CEDRUS
THE JOURNAL OF MCRI

e-ISSN: 2148-1431
ISSN: 2147-8058

CEDRUS
Akdeniz Uygarlıkları Araştırma Dergisi
The Journal of Mediterranean Civilizations Studies

Issue XIV (2026)

Mecidiye Castle and İbrice Harbor: A Localization Discussion from the Late Middle Ages to Early Modern Coastal Defense

Hasan Sercan SAĞLAM
https://orcid.org/0000-0002-6621-0436

CEDRUS: The Journal of Mediterranean Civilizations Studies is a peer-reviewed journal and the articles which have had their peer reviewing process completed will be published on the web-site (journal.phaselis.org) in the year of the journal's issue (e.g. Issue XIV: January-December 2026). At the end of December 2026 the year's issue is completed.

Responsibility for the articles published in this journal remains with the authors.

Citation Sağlam H. S. 2026, "Mecidiye Castle and İbrice Harbor: A Localization Discussion from the Late Middle Ages to Early Modern Coastal Defense". *Cedrus* XIV, 111-129. https://doi.org/ 10.5281/zenodo.20798124

Received Date: 02.04.2026 | Acceptance Date: 13.05.2026
Online Publication Date: 23.06.2026

Copyediting & Proofreading Editorial Board of Cedrus
https://mediterra.org/

CEDRUS
THE JOURNAL OF MCRI

cedrus.akdeniz.edu.tr
Cedrus XIV (2026) 111-129
DOI: 10.5281/zenodo.20798124

Mecidiye Castle and İbrice Harbor: A Localization Discussion from the Late Middle Ages to Early Modern Coastal Defense

Mecidiye Kalesi ve İbrice Limanı: Geç Orta Çağ'dan Erken Modern Kıyı Savunmasına Bir Lokalizasyon Tartışması

Hasan Sercan SAĞLAM*

Abstract: This article examines the historical topography of Mecidiye Castle and İbrice Harbor through an interdisciplinary approach combining archaeological remains, medieval portolan charts, and archival records. Focusing primarily on the Late Byzantine Period, it seeks to reassess the identification, spatial organization, and functional relationships of these coastal installations within their broader maritime landscape. By critically comparing cartographic representations with material remains and written sources, the study aims to clarify longstanding ambiguities regarding the location and continuity of the harbor and its associated defensive structures. Furthermore, the article addresses the debated case of the late 18th century cannon battery at İbrice Harbor, whose existence has been established through archival documentation but whose precise location remains hypothetical due to a lack of field verification. Drawing on a new historical topography survey alongside a technical analysis of contemporary gunpowder artillery and defensive strategies, the study proposes a revised location for the battery. This reassessment not only contributes to the accurate mapping of the site but also offers broader insights into the strategic logic governing coastal defense systems in the region.

Keywords: Gulf of Saros • İbrice Harbor • Mecidiye Castle • Historical Topography • Late Byzantine Period • Ottoman Period

Öz: Bu makale, arkeolojik kalıntılar, Orta Çağ portolan haritaları ve arşiv kayıtlarını birleştiren disiplinlerarası bir yaklaşımla Mecidiye Kalesi ve İbrice Limanı'nın tarihsel topoğrafyasını incelemektedir. Öncelikle Geç Bizans Dönemi'ne odaklanan çalışma, bu kıyı yapılarının daha geniş denizcilik peyzajı içindeki tanımını, mekânsal organizasyonunu ve işlevsel ilişkilerini yeniden değerlendirmeyi amaçlamaktadır. Çalışma; kartografik temsilleri fiziki kalıntılar ve yazılı kaynaklarla eleştirel bir şekilde karşılaştırarak, limanın ve ona bağlı savunma yapılarının konumu ve sürekliliğiyle ilgili devam eden belirsizlikleri açıklığa kavuşturmayı hedeflemektedir. Ayrıca makale, varlığı arşiv belgeleriyle kanıtlanmış ancak saha doğrulaması eksikliği nedeniyle kesin konumu varsayımsal kalmış olan, İbrice Limanı'ndaki 18. yüzyıl sonuna ait top tabyasının tartışmalı durumunu ele almaktadır. Yeni bir tarihsel topoğrafya araştırmasının yanı sıra dönemin barutlu topçuluk teknolojisi ve savunma stratejilerinin teknik analizinden yararlanan çalışma, tabya için revize edilmiş bir konum önermektedir. Bu yeni değerlendirme, yalnızca bölgenin doğru haritalandırılmasına katkıda bulunmakla kalmayıp, aynı zamanda bölgedeki kıyı savunma sistemlerini yöneten stratejik mantığa ilişkin daha geniş bilgiler de sunmaktadır.

Anahtar Kelimeler: Saros Körfezi • İbrice Limanı • Mecidiye Kalesi • Tarihsel Topoğrafya • Geç Bizans Dönemi • Osmanlı Dönemi

* Assoc. Prof. Dr., Independent Researcher, Istanbul, Türkiye. 0000-0002-6621-0436 | saglam.h.sercan@gmail.com

Introduction

The medieval coastal landscape of the northern shores of the Saros Gulf remains insufficiently understood, particularly for the Late Byzantine period onwards. Long overshadowed by the more prominent inland urban centers, this peripheral coastal zone has not been examined through a sufficiently integrated methodological framework, resulting in persistent ambiguities concerning the identification, dating, and function of its fortifications and associated maritime infrastructure. As discussed below, earlier scholarship championed by Külzer has often relied on generalized interpretations, frequently detached from the architectural and archaeological record, while the potential of primary sources (especially medieval portolans as fundamental nautical and cartographic materials) has remained underexploited. Consequently, both the spatial relationships between coastal strongholds and landing facilities and their roles within regional maritime networks remain inadequately defined[1].

With regard to the condition of the northern shores of the Gulf of Saros during the Byzantine period, Külzer, in his studies where he compiles written primary sources in the form of brief notes, adopts an anachronistic and generalizing approach when it comes to precise localization. Rather than conducting a comprehensive inquiry and critically analyzing the available data on an individual basis, he largely relies on 20th-century Austro-Hungarian military maps, despite their lack of precision and suitability as sources for Byzantine historical topography. As a consequence of this methodological predisposition, the toponyms found in primary sources have been evaluated with reference to inadequate modern cartography, and place names unrelated to the Byzantine period have likewise been incorporated into the analysis in this form. For instance, the location of Mecidiye Castle is equated with the Byzantine settlement of "Magarisi," to which a village named "İbrikbaba" is additionally attributed. The same "Magarisi" is also attributed to the present-day Gökçetepe Village, while the site of present-day Mecidiye Village is defined as "Tekije"[2]. In fact, only a limited number of these place names bear a direct relation to the Byzantine period and the locations themselves. They have also been assessed superficially, under the influence of modern cartography, and in an incomplete manner. This framework influenced subsequent scholarly works, mainly by Kurtuluş as following sections demonstrate in detail, which have effectively sought to reproduce and validate these conclusions, without yet undertaking a retrospective re-evaluation or critical reassessment.

