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CONTENTS

PREFACE FAHRİ IŞIK, HAVVA İŞKAN **10**

1. LOCATION, RESEARCH HISTORY, EXCAVATIONS, HAVVA İŞKAN **16**

2. PATARA IN LITERARY SOURCES, ANDREW LEPKE **26**

3. PATARA IN MYTHOLOGY, SOPHIA BÖNISCH-MEYER **38**

4. GODS, HEROES, SAINTS, FAHRİ IŞIK **50**

5. PATARA: HISTORY OF THE CITY FROM THE CLASSICAL PERIOD UNTIL THE ESTABLISHMENT OF THE PROVINCE OF LYCIA CHRISTOF SCHULER-KLAUS ZIMMERMANN **68**

6. ON LYCIA AND PATARA "DISCONNECTED FROM ITS PAST" FROM THE PERSPECTIVES OF THE WESTERN SCIENTISTS, FAHRİ IŞIK **104**

7. AN EARLY WITNESS OF THE URBAN SETTLEMENT: TEPECİK, ERKAN DÜNDAR **138**

8. URBAN CHANGE IN PATARA, FEYZULLAH ŞAHİN-ŞEVKET AKTAŞ **156**

9. PATARA DEFENSIVE STRUCTURES, ERKAN DÜNDAR-MUSTAFA KOÇAK **178**

10. INSIDE AND OUTSIDE: CITY GATE, HAVVA İŞKAN-ŞEVKET AKTAŞ **198**

11. HARBOR BATH, SERAP ERKOÇ **214**

12. THE NERO BATH OF PATARA, MUSTAFA KOÇAK **234**

13. CENTER OF THE SOCIAL LIFE: HARBOR STREET VE CENTRAL AGORA, ŞEVKET AKTAŞ **250**

14. THE BOULEUTERION- FIRST STEPS OF DEMOCRACY, HAVVA İŞKAN **272**

15. WEST LYCIA'S GATE TO THE SEA: PATARA HARBOR, MUSTAFA KOÇAK-ERKAN DÜNDAR **286**

16. EMPEROR NERO'S PRESTIGE BUILDING IN PATARA- THE LIGHTHOUSE, HAVVA İŞKAN **302**

17. CITY BASILICA, BURCU CEYLAN **318**

18. GRAVE CHURCH AND ITS CEMETERY, HAVVA İŞKAN-FEYZULLAH ŞAHİN **330**

19. NECROPOLIS AND TOMB TYPES, FAHRİ IŞIK **346**

20. WATER SUPPLY IN PATARA, FEYZULLAH ŞAHİN **366**

21. THE MONUMENTUM PATARENSE AND THE HISTORICAL GEOGRAPHY OF LYCIA, FATİH ONUR **382**

22. COINS FOUND IN PATARA EXCAVATIONS, DİNÇER SAVAŞ LENGER **394**

23. FLORA AND FAUNA OF PATARA: PATARA ANCIENTCITY PLANTS RAMAZAN SÜLEYMAN GÖKTÜRK AND ORHAN ÜNAL **406. TERRESTRIAL VERTEBRATE FAUNA OF THE ANCIENT CITY OF PATARA** MUSTAFA YAVUZ AND MEHMET RIZVAN TUNÇ **409. PATARA ANCIENT CITY LYCHENS** EMRE KILIÇ **414.**

