historiography during the reigns of Yavuz Sultan Selim and Kanuni Sultan Süleyman and illustrated the works he wrote himself. In his depictions, Nasuh gave schematic, figurative landscapes with a pluralistic perspective of his creation as well as the form language describing the cities of the sea maps called portolan (Mahir, 2012: 183).

Modern cartography began to develop with westernization in the Ottoman Empire in the 19th century. The Surveying School was established in 1818, and the following years were the times when the cartography was considered as a staff officer qualification. In those days special attention was paid to produce staff officers as adept cartographers (Ülkekul, 1998:13). In those days the naval officers were ranking as Shipmaster (Süvari), Second Captain (Mülazım Kaptan), Chief-Gunner (Topçubaşı), Master Seaman (Gemi Ağası) and Chief Registrar (Gemi Hocası), respectively. Above them there was a Grand Admiral (Kapudan Pasha) who was the highest ranking commander representing the Navy in the Imperial Council. Other than the Kapudan Pasha, the Dockyard Commander (Tersane Emini), Deputy Commander of Dockyard (Tersane Kethüdası), and Flag Officers (Sancak Beyleri) were the higher ranking officers in the Ottoman Navy. The Flag Officers were classified as an admiral (Kapudane), vice admiral (Patrona) and rear admiral (Riyale). In 1853, it was decided that the naval officers should have a proper hierarchy in accordance with their ranks and service orders just like in the Army, and three admiral ranks, namely *Kapudane*, *Patrona* and *Riyale*, were granted to the flag officers. Additionally, the captains of the galleons had the rank of commodore; carrack commanders were captain; frigate commanders were lieutenant colonel; corvettes were mastered by lieutenant commanders; and finally brigantine commanders were lieutenant senior grade (Çoker, 1994: 109).

In the Era of Reorganization or The Tanzimat (1839-1876) the activities related to cartography were highly developed thanks to the increasing number of works on local geography and mapping (Dağtekin, 1977: 20). In the period of Sultan Abdülmecid, especially during the reign of Sultan Abdülaziz detailed information was provided on topography, geodesy and astronomy in the staff officer courses at the Military Academy. And higher mathematics which is necessary to learn and practice these sciences had been the sine qua non of the curriculum for many years. Additionally, sending staff officers to Paris and inviting French instructors for academic purposes are the indication of that the preparation of the maps of the Ottoman State was a well-thought and planned objective based on a long-term foresight (Özkale and Şenler, 1980: 48).

An imperial order dated 1834 was about to extend any assistance to the Russian officials who had been commissioned by the Russian State to survey Rumelian and Anatolian coasts of the Black Sea when they disembark from ships at the coasts and piers (Prime Ministerial Ottoman Archives [BOA]. [C.BH]: 3435). Ygor Manganari published the Black Sea and Sea of Azov Atlas in Saint-Petersburg in 1842. The map sent to the Ottoman State was translated and presented to the Sultan (BOA. İ.HR:



9/473). The Commander-in-Chief (Seraskier Pasha) approved to award captains who had contributed to the drawing process of the Black Sea map (BOA. A.MKT: 22/60).

The Russian State made a request to the Ottoman State for the joint preparation of the Sea of Marmara map under the supervision of Mi-hail Pavloviç Manganari, and following the review, the Sublime Porte expressed a positive opinion. With the assistance of the Turkish vessels, this survey was conducted between 1845 and 1847. Following a request of the Russian State, an imperial order was issued by the Ottoman State for the preparation of a reliable version of the Sea of Marmara map, in addition to the Black Sea atlas, by the Russian officers accompanied by the engineers who were assigned by the Ottoman State (BOA. A.MKT: 20/85). Upon the request of the Russian State for a steamship, the corvette named “Gül-i Sefid” was fully equipped and allocated for this survey, and an intention was declared to assign 10 capable students from the Naval School as well as an adept captain. Instead of “Gül-i Sefid” the canyon called “Necm-i Şevket” was temporarily allocated (BOA. İ.MSM: 26/727). The issues such as awarding these 10 students with a travel allowance of 500 qurush, assigning a 180-person crew for “Gül-i Sefid” were negotiated and decided by the Council (BOA. YB. 04 BLG. İST: 5/44). Gül-i Sefid was accompanied by a small cruiser (BOA. İ. DH: 112/5641). Upon the request of the Russian authorities for a steamship, and considering that it wouldn’t be convenient to allow Russian battleships entering into the Ottoman seas, it was deemed appropriate to allocate the Ottoman steamship named Eser-i Hayr (BOA. İ. MSM: 26/741). The surveying and drawing processes conducted by the Russian engineers were supervised, and the data forming the basis of the map was recorded by our engineers who participated in every effort (Safvet, 1994: 65-67).