Moreover, in a recent study, Çakılcı, drawing on certain archival documents, elaborated the Ottoman artillery battery associated with İbrice Harbor. However, as a result of a similar methodological predisposition, he proposed (without conducting any fieldwork) that this battery should be identified with Mecidiye Castle[3]. This has, in turn,

---

1 For an overview of the environmental, socio-economic, and archaeological factors shaping Byzantine port systems, see Veikou 2015, 39–60. For a comprehensive, data-driven catalogue of harbor sites and landing places across the Byzantine Balkans, which also draws on portolans but largely follows problematic earlier scholarship regarding the Gulf of Saros, see Ginalis et al. 2019, ID 614.

2 Külzer 2007, 354–357; 2008, 415, 500, 504–505, 669, Map.

3 Çakılcı 2024, 824–829, 831–839. For further studies addressing the later Ottoman fortification program of the Gulf of Saros and its surrounding regions (such as the Dardanelles and the Bosporus) see Hatip 2013; Durmuş 2018, 35–45; Bostan 2020; Keskin 2021, 255–275; Dinç 2023,

given rise to yet another ambiguous situation from both an archaeological and a historical-topographical perspective.

Recent architectural and archaeological investigations, including those published by Yaraş et al., have provided new data on sites such as Mecidiye Castle and İbrice Harbor[4]. While these studies have significantly advanced documentation of the material remains, they have also underscored continuing uncertainties, particularly regarding the precise topographical configuration of the harbor and its relationship to nearby defensive structures. One of the most debated issues concerns the late 18th-century cannon battery attested in archival records at İbrice, whose existence is not in question, yet whose exact location has so far been proposed only hypothetically, without verification. Consequently, uncertainties concerning İbrice Harbor and its vicinity continued[5].

Building upon these developments, the present study adopts an explicitly interdisciplinary approach, combining archaeological evidence, portolan charts, and archival documentation dated to the Late Middle Ages to reassess the historical topography of Mecidiye Castle and İbrice Harbor. Particular emphasis is placed on the Late Byzantine period, with the aim of clarifying the identification and functional context of these sites within the broader maritime landscape of the northern Aegean. At the same time, the study extends into the early modern period by incorporating a technical analysis of gunpowder artillery and coastal defense strategies, thereby re-evaluating the operational logic behind the placement of the İbrice Battery. Through this integrated framework, the article proposes a revised location for the battery and offers a more coherent reconstruction of the coastal system, contributing to a more nuanced understanding of continuity and transformation along the Gulf of Saros shoreline.

Mecidiye Castle in Its Architectural and Archaeological Context

The castle is situated on a rocky hill at a locality on the coast of the Gulf of Saros known as the Bay of İtalyan (literally, "Italian"), also known as Kale (literally, "castle"), approximately 5.5 km south of Mecidiye Village in the district of Keşan, Edirne Province. The remains consist of a fortress of roughly equilateral triangular plan, bounded on all sides by sloping topography descending toward the sea, except for a narrow ridge at the rear that connects it to the rising hinterland (Figs. 1–3).

The southern curtain wall, approximately 90 m in length, runs along the shoreline and survives only at foundation level, while the eastern wall of comparable length can be traced for several meters in elevation, overlooking the adjacent ravine. At the junction of these two walls stands a rectangular bastion. The western wall, extending between two large rock masses, follows an irregular line narrowing toward the east for approximately 120 m. Along this stretch, where the remains are preserved to a maximum height of only a few meters, there are traces of rectangular towers facing the stream bed to the west. Another tower is attached to the rock at the southwestern

219–238.

4 Yaraş et al. 2023, 111–128.

5 For a more detailed historical-topographical critique of the literature on this subject concerning the medieval period, and broader localization debates within the architectural history of fortified settlements along the entire northern shores of the Gulf of Saros, serving as a background to the present study, see Sağlam 2026.

corner. The northern wall, now reduced to its foundations, measures 25 m in length; here stands the remains of a substantially larger, semicircular tower, which likely protected the main landward entrance of the fortress (Figs. 4–6).

Fig. 1 Aerial view of Mecidiye Castle and its surroundings (after Google Maps)

Fig. 2 View of the rocky promontory of Mecidiye Castle from the southeast (Association for the Protection of Cultural Heritage 2021)

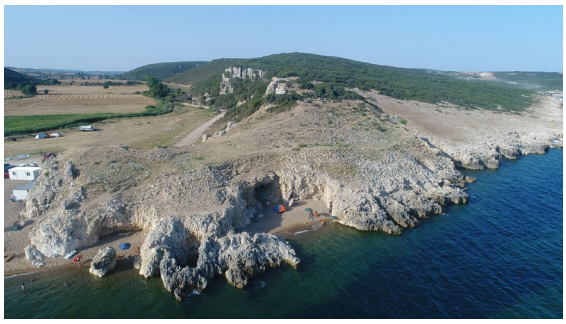

Fig. 3 View of the rocky promontory of Mecidiye Castle from the south (Association for the Protection of Cultural Heritage 2021)

Fig. 4 Eastern curtain wall of Mecidiye Castle, viewed from the northeast (Association for the Protection of Cultural Heritage 2021)

Fig. 5 Western curtain wall of Mecidiye Castle, viewed from the northwest (Association for the Protection of Cultural Heritage 2021)

Fig. 6 Interior of the large semicircular northern tower of Mecidiye Castle, viewed from the courtyard of the castle (Association for the Protection of Cultural Heritage 2021)

The curtain walls have an average thickness of 1.4 m. On the coast, approximately 10 m beyond the line of the fortifications, there is a small, isolated tower of a circular plan. The masonry throughout the fortress consists predominantly of medium and small-sized limestone blocks, roughly hewn and partially dressed, bonded with a lime-rich mortar. The irregular stone courses are frequently reinforced with flat rubble used for filling joints, while the core of the walls is composed of plain rubble of similar material.

Along the foundation levels of the western, northern, and eastern façades, a second type of masonry, distinct from that described above, is noteworthy. Here, relatively large, quadrangular blocks with bossage are arranged in regular courses, a feature interpreted as an indication of different phases of construction[6]. This observation is particularly corroborated on the northern façade: on the curved face of the relatively large tower confronting the two principal construction phases visible in the curtain wall, only the later masonry technique is present from the foundation upward, thereby substantiating this interpretation.

In the recent literature, the Byzantine-period primary sources briefly compiled by Külzer in relation to Megarision have been directly associated with the Mecidiye area without undergoing comprehensive critical analysis or evaluation and have been framed within this historical context accordingly[7]. Building directly upon Külzer's

6 Kurtuluş 2020, 468; 2021a, 27; Demirli 2022, 132–133.

7 Külzer 2008, 504–505.

accounts, Kurtuluş likewise interpreted Mecidiye Castle (whose earlier history remains unclear) as well as certain remains located approximately 2.5 km to the east, in the direction of İbrice Harbor, within the context of the settlement identified as Megarision[8]. Referring to historical accounts, he concluded that Mecidiye Castle corresponded to the fortress of Megarision, while İbrice Harbor represented its associated port. Accordingly, he adopted the designation "Magarisi Castle" for Mecidiye[9]. Paradoxically, Külzer, again drawing on historical accounts such as Ramon Muntaner and Georgios Pachymeres, identifies modern Gökçetepe with Megarision as well, located approximately 12 km to the northeast. Therefore, a still unresolved duality arises regarding the possibility that the same place name could actually describe this location[10].