INDEX 418

PUBLICATIONS AND AUTHORS 424

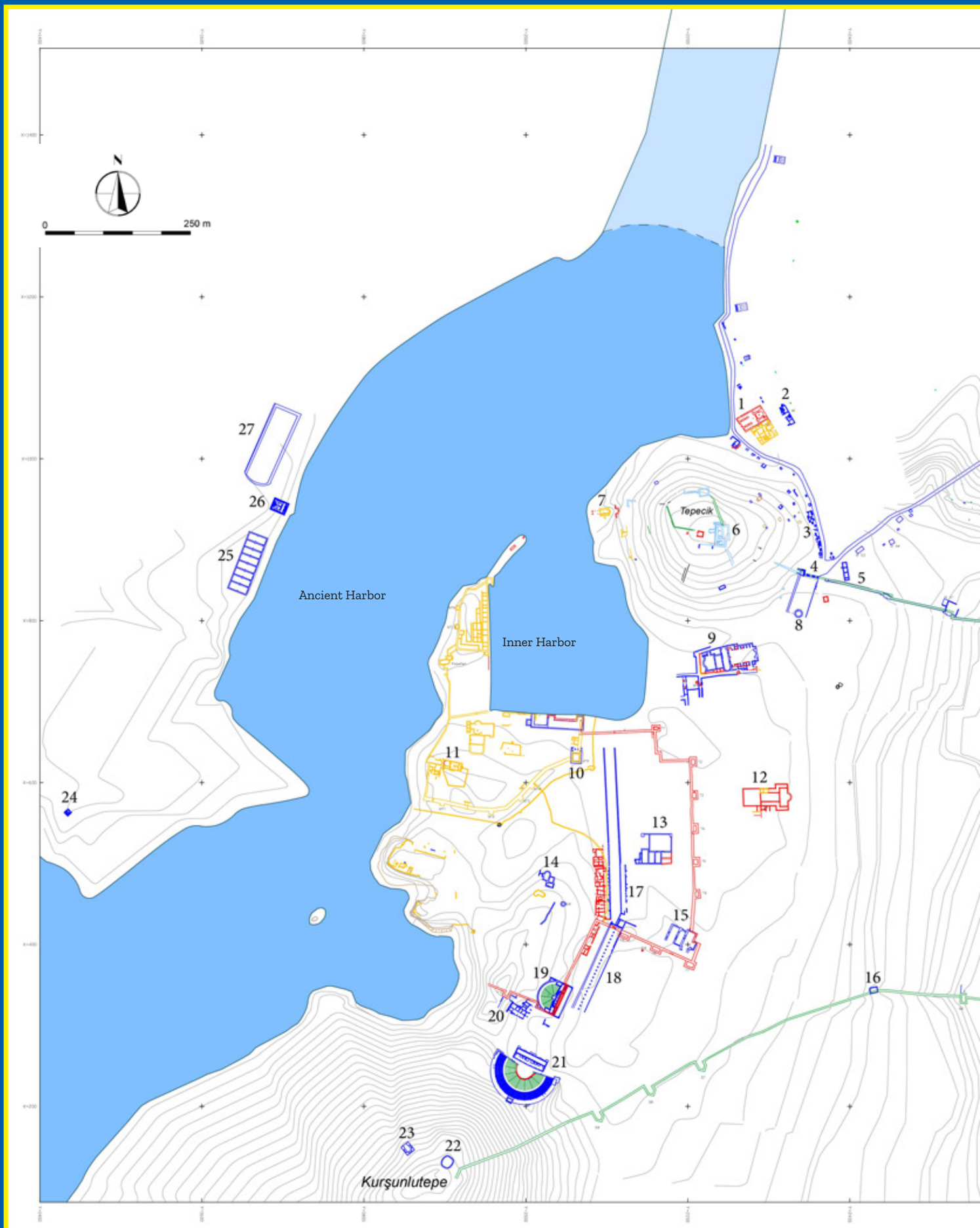




PATARA

CITY • HARBOR • CULT

HAVVA İŞKAN
EDITOR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Ancient Harbor
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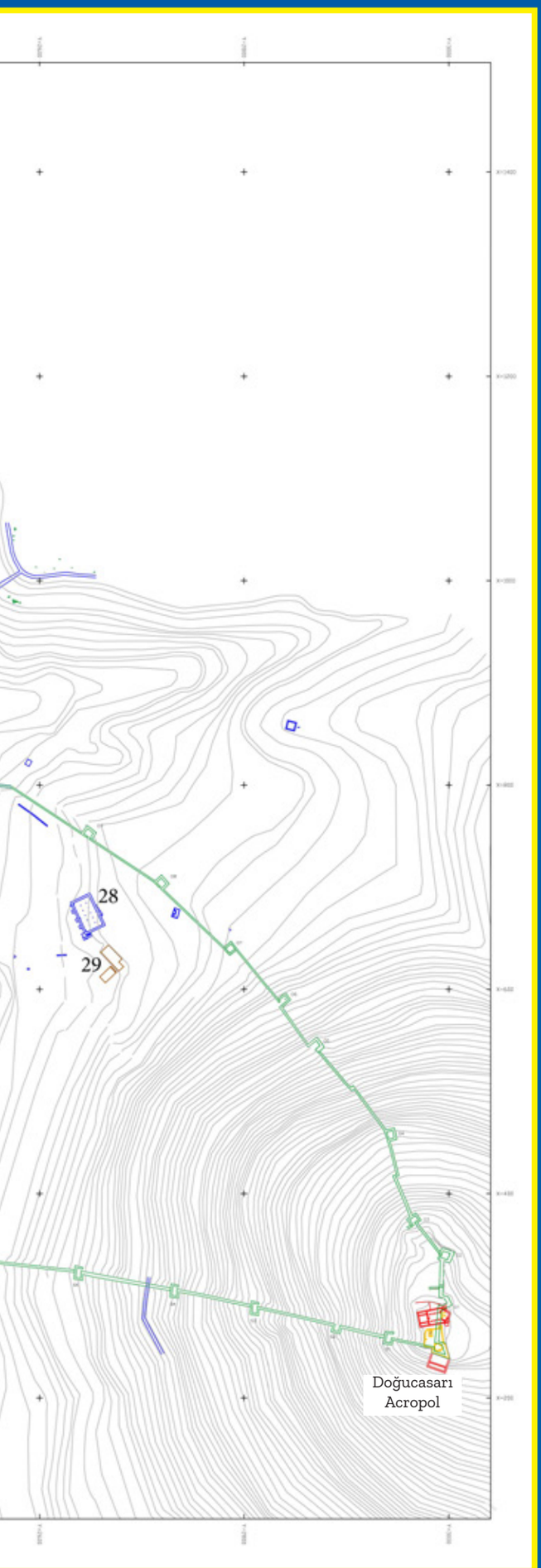


PATARA CITY PLAN

1- GRAVE CHURCH AND ITS CEMETERY
2- CERAMIC OVENS
3- TEPECİK NECROPOLIS
4- CITY GATE
5- WATERLINE TRENCHES
6- BUILDING COMPLEX ON TEPECİK
7- HARBOR CHURCH
8- OCTAGONAL POOL
9- HARBOR BATH
10- PROSTYLOS TEMPLE
11- INNER CITY MAIN CHURCH
12- CITY BASILICA
13- CENTRAL BATH
14- SMALL BATH
15- NERONIC BATH
16- BREAK PRESSURE TANK II
17- MAIN AVENUE
18- AGORA WESTERN PORTICO
19- BOULEUTERION
20- PRYTANEION
21- THEATRE
23- CISTERN
23- MONUMENTAL TOMBS
24- LIGHTHOUSE
25- HORREA
26- PSEUDOPERIPTEROS TEMPLE-TOMB
27- STADIUM
28- MAIN WATER TANK
29- EXCAVATION HOUSE

THE ARCHAIC AND THE CLASSICAL PERIODS
HELLENISTIC PERIOD
ROMAN PERIOD
EARLY EAST ROMAN (BYZANTIUM) PERIOD
MIDDLE EAST ROMAN (BYZANTIUM) PERIOD





15

West Lycia's Gateway to the Sea: Patara Harbor

MUSTAFA KOÇAK
ERKAN DÜNDAR

Location and Topography

Today, an area of reeds 1500 meters in length and 250 meters in width, extending from Gelemiş village to the south and to the beach, contained a long thin bay in antiquity (Fig. 1). This geographical feature, which we are accustomed to seeing in many other ancient harbor cities on the shores of Western Anatolia, was caused by the Xanthos river (Eşen Stream / Kocaçay) which flows into the sea from about 5 km northwest of Patara. While the deposits carried for thousands of years silted up the former large Xanthos Bay (now Eşen Plain) the thinner sands carried towards the sea have formed a bank 12 km long and hundreds of meters in width between this plain and the sea, from the effect of winds and currents. The section of this sand dune in front of Patara harbor bay has a width of approximately 600 meters. The sand that covers the entrance of the ancient harbor bay like a dam is the reason that the water level in the bay is sometimes up to one meter higher than the sea. Both this situation and the general rise in the sea level from the ancient period to the present day led to the swamp to be created in the modern village of Gelemiş through the narrow strait to the north. Thus, a swamp area of about 1500 meters in length and about 400 meters wide at the largest point was covered with reeds.