Ygor Manganari starts its first cartography activities on the Ottoman coast between 1829-1837. As a result of the surveys conducted by the Russian naval officers under the command of Captain Manganari from 1845 to 1847, an excellent map depicting the coasts and harbours of the Sea of Marmara was prepared. And it was declared by the Russian side that the map would be published by the Russian Empire just as the Black Sea version which was prepared earlier, and then the resultant atlas would be presented to the Ottoman State (BOA. HR. TO: 285/9). As an indication of gratitude, His Majesty the Russian Emperor sent a jewelled box to Lieutenant Senior Grade Osman Effendi, and diamond seals, one for each, to Lieutenant Senior Grade Hüseyin Aga, Lieutenant Hasan Effendi and Lieutenant Ömer Effendi for their contributions to the map of the Sea of Marmara (BOA. İ. HR: 48/2285). And the subject gifts were conveyed to

these naval officers (BOA. A. MKT: 163/54). The precious boxes and three rings were also been sent by His Majesty the Russian Emperor to the crew of the brigantine allocated to the Russian sailors and three naval engineers who had been assigned to escort them (BOA. A. AMD: 6/45).



Figure 1: Prime Ministerial Ottoman Archives (BOA), HRT.h.709_1

As a result of this survey, a hydrographical map in Russian language, depicting the Sea of Marmara as well as Gallipoli and Istanbul Straits with various cross sections was drawn by Mihail Pavloviç Manganiari on 30 December 1848 (Scale 1/360000). This map of 42 sections has two parts, and fixed on a fabric. The dimensions of Gallipoli and Istanbul Straits' maps were 52,7x67cm (Figure 1), and 49,7x67cm (Figure 2), respectively. The dimensions of the Sea of Marmara map were 114x67cm (Figure 3).