Previous field surveys conducted in the vicinity of the castle have yielded significant finds dating to the Thracian, Roman, and Medieval periods[11]. The evidence presented in Kurtuluş's recent study confirms this chronological range, while also documenting numerous glazed *sgraffito* ceramics (predominantly in yellow and brown) datable to the late 12th and early 13th centuries of the Byzantine period. In addition, a variety of glazed and unglazed ceramic fragments of differing forms, though not precisely datable, have been recorded. Based on these finds, Kurtuluş suggested that the site experienced sustained and intensive commercial activity over an extended period and that its origins may extend back to the Roman period[12].

The most recent interpretation characterizes the fortress, on the basis of its construction technique and layout, as a Byzantine stronghold most likely dating to the Late Medieval period, forming part of a series of coastal fortifications that controlled the region and its maritime trade[13]. The ceramic finds mentioned above are also confirmed in the novel study of Yaraş et al. and the Middle-Late Byzantine period is archeologically identified as the last phase of the castle's use[14].

The Region in the Byzantine Period: Evidence from Primary Sources

During the Roman Imperial Period, the region (corresponding roughly to the Balkans) fell within the boundaries of the province of Thrace (*Provincia Thracia*). Following the administrative reforms of Diocletian (r. 284–305), it became part of the newly established diocesan system, specifically within the Diocese of Thrace (*Dioecesis Thraciae*), which, although bearing the same name, was territorially reduced and centered on Philippopolis[15]. This administrative arrangement continued into the Early Byzantine Period: the region remained within the aforementioned diocese, now under the authority of the Praetorian Prefecture of the East (*praefectura praetorio Orientis*),

8 Kurtuluş 2020, 425–428; 2021b, 430–432.

9 Kurtuluş 2020, 468–469; 2021a, 25–26; 2021b, 446. For detailed general studies on Byzantine fortification architecture and its dating (considering material characteristics, plan layout, and written primary sources) see Foss & Winfield 1986; Kontogiannis 2022.

10 Külzer 2008, 500; Kurtuluş 2020, 378–380; 2021a, 23–24. For a recent study that addresses this complicated issue and demonstrates that Megarision does indeed correspond to Gökçetepe Castle, see Sağlam 2026.

11 Kurtuluş 2020, 433; 2021a, 27; 2021b, 434.

12 Kurtuluş 2020, 470–472; 2021a, 28; 2021b, 447–448.

13 Demirli 2022, 134.

14 Yaraş et al. 2023, 122.

15 Gibbon 2008, 551; Bunson 2014, 49–50, 59.

and more specifically within the province of Europa, governed by a *vicarius*[16].

In his mid-VIth-century work *Synekdemos*, Hierokles indicates that the same region belonged to the province of Thrace in Europe (*Eparchia Thrakes Europes*), which comprised 14 cities[17]. From the 7th to 8th centuries onward, as the Byzantine field armies withdrew from territories lost to Arab, Avar, and Bulgar incursions and were redeployed in core regions, the first thematic administrative structures gradually emerged, replacing the earlier provincial system. The *thema* encompassing Eastern Thrace was that of *Thrakes*, centered on Arkadiopolis. In the administrative compilation produced under the supervision of Konstantinos VII (r. 913–959), the principal settlements of this region (corresponding to the northern shores of the Saros Gulf and to the aforementioned eparchy) are again listed as these same 14 cities[18].

Following the Fourth Crusade, the treaty known as the *Partitio terrarum imperii Romaniae*, which divided the conquered Byzantine territories among the participants, provides a detailed list of administrative units. Although it does not explicitly refer to the northern shores of the Gulf of Saros, the sections mentioning the *katepanikion* of Rusion with all its dependencies (*Catepanikium de Russa, cum omnibus, que sub ipsa*) and the *katepanikion* of Ainos with its warehouses (*Catepanikium de Eno, cum apothikis*) likely encompassed this area as well[19].

Neither these sources nor itineraries such as the *Itinerarium Antonini*, the *Tabula Peutingeriana*, or the *Ravennatis Anonymi Cosmographia* provide clear information on settlements or fortifications along the northern shores of the Gulf of Saros. Consequently, in written sources, the region has, at a historical topography scale, much ambiguity until the later centuries of the Byzantine Period, appearing essentially as the coastal *chora* of Ainos (today Enez) and Rusion (today Keşan).

Then, according to the anonymous Pisan portolan *Le Liber de Existencia Riveriarum et Forma Maris Nostri Mediterranei*, dated to around 1200, the gulf known as Kardia (today Saros) extends for 50 miles to the northeast from the promontory identified as "Greca" (today Cape Tekke at the tip of the Gallipoli Peninsula). At its innermost point lies the city of Branchialion. The opposite shore of the gulf stretches westward as far as Ainos, which is likewise situated 50 miles by sea north of Greca. In another described route, proceeding along the Dardanelles past Kallipolis, Sestos, Abydos, and Madytos, one reaches the same Gulf of Kardia. Upon turning northeast at Greca; the gulf again extends to Branchialion at its head. This locality lies approximately 6 miles beyond Kallipolis (today Gelibolu). From Branchialion, a certain harbor (*portus*) named "*Oxaro*" is located along the coastline of the gulf to the northwest at an unspecified distance; from there, the route continues toward Ainos[20].

In the 1313 portolan chart of the Genoese cartographer Pietro Vesconte, the Gulf of Saros is bounded on one side by Ainos (*Enneo*) [depicted with extensive shallows along

---

16 Seeck 1876, 1–7, 23–26, 56–57.

17 Konstantinos VII 1840, 390. The cities in question are: Eudoksiopolis, Herakleia, Arkadiopolis, Vizye, Panion, Ornoi, Ganos, Kallipolis, Morizos, Sintike, Savadia, Aphrodisias, Apros, Koila. See also Külzer 2008, *passim*.

18 Konstantinos VII 1840, 44–47.

19 Tafel & Thomas 1856, 484–485.

20 Gautier-Dalché 1995, 142. For Branchialion, see Külzer 2008, 298–299, 379–380.

its frontage] and by Cape Boztepe (*ponta d'Eneo*). The city is inscribed in red, indicating its status as a primary port. Rounding the cape to the northern shore of the gulf, two locations appear, written in black and thus denoting secondary harbors; they are distinguished geographically as two small coves along a relatively straight coastline. Of these, the one closer to the cape is labeled "*Pachi*," while the other toward the central-eastern part of the gulf is read as "*Xesaro*," obviously a variant of the aforementioned "*Oxaro*"[21]. Likewise, the same representations and toponyms recur in Vesconte's two portolan charts of 1318, and his four charts dated to around 1321, with the second name occasionally appearing in the form "*Xessaro*"[22].