There are two pear-shaped ponds on the north-south line within the swamp. They measure approximately 200 by 130 meters in the north and 190 by 105 meters in the south (Fig. 2). The depths are up to 5 meters and the visibility under water is around 0.50 meters due to particulated organic matter. The pond in the south is separated from the rest of the bay by a spit on the west side, in a north-south direction. It is approximately 175 meters long and approximately 50 meters wide. This lagoon, which is only connected to the bay to the north, was the ancient inner harbor while the rest of the bay was used as an outer harbor, at least since the Roman Imperial Period.
A drawing by members of the Society of





1.
Patara
Harbor Bay,
aerial view

Dilettanti, who also visited Patara in the early 19th century, contains interesting and important information. The illustration shows the ruins of Patara from what is now known as Bodrum Tepe in the northeast of the city. (Fig. 3). To the west of the entrance of the ancient harbor bay, the waves break approximately where the lighthouse is located. There are no reeds in the current swamp, it is all covered with water. The connection between the inner harbor and the bay is open. It is understood that the bay was filled with sand at the beginning of the 19th century, but no reeds had yet grown. The connection to the sea for ships and boats has been cut off, but there is still sea water entering into the harbor bay. This means that the sand dunes increased rapidly after the early 19th century and caused the reeds to cover the surface of the water in the ancient bay with the effect of the dune preventing forestation. We can say that the swamp with its reeds is still relatively young.

Patara Harbor in Ancient Sources

The sediment deposits of the Xanthos river,



2.
Patara Harbor Bay, pear-shaped ponds

which cut the bay and turned it into a swamp, also contributed in the disappearance of one of the most important harbors of Lycia. As Patara Harbor was not only the one and only gate to the sea of the Xanthos Valley, which housed the four largest cities of the Lycian League, but it was also a strategically important harbor to dominate all the Lycian coasts. Its strategic importance was stated by Epicrates of Rhodes in the 2nd century BC, for example. In connection with this ancient anecdote, some historical events related to the harbor of Patara have survived to the present day. It is conceivable that some, if not all, of the 50 (Hdt. 7.92. According to Diodoros, this number is 40, see Diod. Sic. 11.3.7) warships sent by Lycia to the Persian navy during the Salamis naval battle in 480 BC were stationed in the Harbor of Patara. However, after Alexander the Great, Patara and its harbor were in an important position in the ongoing struggle between the diadochi. In the early stages of these wars, Patara served as an important regional harbor for the naval forces of Antigonos I Monopthalmos and his son Demetrios Poliorketes. The presence of a land and sea reconnaissance campaign is well established, made by the Antigonid generals Theodotos and Perilaus from Patara to Cilicia, but defeated by Seleucid I Nikator's fleet from Cyprus and by Ptolemaic admiral Polykleitos, who had taken a counteraction against Antigonos (Diod. Sic. 19.64.5–8). Although Diodoros does not mention the size of this expedition, his writings show that this reconnaissance union was gathered in Patara. In 304 BC, the ships of Demetrios Poliorketes in Patara harbor were attacked by the commander



3.
Patara Harbor Bay Plan, Society of Dillettanti 1811-13 (Antiquites of Ionia, Parth the Third [London 1840] Chap III, Pl. I

Menedemos of Rhodes. Menedemos had burnt an anchored ship while the crew of was on the shore, and he took many cargo ships carrying supplies to the army and sent them to Rhodes (Diod. Sic. 20.93.2–5; Plut. the *Demetrios*'s. 22.1). In addition about 130 years later, it is known that the Roman consul Quintus Fabius Labeo had burned 50 ships belonging to Antiochus King Antiochus III, which, according to a rumor, had golden rams aboard in the harbor of Patara (Plyb. 21.46; Liv. 38.39.2).

Located at a point where the east-west and north-south sea ways meet, Patara Harbor has been strategically important both in military and commercial terms in every period of history. One of the indications of this importance is that the king of Egypt, Ptolemy II Philadelphos, named Patara city Arsinoë, after his sister and wife when he conquered it in the 3rd century BC (Strabo 14.3.6.). If you look at the map of the Eastern Mediterranean the reason for Ptolemy II Philadelphos's behavior can be easily understood. A ship departing from Alexandria, the capital of the Ptolomaic kingdom in question, must visit the harbor of Patara, which has a geopoliticaly important position in this case.