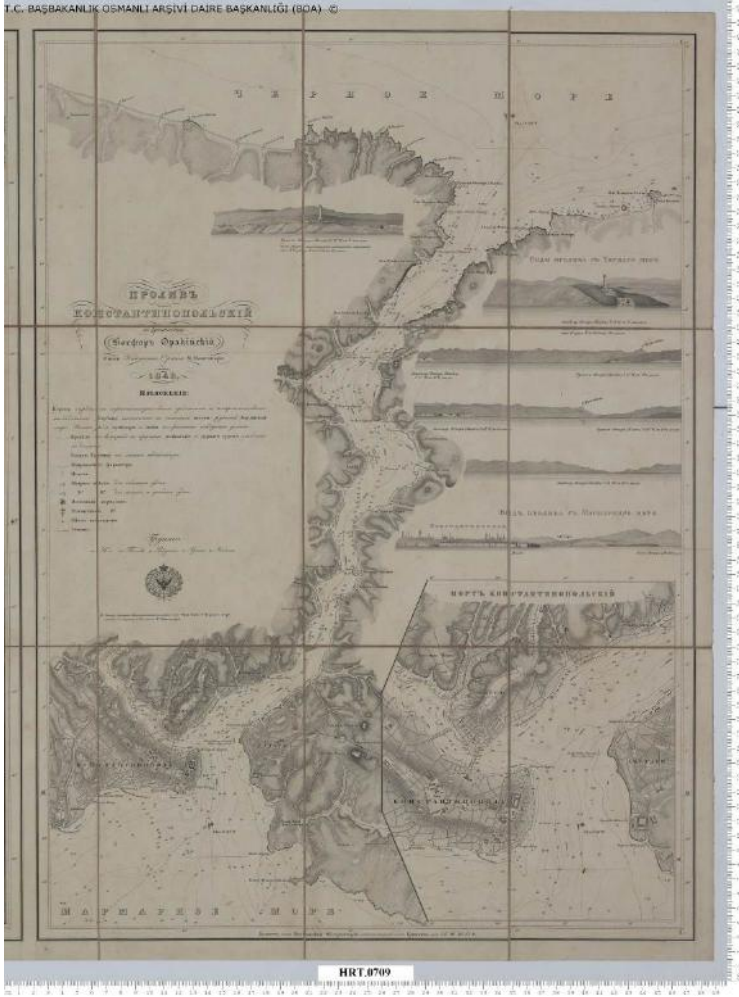


Figure 2: Prime Ministerial Ottoman Archives (BOA), HRT.h.709_2



Figure 3: Prime Ministerial Ottoman Archives (BOA), HRT.h.709_3,4

After completion of the water depth measurements of the Sea of Marmara, the Russian authorities made another request for a joint survey on the Black Sea. On his letter to Monsieur Titof, Count Nesselrode, the Russian Minister of Foreign Affairs, emphasised the fruitful results of the second survey on the Black Sea (BOA. HR. TO: 284/69). Considering the success and benefits of the first survey, the second request was also accepted by the Ottoman authorities. And the second survey on the Black Sea was started under the supervision of Mihail Pavloviç Manganari in 1848. It was decided to send brigantines under the command of Lieutenant Commander Ethem Bey in order to escort the Russian vessels which had been commissioned to prepare the missing parts of the map depicting the Black Sea coasts (BOA. A.AMD: 6/33). Necessary measurements and cartographic activities on the Black Sea, the Sea of Marmara and Gallipoli Strait were conducted under the command of the Russian Admiral, Mihail Petroviç Lazarev (Özdemir, 2008: 220). For the mapping of the Black Sea coasts, Admiral Lazarev requested permission to send two small vessels to the Golden Horn (BOA. HR. TO: 285/32). His Excellency the Kapudan Pasha (Grand Admiral) decided to allocate the brigantines called Ahter and Neyyir-i Zafer (BOA. İ. HR: 55/2582), and considered no harm in that assignment (BOA. A. MKT: 207/41). A copy of the recently printed map of the Black Sea was sent to Ethem Bey, the commander of the Ottoman

vessels, by the Russian admiral, and it was presented to the Sultan after translation (BOA. A. AMD: 12/30).



Figure 4: Prime Ministerial Ottoman Archives (BOA), HRT.h. 82

The first sample is the map dated 5 June 1864 which shows the Bug River and Silistra (Özi) Harbour located at the southwest of Russia was hand drawn by Senior Captain, Painter Lieutenant Senior Grade Nuri Effendi at the Military Academy (Dimensions: 67×54,5cm). It shows the lighthouses which were planned to be built on the Bug River and Silistra (Özi) Harbour. The permanent or temporary lighthouses to be built on the sites numbered from one to nine. The lights of various orders were either white or red. On the map of a 5-mile scale the depths were measured by foot (Figure 4).

The other map of the Ottoman Seas and the Black Sea dated 5 June 1864 was hand drawn by Lieutenant Senior Grade Nuri Effendi at the Military Academy. Sandbanks, piers, residential areas and mountains on the coasts were indicated. The dimensions of the map are 107,2×68cm (Scale 1/370000). It is obvious that this map was prepared to prove that the available lighthouses were not enough and additional lighthouses are needed. It is important to note that the final decision to built requested lighthouses

was vested in the lighthouse commission in the United Kingdom. On this map the flashing period of the lighthouses is specified. Additionally, it is seen that white and red lanterns were used alternately. The reason to use multicolour lanterns is to provide fault-free navigation during the night sailing. If all the lanterns have the same colour, it is highly possible to make a mistake. On this Black Sea map the coasts have been measured up by using triangulator and other aids, and the depths of the Black Sea has been calculated by the Russian unit of measurement, sajin (1 sajin is 6 feet). The depths at the Sea of Azov, Kerch and Yenikale Straits as well as the mouths of some harbours and rivers measured by using British foot. The amounts of sajins and feet have been marked in figures on popular destinations. Since the lighthouses which are located on the Russian coasts of the Black Sea and the Sea of Azov as well as on Silistra (Özi) Harbour and Bug riverside have placed 103 miles apart from each other, and provided very little assistance to the said seas and the ships sailing down on these seas until 1861 (BOA. HRT.h: 715/1,2). In that year, a letter, together with a map of the said coasts, was sent to the Lighthouse Commission in the United Kingdom in order to increase the quantity of the coastal lighthouses. Following the negotiations with a number of naval officers, captains, etc. working at the Lighthouse Commission, it was decided to rebuild one or two lighthouses every year in accordance (Figure 5). The lighthouses which will be built on the shore of the Sea of Azov are at the top-left corner of the map.