In another anonymous portolan chart, the *Carta Riccardiana* (1300–1325), passing from Cape Boztepe, which defines the western limit of the Gulf of Saros, to its northern shore, two small coves are again indicated as harbors along a straight coastline. The western of these is labeled "*porto Paxi*," while the one immediately to its east is read as "*porto Xexari*"[23]. Finally, in an anonymous Italian portolan map from 1325–1350, only "*Cexari*" exists as a small bay, with a central position on the northern shore of the Gulf of Saros[24]. It is also possible to find information on the Gulf of Saros in the Greek portolan compiled by Dimitrios Tagias in Venice in the mid-16th century, which was based on earlier Italian portolans and closely follows their expressions. Accordingly, from the cape of Ainos (today Boztepe) to the head of the Gulf of Megarision (today Saros) is a distance of 60 miles along a west-east axis, and along this route lies "*Pasi*" {and} "*Tzesari*," obviously corresponding to the two toponyms mentioned above[25].

Current archaeological evidence indicates that the built environment of İbrice Harbor and its immediate surroundings was occupied during the Hellenistic Period and throughout all phases of the Byzantine era. In addition, the remains of a 19th-century church at the harbor (whose initial construction has been dated to the Byzantine Period based on architectural evidence) are cited in the literature as another indication of the Byzantine Period there[26].

İbrice Harbor and Its Surroundings from the Ottoman to the Early Modern Period

Detailed historical information on İbrice Harbor becomes available from the 16th century onward, during the Ottoman Period, when multiple accounts and archival sources offer insights into its function, status, and physical infrastructure. For example, according to Pîrî Reis, writing in the first quarter of the 16th century, İbrice Harbor functioned as follows: On days when the southern wind prevailed, vessels approaching the Dardanelles from Limnos to the west were forced to enter the Gulf of Saros if the south-southeastern wind blew strongly, preventing passage into the strait. Small ships

---

21 Bibliothèque nationale de France, *CPL GE DD-687 (RES)* (1313). "*Pachi*" most likely aligns with Pacheia, a toponym referring to both a cape and a sandy stretch of coastline south of Ainos, broadly matching what is now known as Cape Boztepe; see Soustal 1991, 384.

22 Museo Correr, *Cl. XLIVa n. 0028* (1318); Österreichische Nationalbibliothek, *Cod. 594 (Cimel. 20)* (1318); Biblioteca Apostolica Vaticana, *Cod. Vat. Lat.* 2972 (ca. 1321); Bibliothèque municipale de Lyon, *MS 175* (ca. 1321); British Library, *Add. MS 27376* (ca. 1321); Zentralbibliothek Zürich, *R.P.4* (1321).

23 Biblioteca Riccardiana, *Ricc.* 3827 (1300–1325).

24 Library of Congress, *G5672.M4P5 13-- .P6 (Vellum 3)* (1325–1350).

25 Delatte 1947, 227–228.

26 Yaraş et al. 2023, 123–124.

could enter İbrice Harbor. The approach maneuver began once ships passing through the strait neared the Gallipoli Peninsula coast; from there, vessels proceeded directly along the northern course to reach the coast of "Megariz" (Gulf of Saros). Along this route, a yellow promontory resembling an island (Cape Boztepe) appeared on the Megariz coast. Keeping the promontory on the left-hand side and continuing close to the shore, one encountered a protruding cape (İbrice/İbrikbaba). Steering the cape toward the left revealed the entrance to İbrice Harbor. Its defining feature was the flatness of the inner harbor, as there was no other flat area and both sides were mountainous. Wheat brought from the interior was loaded onto ships via carts there. The harbor's mouth faced southeast. It could accommodate even heavy barques[27].

Archival documents from the second half of the 16th century, which were studied by Karagöz and Yaraş et al. describe İbrice Harbor as a sheltered, wharf-equipped location facilitating the export of grain from Keşan, to which it was administratively subordinate. However, historically the harbor remained officially closed to trade, and berthing of unchartered ships was prohibited. Only the shipment of allocated *mîrî istihkak* (state provisions) was permitted. Nevertheless, armed and large vessels engaged in grain smuggling remained active, often with the involvement of local officials and inhabitants. Local authorities and central agents were in constant effort to suppress this illicit trade[28]. Studies by a group of scholars shed light on later periods of the harbor.

According to Karagöz and Çakılcı, records dated to 1585 indicate that despite its favorable maritime conditions, İbrice Harbor remained closed to legitimate trade and was surrounded by reeds, largely uninhabited, and uncultivated. Some members of the local administrative and military personnel colluded with ships secretly approaching the harbor to sell and load goods intended for Istanbul. Detailed information on the ships' identities, captains, violators of the prohibition, their reasons, and the cargoes loaded was requested via imperial decree from Istanbul. On one occasion, despite the ban, several foreign ships, with the authorization of the *kadı* (judge) of Keşan, waited for an extended period in secluded parts of İbrice Harbor under the pretext of collecting firewood, while secretly loading grain. A raid was organized upon receiving intelligence; when authorities attempted intervention, the ships responded with cannon and musket fire[29].

Around 1592, clandestine grain loading for foreign vessels persisted despite the prohibition. On one occasion, locals attacked a ship in the harbor, resulting in a skirmish with its crew. Recognizing that prohibition alone could not curb smuggling, authorities began inspections of the harbor. Violators were to be imprisoned and sent to Istanbul. By the end of the same year, İbrice Harbor remained one of the wharf locations where both local and foreign vessels loaded grain purchased cheaply from the interior for resale at higher prices. The arming of these ships with cannons, muskets, and similar equipment underscores the seriousness of the situation. Experienced smugglers were prepared to deter locals and, if necessary, to engage in armed confrontation with security forces[30].

As of 1593, archival records indicate that a wharf in Keşan, likely corresponding to

[27] Pîrî Reis 1973, 341–342.

[28] Karagöz 2021, 58; Yaraş et al. 2023, 123.

[29] Karagöz 2021, 56–57; Çakılcı 2024, 816.

[30] Karagöz 2021, 57.

İbrice Harbor, was officially closed to trade but nevertheless illicitly opened and operated, as recently discussed by Karagöz. The *kadı* of Keşan ordered that the wharf remain closed and not be used. In the same period, reports emerged that wheat was being stored at İbrice Harbor despite the prohibition. Officials were instructed to prevent loading onto approaching ships and to transport the wheat to Tekirdağ, while those responsible were investigated[31]. The same situation persisted well into the 17th century[32].

In later periods, İbrice Harbor became associated with piracy. For instance, a 1718 decree that Pehlivan studied reports that a pirate nicknamed "Burunsuz" (literally, "noseless") upon learning that 12 ships had taken shelter in İbrice Harbor due to a storm and being in close proximity, attacked the harbor with his galleons. He seized the goods of three ships and captured the remaining nine. He also landed men ashore and fired upon local inhabitants. The Ottoman authorities requested the pursuit and capture of the pirate vessels and their captain from the central naval command[33].

By the 19th century, a cannon battery is a significant element of İbrice Harbor[34]. At the same time, the harbor's infrastructure revealed certain deficiencies. For example, in 1805, six cannons and their equipment from the *dergâh* (Bektashi lodge) in Keşan, a military depot for the army, were transported to İbrice Harbor. Although it was initially intended to move the guns elsewhere, the harbor lacked both ships for transport and adequate storage facilities, so the cannons were returned to the *dergâh*[35].