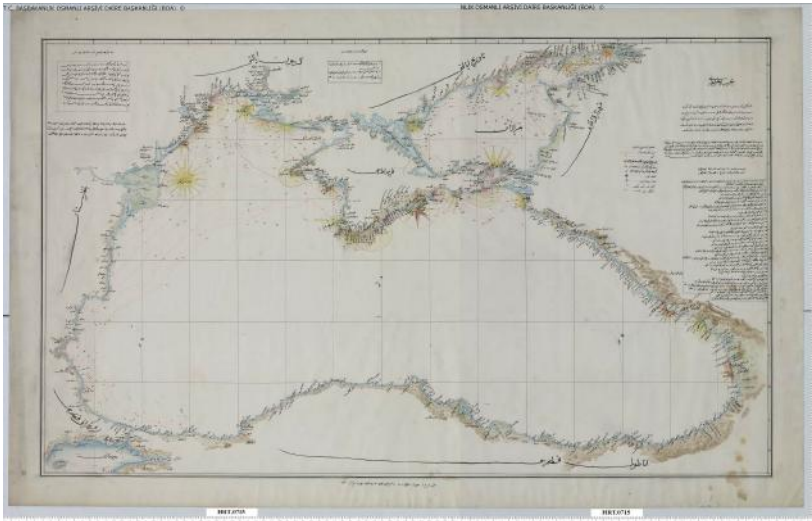


Figure 5: Prime Ministerial Ottoman Archives (BOA), HRT.h. 715_1,2

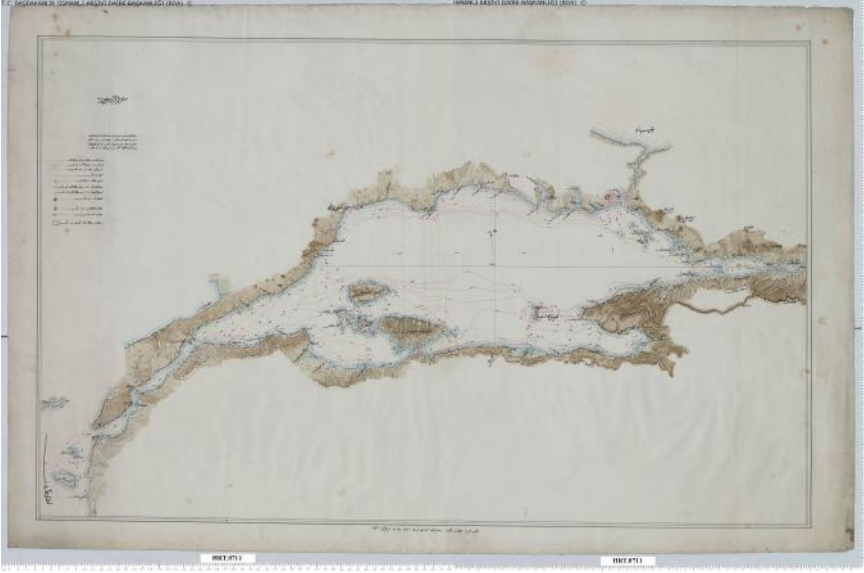


Figure 6: Prime Ministerial Ottoman Archives (BOA), HRT.h. 711_1,2

Another sample is the map of the Ottoman Seas, the Sea of Marmara dated 5 June 1864. It was hand-drawn by Lieutenant Senior Grade, Painter Nuri Effendi at the Military Academy (Figure 6). The dimensions of this map are 110,7x70cm. The coastal shoaliness was indicated (Scale: 1/375000). On this map, the coasts were measured by using triangulator and other calculation aids/equipment, and even the depths were calculated by using the Russian unit of measurement called Sajin (BOA. HRT.h: 711/1,2). The descriptions of the legends at the top left corner of the map are as follows:

Symbol of shallow and dangerous places not safe to enter / Symbol of equal depth (isobath) / Channel symbol / Small mosque symbol / Summit of the famous mountains / Anchor points for large vessels / Anchor points for small vessels / Meridian symbol / Compass / Current-Stream symbol / Symbol of wind driven current.

The last sample of hand-drawn maps which was prepared by Lieutenant Senior Grade, Painter Nuri Effendi at the Military Academy shows the Ottoman Seas, Gallipoli and Istanbul Straits. The dimensions of the one depicting the Gallipoli Strait are 55,7x70 cm (Figure 7).

It was coloured and dated 5 June 1864. Since it shows all the coastal shoaliness it is appropriate for nautical use (Scale 1/160000). The

dimensions of the map representing the Istanbul Strait are 52,6×70cm (Figure 8). On the top left corner of this map, a note was added to clarify that the coasts were measured by using triangulator and other calculation aids/equipment, and even the depths were calculated by using the Russian unit of measurement called Sajin (BOA. HRT.h: 706/2). The descriptions of the legend at the left of the map of the Istanbul Strait are as follows:

Symbol of shallow and dangerous places not safe to enter / Symbol of equal depth (isobath) / Channel symbol / Small mosque symbol / Summit of the famous mountains / Anchor points for large vessels / Anchor points for small vessels / Meridian symbol / Compass / Viewpoint / Current-Stream symbol.



Figure 7: Prime Ministerial Ottoman Archives (BOA), HRT.h.

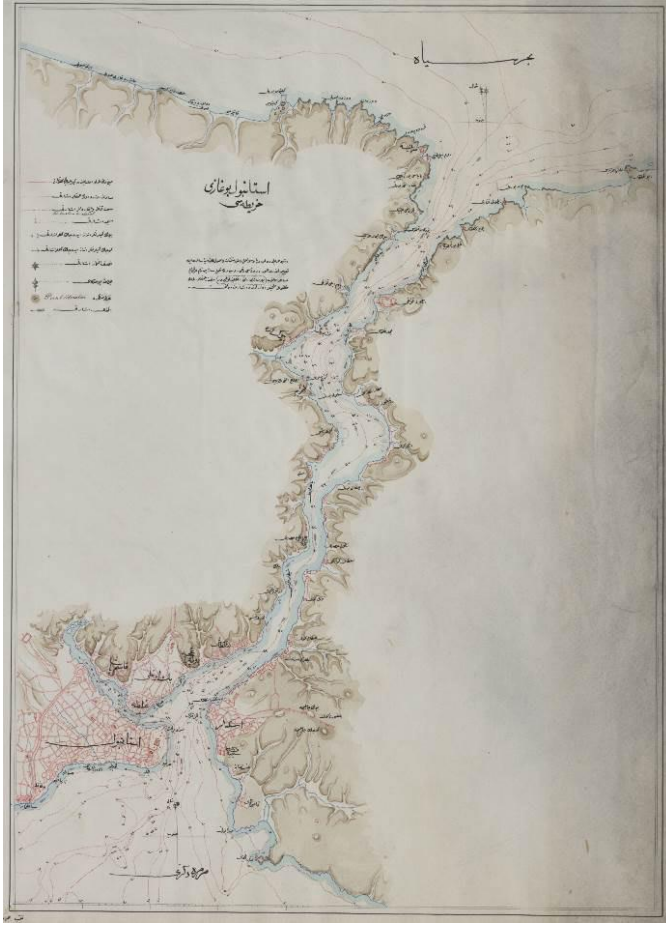


Figure 8: Prime Ministerial Ottoman Archives (BOA), HRT.h.

706_2

In 1865, the Russian State commissioned naval officer Yalovsky to prepare a map depicting the Ottoman harbours on the Rumelian and Anatolian coasts of the Black Sea, and once again, the Russian authorities made an application to the Ottoman State. And a decree was enacted to inform the Ottoman authorities about showing respect and providing diplomatic support to the said Russian officer during his inbound and outbound to/from the coasts, piers and harbours (BOA. C. HR: 2/3488).

In 1872, the Russian State requested assistance from the Ottoman State to complete the maps of the Black Sea and the Sea of Azov. And the decree was issued that Lieutenant Senior Grade Mehmet Captain had been chosen and assigned for this mission (BOA. İ. HR: 255/15193).

The map dated 11 November 1882 and depicting the Sea of Marmara and its vicinity was reproduced at the General Staff Headquarters. The dimensions of this map are 67x54cm. It shows the residential areas and surface features (Scale 1/300000). It is a timeworn map (Figure 9).



Figure 9: Prime Ministerial Ottoman Archives (BOA), HRT.h. 708

A hydrographical map displaying the Ottoman Seas, the Black Sea, the Sea of Marmara and Azov Sea dated 31 May 1897 was prepared by Captain Muhittin Effendi. It was engraved on copper and printed at the Naval Map Drawing Office. The dimensions of this map are 115,7×69cm. All the lighthouses located on coasts are coloured (Scale 1/370000). On the map, there is a note clarifying that “the aberrations are arranged as of 1896, and the annual aberration is 4 to 5 minutes, and it accelerates towards the east and decelerates towards the west”. There is an indication that “It costs 5 qurush”. At the top right of the map there are circled phrases clarifying the details on the map. These are: Fixed lighthouse / Flashing lighthouse / Mobile lighthouse / Flashing fixed lighthouse / Red lighthouse / White / Green / Harbour patrol / Depths are in fathoms / Blue / Black / Mud / Mussel / Slush / Shell / Sand / Stone / Coarse sand / Madrepor (Figure 10).



Figure 10: Prime Ministerial Ottoman Archives (BOA), HRT.h.710_1,2

In 1878, a 22-page sea atlas titled “The Black Sea and The Sea of Marmara” was prepared and printed at the General Staff Headquarters. In 1881 “Kasımpaşa Naval Printing House” which was the most contemporary printing house of its time was established. When the naval officers who had been sent to the United Kingdom to learn to engrave on copper returned, they were assigned to the copper engraving section located on the top floor of the facility in Kasımpaşa. They translated the British maps into Ottoman language and printed (Harita Genel Müdürlüğü: 1970). In 1885, relief maps of the various regions of the Ottoman Empire were prepared by the officers assigned to the Military Academy in Istanbul.