Regarding fortification, according to Çakılcı and in response to the increasing French threat, a 1798 security report recommended strengthening the Dardanelles and Saros Gulf. İbrice Harbor, under the jurisdiction of Keşan, was included in this plan. The local population undertook the construction of a battery, barracks, and ammunition depot at a location called Cape Kandil (literally, "lamp"). By 1799, the battery and barracks were completed and manned by six heavy cannons under the command of one officer and twelve artillerymen, while construction of the ammunition depot had not yet begun, though it was to be completed within four months. Adequate ammunition had not yet been delivered. By 1800, the battery had standing orders to fire on any sighted French vessels, yet the fulfillment of its essential requirements remained incomplete, prompting the Keşan *kadı* to request delivery of necessary ordnance. In 1801, a limited shipment of cannonballs, gunpowder, and equipment was dispatched. An 1807 inspection studied by the same scholar confirmed that the battery was on alert against the French navy through the efforts of the Keşan population[36]. By 1815, six fortress cannons were stationed at the İbrice Battery[37].

During the 1821 Greek War of Independence, four ships reached İbrice Harbor and looted some of the battery's cannons. Although troops were gathered from nearby settlements to defend the coast, the insurgents escaped. The research of Çakılcı demonstrates that subsequent inspections revealed deficiencies in ammunition and

31 Karagöz 2021, 57.

32 Yıldırım et al. 2002, 136, 287.

33 Pehlivan 2023, 795, 803.

34 Durmuş 2018, 39–40.

35 Altı 2022, 277.

36 Çakılcı 2024, 824–829.

37 Hatip 2013, 112.

storage. Repairs and delivery of additional ordnance, equipment, and several cannons were deemed necessary. The position at İbrice, referred to as the "deep harbor," was reinforced with a new battery with four embrasures and cannons by 1822, yet it remained insufficient. In 1828, Russian warships disabled the battery's cannons, after which the fortification was repaired. By 1830, five cannons were stationed at the battery, manned by five officers and 25 artillerymen. That same year, the Keşan inhabitants requested the construction of a wharf at İbrice, as the battery's remote location made it difficult for soldiers to attend to their needs, leading to shortages of personnel. The wharf was intended to stimulate commercial and social activity, allowing soldiers to meet their daily needs and supporting the construction of shops and houses. By 1832, all the Gulf of Saros batteries were deemed unnecessary, and an order was issued to dismantle them, transfer the cannons and ammunition to Çanakkale, disband the troops, and remove their salaries from official records[38].

In 1848, an engineer named Monsieur Borel, who judged Tekirdağ insufficient for regional maritime trade, undertook a series of studies concerning the enlargement of İbrice Harbor, the establishment of a new port near Trakondine close to Enez, and the general development of the existing harbor. İbrice Harbor, with a capacity to accommodate approximately 80 vessels, first required cleaning, and the six-hour route connecting the harbor to Keşan needed repair. The plan foresaw that in the first year of a two-year schedule, the necessary materials would be procured, followed by one year of actual cleaning work. Among the proposals was also the creation of a new city through urban development around the harbor. The total estimated cost for the new harbor and its connecting roads was calculated at 1,200 *kese kuruş*, yet the project was never realized[39].

Ottoman archival documents dated 1911–1912 reveal that a company operating three coal mines in the Keşan district requested authorization to transport extracted coal to İbrice Harbor. This included the construction of an overhead cable line from Keşan to the harbor, a narrow-gauge railway, and several tunnels to traverse the terrain; permission for all of these works was granted. Simultaneously, it was decided to construct buildings at İbrice Harbor to provide customs and law enforcement services for the shipment of coal to destinations beyond the harbor[40].

Two Localization Debates: What Was İbrice Harbor and Where Was its Battery?

The architectural and archaeological evidence leaves little doubt that the present structure of Mecidiye Castle is a Byzantine fortress exhibiting characteristics of the Middle-Late Byzantine Period, which was constructed above much older foundations. Its construction technique, planimetric features, and masonry typologies are consistent with this chronological framework, while the associated archaeological findings indicate that its latest phase of use dates between the 12th and 14th centuries. No material evidence supports a post-Byzantine construction or reoccupation of the site, reinforcing its attribution to this period both in origin and function[41].

From a maritime perspective, 18th-century French nautical charts provide a valuable

38 Çakılcı 2024, 831–837.

39 Çoruh 2024, 7–9, 16. Each *kese* (bag) costs 500 *kuruş*. Therefore, the total cost is 600,000 *kuruş*.

40 BOA, *BEO, 3876-290673* (H. 03.04.1329); BOA, *DH.İD, 103-8* (H. 06.03.1330).

41 See Kontogiannis 2022.

comparative framework. These charts identify the principal anchorage zones along the northern coast of the Gulf of Saros as the inner side of Cape Boztepe and the bay along the coast of Mecidiye Village. However, they clearly distinguish between anchorage and harbor: the aforementioned locations are suitable for temporary anchoring[42], the only proper harbor in this sector was İbrice Harbor, as abundant Ottoman-Period archival sources demonstrate, situated immediately adjacent to the Mecidiye coastal bay and approximately 2.5 km northeast of Mecidiye Castle. Notably, this assessment corresponds closely with present-day maritime conditions, underscoring a long-term continuity in the coastal geomorphology and navigational logic of the region.

Within this framework, it becomes highly plausible that Mecidiye Castle and İbrice Harbor functioned in tandem during the Middle-Late Byzantine Period. As previously suggested by Kurtuluş[43], the spatial proximity and complementary characteristics of the two sites indicate a relationship of coexistence and functional integration. While the bay directly in front of the castle may have served as a secondary anchorage, the nearby İbrice Harbor (already identified by Pîrî Reis in the 16th century as the only proper harbor along this section of the coast) was likely the principal landing point. In this context, the location of the castle, set approximately 2.5 km away on a rocky and defensible promontory, can be understood as a deliberate strategic choice, prioritizing visibility, control, and defensive advantage over immediate adjacency to the harbor.

Archaeological evidence further confirms that İbrice Harbor was in continuous use throughout the Byzantine Period. This long-term utilization continued and intensified during the Ottoman Period, when the harbor assumed significant military, commercial, and administrative roles, persisting in importance into the 20th century. Such continuity reinforces the interpretation of the site as a stable and enduring maritime node within the northern Aegean network.

Crucially, the only securely attested harbor (*portus*) along the central-eastern sector of the northern Saros coastline in medieval textual and cartographic sources appears under the name *Oxaro*/*Xesaro*/*Xexari* etc. in portolan traditions dating roughly from the 12th to 14th centuries. Given that these sources are fundamentally concerned with maritime navigation, their toponymic evidence carries particular weight in identifying coastal infrastructures. From this perspective, the location referred to as *Oxaro* etc. most plausibly corresponds to the Mecidiye-İbrice sector. While the short distance between the castle's anchorage and the harbor itself could be elided in nautical descriptions, the explicit designation as a *portus* strongly suggests that *Oxaro* refers specifically to İbrice Harbor rather than to the more limited anchorage in front of the castle. Considering the general logic and geographical continuity of maritime practices, this conclusion emerges as a reasonable hypothesis.