In 1897, Two large relief maps of Bursa district and Thessaly continent prepared by Lieutenant Senior Grade (Kolağası) Ali Rıza Effendi who was commissioned to prepare the map of Ottoman provinces have been submitted to the officials for His Imperial Highness (BOA. Y.MTV: 163/94).

Conclusion

As a result, the documents I have presented so far reveal the stages of the Ottoman-Russian joint mapping activities conducted on the Black

Sea and the Sea of Marmara. These stages include the application of Russian officials to the Ottoman State for mapping, assignment of the required personnel, etc. The documents are also the proof of geographic, political, historical, scientific and artistic importance of these activities conducted with the participation of distinguished scientists. It should be determined whether the lighthouses in the maps are present or not, and inventories which explain their characteristics should be prepared. The studies that have been realized to this end since 1830 have played a crucial role in the development of the Ottoman hydrography.

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C.BH, 3435

C. HR, 2/3488

A. AMD, 6/45; 12/30; 6/33

A.MKT, 22/60; 207/41; 20/85; 163/54

HRT.h, 715/1-2; 711/1-2; 706/1; 706/2; 708; 710/1-2; 709/1; 709/2; 709/3-4

HR. TO, 285/9; 285/32; 284/69

İ. DH, 112/5641

İ. HR, 48/2285; 255/15193; 55/2582; 9/473

İ.MSM, 26/727; 26/741

YB. 04 BLG. İST, 5/44

Y.MTV, 163/94

ADDS

Some of the documents I have briefly mentioned in the text are as follows:

The Prime Ministerial Ottoman Archives (BOA), Document No; A.MKT, 22/60:

To His Excellency the Minister of Finance,

One of the Black Sea maps sketched by the captain named Georgio Mingazi, the subordinate officer of the grand admiral of the Russian Black Sea Fleet, in accordance with the Sultan's permission granted after the initial request of the Russian State, was submitted as a gift of the Emperor of Russia to His Imperial Highness, the Sultan. In lieu of the gift, upon the directive of His Imperial Highness, the Sultan, aforementioned captain was awarded with a badge, and the Russian Embassy kindly requested that, his brother, the captain of the brigantine called Zabiyaq, Mihail Mingazi who contributed to the sketching process of the map, would also be awarded with a badge. The commander-in-chief (seraskier pasha) notified the Ministry of Foreign Affairs that it would also be appropriate to honour him with a jeweled box. Herewith the aforementioned badge of the fifth rank and a box of the same kind shall be prepared. Submitted for your immediate action.

28 February 1845

The Prime Ministerial Ottoman Archives (BOA), Document No; İ. MSM, 26/727:

His Imperial Highness,

As you may probably be aware, in addition to the Black Sea atlas

prepared by the Russian State, His Imperial Highness, the Sultan has issued an order for the deployment of an assigned officer and a couple of students from the Imperial School of Naval Engineering to one of the appropriate Ottoman vessels during the mapping mission on the Sea of Marmara. For this mission, the Russian State assigned the gullet captain Manganari. The letter of the Russian Embassy on this issue as well as their request for a steamship instead of a vessel was submitted to Kapudan Pasha for his consideration. Although it would be better to allocate a steamship, since all the steamships of the Imperial Dockyard have been commissioned to some piers for commercial purposes, if one of them is retired, this will cause the revenues of the Treasury to suffer. The Naval Council has stated that available small vessels such as corvettes and brigantines are in disrepair, and take time to repair. Since the Corvette called Gül-i Sefid at the Kurşunlumahzen Harbour is trouble-free and in excellent condition, it would be appropriate to allocate her with required personnel and equipment. Considering the seasonal conditions it would be better to deploy the galleon called Necm-i Şevket temporarily to the said location instead of Gül-i Sefid, kindly submitted to the Kapudan Pasha for his immediate attention.

Faithfully submitted for due consideration that,

The above letter of the Grand Vizier has been presented to His Imperial Highness, the Sultan. It is deemed suitable that the aforementioned corvette shall be allocated to deploy with other necessary equipment from the Dockyard and 10 capable students of the Naval School as well as an adept captain. Until her deployment the aforementioned galleon shall be temporarily sent. The letter of the Grand Vizier has returned for further action.

20 September 1845

The Prime Ministerial Ottoman Archives (BOA), Document No; İ. MSM, 26/741:

His Imperial Highness,

As you are fully aware, following the request of the Russian State for mapping of the Sea of Marmara, some of the officials were appointed and deployed to the region on board of the Corvette called Gül-i Sefid in accordance with the order of His Imperial Highness, the Sultan. Although they are commissioned to prepare the said map, they couldn't survey the Sea of Marmara properly by a corvette, and a steamship is required for this mission. The Russian Embassy has stated that if it is not possible to deploy one of the steamships of the Imperial Dockyard, they would allocate one from their inventory. It was considered that, as for the Russian side, cruising down on their own vessels in this region shall be out of line, and when

it was discussed with His Excellency, the Kapudan Pasha, he declared that for a certain period of time, the allocation of the steamship called Eser-i Hayr which cruises between Gemlik (Kiyus) and İzmit (Nicaea) piers would be appropriate. Her temporary deployment conforms to the order of His Imperial Highness, the Sultan, and the necessary action shall be taken.

22 August 1846

Humbly and Faithfully Submitted that,

The issues stated in the aforementioned memorandum of Grand Vizier have been submitted to the Exalted Sultan, and it is considered that their access to this region wouldn't be appropriate with their own battle-ships. Thus the said Ottoman vessel shall be allocated for some time. His Imperial Highness, the Sultan has ordered immediate action.

24 August 1846

The Prime Ministerial Ottoman Archives (BOA), Document No; HR. TO, 284/69:

The letter of Count Nesselrode, the Russian Minister of Foreign Affairs, to Monsieur Titof on the Black Sea map:

Translator

Ahmed Vefik Effendi

In order to add the major Russian harbours located on the Black Sea coastline, mediation of the Foreign Affairs Department of the Naval Ministry has been requested for the participation of the Ottoman dynasty in an effort to complete a wonderful work as the map of the Black Sea coasts which was previously sketched with friendly support of the Ottoman State. To this end, a request, similar to the one sent earlier by Admiral Lazarev, has been planned to be made to the Ottoman State. With the Ottoman officials' help and support, necessary permission will be obtained for the appointment of crew and equipment for this project, as well as receiving all necessary information on sea flows, anchor points and safe harbour landing of two small ships allocated for this special task. Additionally, to facilitate the communication with the local officials as well as serving to the interests and demonstrating the glory of two countries, we kindly request from the Ottoman State to appoint a couple of naval officers on board of the said ships until the accomplishment of the mission. Due to the well-recognized willpower and courage of the Ottoman ministers, it is needless to say that it is very important to get official and accurate information. Other than presenting the result of the study to His Imperial Highness as a complementary of the previous atlas, it will also facilitate the navigation of the

merchant ships of all nations sailing in this particular region. If the costs and benefits of this project are compared, the Russian Emperor sincerely hopes that the said request would be warmly welcomed by the Ottoman Sultanate. I kindly request from your Ministry to inform me about the reply you will receive.

This is the copy of the letter sent by Count Nesselrof to the Russian Embassy on this Thirtieth day of January in the Year Eighteen Hundred Forty Eight.

30 January 1848

The Prime Ministerial Ottoman Archives (BOA), Document No; HR. TO, 285/9:

This is the copy of the directive given by the Russian Ambassador Monsieur Titof to the Senior Interpreter of the Embassy on 2 September 1848:

The proposal of the Russian State concerning the mapping of the Sea of Marmara was accepted by His Highness, the Sultan, and the naval officers from the Imperial Dockyard were assigned together with a couple of our naval officers who have already commissioned at the Black Sea. Since 1845, they have been working together under the supervision of Captain Manganari, one of the 2nd rank captains of the Russian Navy. Since then, for three years, the aforementioned captain have controlled the coasts and harbours of the Sea of Marmara and sketched a wonderful map by using the state of art methods and preparing the detailed reports of this region on the board of the warships put under his command. The said captain is about to return Russia. Upon his arrival, he will prepare the atlas of the Sea of Marmara, and then it will be published by the Russian Empire just as the map of the Black Sea prepared earlier. Captain Manganari is grateful to the Ottoman naval officers and authorities who supported him in finalizing this survey started this year under the aegis of the Ottoman State to provide safety of the merchant's vessels by using the methods of marine technology. Therefore those who have participated in these kinds of beneficial works shall be appreciated, and as soon as the atlas is published, the adequate amount of maps shall be submitted to the Ottoman State. In the same way, we sincerely hope that following the successful mapping efforts at the Sea of Marmara, necessary courage and permissions shall be provided by the Ottoman authorities to accomplish the desire of the Naval Ministry for the mapping of all harbours of the Black Sea, with support of the Ottoman State. Necessary information has also been provided to the Ottoman Naval Ministry in private. It would be very pleasant if you could remind His Excellency, the Minister, and inform us, the naval officers and

me, about the latest on the required permission.