Accordingly, the evidence supports the conclusion that *Oxaro*, as recorded in the portolan corpus, corresponds to İbrice Harbor and maintained a spatial, strategic, logistical, and commercial relationship with the nearby Mecidiye Castle during the later Byzantine period. This identification provides a coherent synthesis of archaeological, topographical, and cartographic data. At the same time, it challenges earlier localization attempts (particularly those associating the area with Megarision or Magarisi) which

---

42 Bibliothèque nationale de France, *GE D-16648* (1780); Bibliothèque nationale de France, *GE SH 18 PF 98 DIV 2 P 22* (1785).

43 Kurtuluş 2020, 468–469; 2021a, 25–26; 2021b, 446.

rely largely on preconceived assumptions and selective readings of modern maps rather than on a critical and integrated evaluation of primary sources. Nevertheless, the toponym mentioned above needs further elaboration in the Byzantine context[44].

On the other hand, currently, Çakılcı identifies the location of the İbrice Battery unequivocally as Mecidiye Castle[45]. However, this identification is essentially a hypothesis, supported by three principal arguments, all of which remain somewhat ambiguous. The first argument is that although Pîrî Reis by the early 16th century and Evliyâ Çelebi by the second half of the 17th century visited the region, neither mentions any castle near the present-day site of Mecidiye Castle. This absence has been interpreted as evidence for the limited presence of fortifications along the Gulf of Saros at that time, suggesting that Mecidiye Castle may have been constructed after their visits[46].

The second argument concerns the Ottoman archival references to a site called "Cape Kandil," the purported location of the battery. Without any primary source confirmation, this place has been localized to the rocky hill on which Mecidiye Castle presently stands. If correct, the battery's function relative to İbrice Harbor is justified through Pîrî Reis's testimony: approaching ships would first pass in front of Mecidiye Castle, then round the headland to proceed toward İbrice Harbor, establishing a necessary navigational route. Accordingly, the castle's location is represented as the optimal point for targeting vessels entering the gulf[47].

Finally, the third argument relies on the visible fortification in the İbrice Harbor region today: regardless of architectural features, Mecidiye Castle is the only extant fortified structure. If a battery had previously existed in the area, it is assumed to coincide spatially with the current castle ruins. While archaeological evidence indicates a settlement at the site dating to antiquity, the castle remains themselves are clearly dated to 1799 and are attributed to the local population of Keşan[48].

The inconsistencies in the localization argument summarized above through three main points can be highlighted through a series of data, which may be summarized in four points. These data not only indicate the actual location of the İbrice Battery but also enrich the historical topography of İbrice Harbor.

First, neither Pîrî Reis nor Evliyâ Çelebi aimed to list every castle or ancient fortification in the regions they visited. For instance, although both visited the Kuşadası area and provided detailed accounts of it, neither mentions Kadıkalesi in any way[49]. This fact cannot serve as a basis for claims that a Byzantine construction, preserved to a significant degree until today, was actually built after the 17th century; similar examples are abundant. Based on concrete architectural and archaeological field evidence, the latest period of Mecidiye Castle falls within the 12th–14th centuries in the Byzantine context, and its use is confirmed up to that period. Despite extensive fieldwork, there is

---

44 For an earlier attempt to localize Oxaro more broadly to the area of Mecidiye Castle, and for an etymological discussion of this toponym, as well as its supposed long life, see Sağlam 2026.

45 Çakılcı 2024, 824, 839.

46 Çakılcı 2024, 814–816.

47 Çakılcı 2024, 824.

48 Çakılcı 2024, 824, 839.

49 Pîrî Reis 1988, 389; Evliyâ Çelebi 2011, 159–161.

no evidence for its construction or use in a post-Byzantine period[50].

Second, Pîrî Reis's route description regarding İbrice Harbor does not constitute a mandatory navigational requirement; rather, it serves as a practical guide, especially for small foreign vessels unable to enter the Dardanelles due to adverse weather, directing them through identifiable geographic features. Moreover, adopting this 16th-century maritime guidance as a basis for the 18th–19th centuries constitutes an anachronistic approach. In a period characterized by advanced warships and technical capacities enabling transoceanic navigation, a potential French fleet approaching İbrice Harbor could have reached its target via a direct offshore route, bypassing Mecidiye Castle entirely[51].

Third, the argument relates to contemporary artillery technology and requirements. When the İbrice Battery was established in 1799, it had six guns, one commander, and 12 artillerymen, yielding an average of two men per gun. This ratio only increased to five guns, five commanders, and 25 men by 1830. As of 1800, at least three personnel were required to fire an average gun, while the ideal number was seven. These figures indicate that the guns at the İbrice Battery were relatively low caliber. In that period, the maximum range of a medium-caliber coastal gun (likely used in a battery like İbrice) was around 1.7 km (approximately 1,900 yards), with an effective range several hundred meters shorter[52]. As previously noted, there was no navigational necessity for ships entering İbrice Harbor to pass in front of Mecidiye Castle; consequently, any battery installed at the castle, positioned in the shadow of the dominant headland to its east, would have been practically useless for securing the harbor (Fig. 7).

Fig. 7 Satellite image of the Mecidiye Castle and İbrice Harbor region, including an analytical reconstruction demonstrating that a hypothetical Ottoman cannon battery at the castle would have been ineffective in terms of range and geographical position for the defense of the harbor (after Google Maps)

50 See Kurtuluş 2020, 470–472; Yaraş et al. 2023, 117–122.

51 See Ferreiro 2006; Unger 2023.

52 See Muller 1768, 72; Manucy 1949, 19, 52, 81–82.

Finally, in the maps of the HGM (Turkish General Directorate of Mapping), the 57 m high conical rock immediately above the tip of Cape İbrice is named "Toplar Hill" (literally, "cannons")[53]. In other recent nautical sources, the headland is referred to as "Cape Toplar"[54], a name still widely used locally. By contrast, there is no source indicating that the name "Cape Kandil" was ever used for Mecidiye Castle, nor is such usage observed locally[55]. The castle's location does not form a promontory in geographic terms. Moreover, old cannonballs have been found at Cape Toplar, giving the site its name, as noted in travel accounts from recent times[56].

Accordingly, the relevant toponyms and field observations indicate that the İbrice Battery must have been located on Toplar Hill. According to the artillery dynamics of the 18th–19th centuries, it would have been more practical to secure the harbor from this elevation. The designation "Deep Harbor" in Ottoman records also points to the same area, as the waters in front of Mecidiye Castle are shallow and suitable only for anchoring offshore. The only harbor in the region with sufficient depth is İbrice Harbor. The abandonment and demolition of the battery after 1832 may explain why it is no longer visibly preserved today; however, no archaeological excavation has yet been conducted in this regard. "Cape Kandil" (literally, "lamp") was likely one of the local names for Cape İbrice prior to the establishment of the battery, referring to a geographic feature clearly corresponding to this area. Concerning the harbor, it suggests that a type of illuminated signal (*kandil*) was maintained on the headland for ships at night. Following the construction of the battery, the cannons (*toplar*) evidently became the dominant feature. Continued fieldwork in this area would reveal the remains of the lost battery and further strengthen the historical topography of the harbor.

Conclusion

This study has re-examined the historical topography of Mecidiye Castle and İbrice Harbor through a combined analysis of archaeological evidence, architectural observations, portolan charts, and archival documentation. By situating these datasets within a coherent spatial and functional framework, it has aimed to resolve longstanding ambiguities concerning the identification, chronology, and interrelation of these coastal features along the northern shores of the Gulf of Saros.

The evidence confirms that the present structure of Mecidiye Castle is unequivocally a Byzantine fortress, exhibiting architectural characteristics of the Middle-Late Byzantine period and yielding archaeological material that indicates its latest phase of use between the 12th and 14th centuries. No data supports a post-Byzantine construction or occupation of the site. At the same time, both archaeological findings and historical records demonstrate that İbrice Harbor functioned as a long-term maritime node, with continuous use from the Byzantine period onward and increasing prominence during the Ottoman era, when it acquired military, commercial, and administrative significance that persisted into the modern period.

---

53 HGM 2001, Çanakkale–G17–d4.

54 Mediterranean Pilot 1987, 525.

55 This has been confirmed by Prof. Dr. Ahmet Yaraş, head of the Mecidiye Castle excavation team, and Recep Çınar, former mayor of Mecidiye.

56 Uslu 2021.

The spatial relationship between the two sites emerges as a key factor in understanding their historical roles. While the bay immediately in front of Mecidiye Castle may have served as a secondary anchorage, both early modern nautical evidence and present-day maritime conditions confirm that İbrice Harbor constituted the only proper harbor along this sector of the coast. This distinction suggests a deliberate functional differentiation: the harbor operated as the principal landing and logistical point, while the castle, positioned approximately 2.5 km to the southwest on a defensible rocky promontory, fulfilled a strategic role within a broader coastal defense system. Such an arrangement is consistent with Byzantine military and maritime practices, in which surveillance, control, and protection of key coastal nodes were often achieved through spatially coordinated but not immediately adjacent installations.

Within this framework, the identification of the medieval toponym "*Oxaro*" and its close variations attested in portolans of the 12th to 14th centuries, gains particular clarity. As a term explicitly denoting a *portus* in navigational sources, *Oxaro* most plausibly corresponds to İbrice Harbor rather than to the more limited anchorages nearby. The short distance between the two locations would not have necessitated strict differentiation in nautical descriptions, yet the emphasis on harbor functionality strongly supports this association. Consequently, Mecidiye Castle and İbrice Harbor can be understood as components of a single, integrated coastal system, in which *Oxaro* represents the maritime interface, closely linked to its adjacent defensive installation.

Finally, the study has also addressed the debated localization of the late 18th-century İbrice Battery, proposing (on the basis of topographical, toponymic, and technological considerations) that it was situated not at Mecidiye Castle but on Toplar Hill. This reassessment not only resolves inconsistencies in earlier hypotheses but also reinforces the strategic logic governing the placement of coastal artillery in relation to direct harbor defense.

Taken together, these findings offer a more precise and historically grounded reconstruction of the Mecidiye-İbrice coastal landscape. By integrating diverse categories of evidence, the study challenges earlier identifications based on insufficiently critical readings of sources and demonstrates the value of a multidisciplinary approach in resolving complex topographical problems. In doing so, it contributes to a more nuanced understanding of continuity and transformation in the maritime and defensive systems of the northern Aegean from the Byzantine Period into the early modern era.

Acknowledgements

I would like to express my sincere gratitude to Prof. Dr. Ahmet Yaraş (Trakya University) and Mustafa Akçaöz (formerly Association for the Protection of Cultural Heritage) for their valuable contributions to this article.

BIBLIOGRAPHY

VII. Konstantinos 1840, *Constantinus Porphyrogenitus, De Thematibus et De Administrando Imperio, Accedit Hieroclis Synecdemus cum Bandurii et Wesselingii Commentariis* (Vol. III). Ed. I. Bekker (CSHB 18). Bonn.

Altı A. 2022, "Balkanlar'da Bektaşilik". Ed. Ö. Özdemir, *Uluslararası Hünkâr Hacı Bektaş Veli ve Birlikte Yaşama Kültürü Bilgi Şöleni Bildiriler Kitabı*. Eskişehir, 261–287.

Bostan H. 2020, *Defending the Ottoman Capital Against the Russian Threat: Late Eighteenth Century Fortifications of Istanbul*. Unpublished PhD Thesis, Istanbul Şehir University. İstanbul.

Bunson M. 2014, *Encyclopedia of the Roman Empire*. New York.

Çakılcı D. 2024, "Osmanlı Devleti'nin Saros Körfezi'nde Bir Asırlık Tahkimat Çabası (1730–1832)". *Belleten* LXXXVIII/313, 811–844.

Çoruh H. 2024, "The Actions of Ottoman State to Open the Port of Tekirdag to International Trade (1840–1920)". *DÜMAD – Dünya Multidisipliner Araştırmalar Dergisi* VII/1, 1–22.

Delatte A. 1947, *Les Portulans Grecs* (Vol. I). Liège.

Demirli M. 2022, "Keşan, Mecidiye Kalesi". Ed. İ. Türkoğlu, *Edirne - Risk Altındaki Mimari Miras*. İstanbul, 132–134.

Dinç G. 2023, "Yunan İsyanı Sırasında Çanakkale Savunması (1821–1829)". Eds. M. Demiryürek, F. Akın & H. Yazar, *Türkiye Cumhuriyeti'nin 100. Yılında Prof. Dr. Zeki Arıkan Anısına Tarih Tasarımları*. Istanbul, 219–238.

Durmuş F. 2018, "Osmanlı Arşiv Belgeleriyle Muarız (Saros) Körfezi Cedid Kalesi". *Külliyat* IV, 35–45.

Evliyâ Çelebi 2011. *Günümüz Türkçesiyle Evliyâ Çelebi Seyahatnâmesi* (Vol. IX/1). Ed. S. A. Kahraman. İstanbul.

Ferreiro L. D. 2006, *Ships and Science: The Birth of Naval Architecture in the Scientific Revolution, 1600–1800*. Cambridge MA.

Foss C. & Winfield D. 1986, *Byzantine Fortifications: An Introduction.* Pretoria.

Gautier-Dalché P. 1995, *Carte marine et portulan au XII^e siécle: Le "Liber de existencia riveriarum et forma maris nostri Mediterranei"* (Pise, circa 1200). Rome.

Gibbon E. 2008, *The History of the Decline and Fall of the Roman Empire* (Vol. II). New York.

Ginalis A., Heher D., Külzer A., Preiser-Kapeller J. & Simeonov G. 2019, "Harbours and landing places on the Balkan coasts of the Byzantine Empire (4th to 12th centuries)", ID 614. Eds. L. Werther, H. Müller & M. Foucher, *European Harbour Data Repository* (Vol. IV). Jena, 1-59.

Hatip S. M. 2013, *Çanakkale Boğazı (Bahr-i Sefid Boğazı) Savunma Sistemi, 1770–1918*. Unpublished PhD Thesis, Hacettepe University. Ankara.

HGM (Turkish General Directorate of Mapping) 2001, *Çanakkale–G17–d4*. Ankara.