02 September 1848

The Prime Ministerial Ottoman Archives (BOA), Document No; İ. HR, 48/2285:

The translation of the letter from the Russian Ambassador Monsieur Titof to His Excellency, the Kapudan Pasha on 15 November 1845:

Last summer, the map of the Sea of Marmara was successfully prepared with your help. Captain Manganari, one of the 2nd class captains of the Russian Navy and the chief of this mission, expressed his positive impressions about the naval officers assigned in accordance with the order of His Imperial Highness to help the said captain during the mapping process, and it was my honour to inform the Russian government about his appreciations. I have the courage to inform you that His Majesty, the Emperor has sent a jewelled box to Lieutenant Senior Grade Osman Effendi, and a diamond seal, for each, to Lieutenant Senior Grade Hüseyin Aga, Lieutenant Hasan Effendi, Lieutenant Ömer Effendi to award those officers who have successfully prepared such a beneficial work for naval sciences and the safety of marine expeditions. With my deepest respects, I kindly request your help to deliver these gifts which were sent by the His Majesty, the Emperor as a sign of his gratitude.

5 December 1848

The Prime Ministerial Ottoman Archives (BOA), Document No; A.MKT, 163/54:

To His Excellency the Kapudan Pasha (Grand Admiral)

The gifts and the attached documents have sent in accordance with the Imperial authorization issued following the letter of the Grand Vizier asking for permission whether the gifts of the Russian Emperor to the naval officers who have accompanied the Russian geographers mapping the Sea of Marmara to be accepted. Submitted for further action, and then return the documents.

11 December 1848

The Prime Ministerial Ottoman Archives (BOA), Document No; İ. HR, 55/2582:

His Imperial Highness

The letter of His Excellency Kapudan Pasha has been sent to be submitted to His Imperial Highness, the Sultan. The said letter is about

the ships allocated by the Imperial Dockyard to serve together with the assigned Russian ships, for the mapping of the Black Sea in accordance with the permission of His Highness, the Sultan. For this mission, a cruiser will be sent by the Russians, although it would be better if we allocated the same kind of ship, it is obvious that there is no eligible cruiser in hand to deploy for the said task. And it will take a while to bring it from other provinces. Upon frequent requests of the Russian Embassy for the immediate deployment of the ships, and considering the fact that it is not inconvenient to send a brigantine, after due consideration of the Kapudan Pasha, it is deemed appropriate to deploy the brigantines called Ahter and Neyyir-i Zafer. Subject to orders of His Highness, the Sultan.

15 June 1849

The Prime Ministerial Ottoman Archives (BOA), Document No; A. AMD, 12/30:

The Memorandum of Grand Vizier,

The Russian Embassy has notified that a copy of the recently published Black Sea atlas was sent by the Russian admiral to Ethem Bey, the commander of the Ottoman vessels allocated to escort the Russian vessels navigating in the Black Sea for mapping, as a memento of the support provided by Ethem Bey and all his crew. The aforementioned letter had been translated and submitted to His Imperial Highness, the Sultan. Since the gift of the admiral is not official, the matter has been submitted to the Kapudan Pasha for further action.

15 November 1849

The Prime Ministerial Ottoman Archives (BOA), Document No; C. HR, 2/3488:

This is the order for the district governors, muftis, court members, wharfingers and all other officials of the country from the Black Sea Strait down to the borders, in the Anatolia and Rumelia coastline:

Because of the fact that the most important navigation instrument of the voyage is the map, and for the preparation of the necessary maps of Rumelia and Anatolia coasts of the Black Sea by sailing down to the Ottoman harbours, this time, the naval officer Yalovsky was assigned by the Russian State as an emissary. The Embassy of the Russian State requested a decree for Yalovsky, so you, the district governors shall show necessary respect to him during his arrivals/departures to/from coasts, piers and harbours. As for the map he will prepare, do provide the necessary support and help for him. It is my order that in the framework of the diplomatic

protocol and etiquette, the ultimate attention shall be paid while providing necessary support.

25 June 1865

The Prime Ministerial Ottoman Archives (BOA), Document No; İ. HR, 255/15193:

His Highness,

As it is understood from the Grand Vizier's attached memorandum, which is about the correspondences with the Naval Ministry, that it is necessary to prepare the map of all harbours of the Black Sea and Sea of Azov in order to complete the recent map of this region. Thus, the Embassy kindly requested that the necessary orders need to be issued for the accomplishment of this mission with the help of the assigned officials. In order to make required amendments on the maps of the Imperial Dockyard, an official of the same rank should be assigned by the Ottoman State. Although it has been discussed with His Excellency, the Minister of Foreign Affairs that the required decree will be issued in line with the procedure to appoint Lieutenant Senior Grade Mehmet Captain from the Naval Ministry for the said mapping task, it is subject to orders of His Highness, the Sultan.

11 May 1872