Karagöz S. 2021, "Mühimme Defterlerine Göre XVI. Yüzyılın Son Çeyreğinde İstanbul İâşesinde Keşan'ın Yeri". Eds. F. Çalik Orhun & B. İşçimen, *Keşan Araştırmaları – Keşan'ın Kurtuluşunun 100. Yılı Anısına*. Edirne, 47– 61.

Keskin Ö. 2021, "On Dokuzuncu Yüzyılda Çanakkale Boğazı'nda Yeni Bir Savunma Noktası: Bigalı Kalesi". *Osmanlı Bilimi Araştırmaları* XXII/2, 255–275.

Kontogiannis N. D. 2022, *Byzantine Fortifications: Protecting the Roman Empire in the East*. Philadelphia.

Kurtuluş İ. H. 2020, *Edirne İl Sınırları İçindeki Kalelerin Tespit ve Değerlendirilmesi*. Unpublished PhD Thesis, Istanbul University. İstanbul.

Kurtuluş İ. H. 2021a, "Keşan Kaleleri". Eds. F. Çalik Orhun & B. İşçimen, *Keşan Araştırmaları*

– *Keşan'ın Kurtuluşunun 100. Yılına*. Edirne, 17–36.

Kurtuluş İ. H. 2021b, "Edirne İli, Keşan İlçesi, Mecidiye Köyü, İtalyan Koyundaki Magarisi Kalesi". Ed. E. Kavalçalan, *24. Uluslararası Ortaçağ ve Türk Dönemi Kazıları ve Sanat Tarihi Araştırmaları Kitabı*. Nevşehir, 7–9 October 2020. Nevşehir, 428–450.

Külzer A. 2007, "Die Küstengestade des Golfs von Saros und der thrakischen Chersones von der Antike bis zur frühen Neuzeit: einige Anmerkungen". Eds. K. Belke, E. Kislinger, A. Külzer & M. A. Stassinopoulou, *Byzantina Mediterranea: Festschrift für Johannes Koder zum 65. Geburtstag*. Vienna, 353–363.

Külzer A. 2008, *Ostthrakien (Europe)*. Ed. J. Koder (TIB 12). Vienna.

Manucy A. 1949, *Artillery Through the Ages*. Washington, D.C.

Mediterranean Pilot 1987, *Aegean Sea and Approaches with Adjacent Coasts of Greece and Turkey*. London.

Muller J. 1768, *A Treatise of Artillery*. London.

Pehlivan E. 2023, "Onsekizinci Yüzyıl Akdeniz Dünyasının Azılı Korsanlarından: İsmiyle Meçhul, Lakabıyla Meşhur "Burunsuz". *Vakanüvis – Uluslararası Tarih Araştırmaları Dergisi* VIII/1, 787–823.

Pîrî Reis 1973, *Kitâb-ı Bahriyye – Denizcilik Kitabı* (Vol. II). Ed. Y. Senemoğlu. İstanbul.

Pîrî Reis 1988, *Kitab-ı Bahriye* (Vol. I). Ed. E. Z. Ökte. Ankara.

Sağlam H. S. 2026, "Geç Bizans Dönemi'nde Saros Körfezi Kuzey Kıyılarında Limanlar ve Surlu Yerleşmeler". *Cihannüma Tarih ve Coğrafya Araştırmaları Dergisi* (in press).

Seeck O. (Ed.) 1876, *Notitia dignitatum, accedunt Notitia urbis Constantinopolitanae et laterculi prouinciarum*, Weidmannsche Buchhandlung. Berlin.

Soustal P. 1991, *Thrakien (Thrake, Rodope und Haimimontos)*. Ed. H. Hunger (TIB 6). Vienna.

Tafel G. L. F. & Thomas G. M. (Eds.) 1856, *Urkunden zur älteren Handels- und Staatsgeschichte der Republik Venedig* (Vol. I). Vienna.

Unger R. W. 2023, "Ships, shipping, technological change and global economic growth, 1400–1800". Ed. G. Nigro, *L'economia della conoscenza: innovazione, produttività e crescita economica nei secoli XIII–XVIII*. Florence, 373–393.

Veikou M. 2015, "Mediterranean Byzantine Ports and Harbours in the Complex Interplay between Environment and Society. Spatial, Socio-Economic and Cultural Considerations Based on Archaeological Evidence from Greece, Cyprus and Asia Minor". Eds. J. Preiser-Kapeller & F. Daim, *Harbours and Maritime Networks as Complex Adaptive Systems*. Mainz, 39–60.

Yaraş A., Üsküplü Akgül G., & Akgül H. 2023, "Saros Körfezi Kuzey Kıyısında Bir Kale: Mecidiye ve Çevresindeki Arkeolojik Araştırmalar Hakkında Ön Değerlendirme". *TÜBA-AR* XXXIII, 111–128.

Yıldırım H. O. et al. (Eds.) 2002, *85 Numaralı Mühimme Defteri (1040–1041 (1042) / 1630–1631 (1632), Özet – Transkripsiyon – İndeks*. Ankara.

Archival Sources

Association for the Protection of Cultural Heritage (Kültürel Mirası Koruma Derneği – KMKD), Photo Archive.

Biblioteca Apostolica Vaticana, *Cod. Vat. Lat. 2972* (ca. 1321), https://medea.fc.ul.pt/view/chart/805.

Biblioteca Riccardiana, *Ricc. 3827* (1300–1325), https://medea.fc.ul.pt/view/chart/53

Bibliothèque municipale de Lyon, *MS 175* (ca. 1321), https://medea.fc.ul.pt/view/chart/463

Bibliothèque nationale de France, *CPL GE DD-687 (RES)* (1313), https://medea.fc.ul.pt/view/chart/240

Bibliothèque nationale de France, *GE D-16648* (1780), https://gallica.bnf.fr/ark:/12148/btv1b8494366k

Bibliothèque nationale de France, *GESH 18 PF 98 DIV 2 P 22* (1785), https://gallica.bnf.fr/ark:/12148/btv1b53100976g
BOA (Directorate of State Archives, Ottoman Archives), *BEO* (*Babıali Evrak Odası Evrakı*), *3876-290673*, H. 03.04.1329 (3 April 1911).
BOA, *DH.İD* (*Dahiliye Nezareti İdare Evrakı*), *103-8*, H. 06.03.1330 (24 February 1912).
British Library, *Add. 31318-A* (1470), https://medea.fc.ul.pt/view/chart/142
British Library, *Add. MS 27376* (ca. 1321), https://medea.fc.ul.pt/view/chart/458
Library of Congress, *G5672.M4P5 13--.P6 (Vellum 3)* (1325–1350), https://medea.fc.ul.pt/view/chart/144
Museo Correr, *Cl. XLIVa n. 0028* (1318), https://medea.fc.ul.pt/view/chart/462
Österreichische Nationalbibliothek, *Cod. 594 (Cimel. 20)* (1318), https://medea.fc.ul.pt/view/chart/2274
Zentralbibliothek Zürich, *R.P.4* (1321), https://medea.fc.ul.pt/view/chart/513

Internet Sources

Google Maps, https://maps.google.com/
Uslu M. 18 July 2021, "*Sualtından Anadolu*". Hürriyet Seyahat. Source: https://www.hurriyet.com.tr/seyahat/sualtindan-anadolu-41854453