Considering the ancient maritime practices (such as safe travel in certain weather conditions and seasons only), especially in the southwest coast of Anatolia, there was a need for harbors for seafarers where water and similar logistical needs could be met and ships protected from poor weather conditions and sudden pirate attacks. In Egypt, the correspondence of Zenon of Caunos with his friends, who served as the secretary of Apollonios, the minister of financial affairs for Ptolemy II Philadelphos, contains important information about the role Patara played in such situations. Two of these letters are interesting for Patara. In the first letter, it stated that Doris and Ariston, who traveled from Alexandria to Arsinoë, had taken refuge in Patara due to bad weather conditions (P. Cair. Zen. I 59029). In another letter written by Sosipatros to Antimenes and another one by Antimenes sent to Zenon on April 1, 257 BC, the continuation of the incident was explained in detail. This letter states that Doris and Aristion took refuge in Patara in order to change ships due to stormy weather and transfer some passengers to a different ship. However, it was reported that he rented a smaller ship for thirty-five drachmas and departed again on December 5, 258 BC to Arsinoë, the final destination, without waiting for the travel season (P. Mich. Zenon 1.10). In this letter, Sosipatros explained that the two passengers, along with the chartered ship, had arrived at their desination Arsinoë on 31 January 257 BC. Considering the geopolitical role of Pataran harbor, it may be inferred that this harbor may have been maintained in the early periods.

The Harbor of Patara was an *emporion*, that is, a market place where overseas products are bought and sold, even when Alexander the Great was alive. Ancient sources state that this king from Macedonia wanted to give the income of this *emporion* to the Athenian general Phokion (Ael. var.hist. I 25,11-12). Unfortunately, as we progress to earlier times in history, written sources become infrequent and news about Patara and Lycia decline. Nevertheless, Herodotos of Halicarnassos, the father of history, who lived and wrote in the 5th century BC, speaks of the oracle center of Apollo and his prophetess in Patara. This divination center attracted many visitors thanks to the harbor right beside it and it was able to declare its fame to the other side of the sea. As early as the beginning of the 5th century BC, the written sources became completely silent. However, there

are wrecks of Uluburun and Gelidonya, dating back to the 14th and 12th centuries BC, as well as the finds uncovered in the city, which helped us to trace the importance of Patara Harbor into the bronze age. Although it is not known whether these unfortunate ships from the Bronze Age went to Patara or not, as mentioned above, it must have been a safe harbor known and used by many others for protection during voyages.

The natural and sheltered harbor, which was the most notable factor in the existence of Patara as a settlement, undoubtedly played a leading role in the abandonment of the city. The fact that Cem Sultan met the Knights of Rhodes in Patara at the end of the 15th century AD indicates that the closure of the bay could have happened after this century. This is because there is no historical data about Patara after this date. On the other hand, there are clear references indicating that Patara was used as a harbor by the new owners after the control of the region passed to the Seljuks (1211 AD). During the conquest of Attaleia by the Seljuks in 1216 AD the use of the Lycian harbors of the Seljuk navy, possibly including the ships deployed in Patara, indicates a strict Seljuk state authority in the first quarter of the 13th century BC. This Rum-Seljuk control, which can be traced back to the 1280s, probably lasted until the rise of the Seljuk-backed Menteşeoğulları Dynasty in the early 14th century. The harbor is known for its use and from the early 13th century until its looting in 1362.

One of the reasons that the harbor was not able to regain its formerkey role in Xanthos Valley after the looting in 1362, is that the Knights of St Jean, who were in establishment from 1310 to 1522 in Rhodes near the city, repeatedly attacked Patara, whose harbor entrance was not well preserved. However, the main reason why the harbor, which is still strategically important, is not used is that it no longer allows large ships to enter. That is, the natural siltation process has progressed considerably. From this perspective it is possible to see Patara witnessing the meeting of the Cem Sultan and the Knights of Rhodes at a place that has been abandoned or has become a village, ie. out of sight, but still easily accessible from Rhodes (a location known for its lighthouse which Piri Reis included in his maps).

Exploring this marshy area, underneath which an important part of the harbor structures of Patara are hidden, can be realized with the traditional methods of archeology (excavation, surveying, etc.), only, if it requires significant financial resources. Because from time to time it is almost impossible to even get into the swamp. Thus, scientific works conducted in the present day are not much, so proportional to this level of difficulty. At this point, work with other disciplines (especially geoarchaeology and geophysics) are becoming more signifcant in approaching the problem.

The Heart of the City

In the light of ancient sources and archaeological data, we can say that the only reason for the settlement in Patara is the harbor which we tried to describe briefly above. This long and narrow bay was one of the few safe coves where sailors

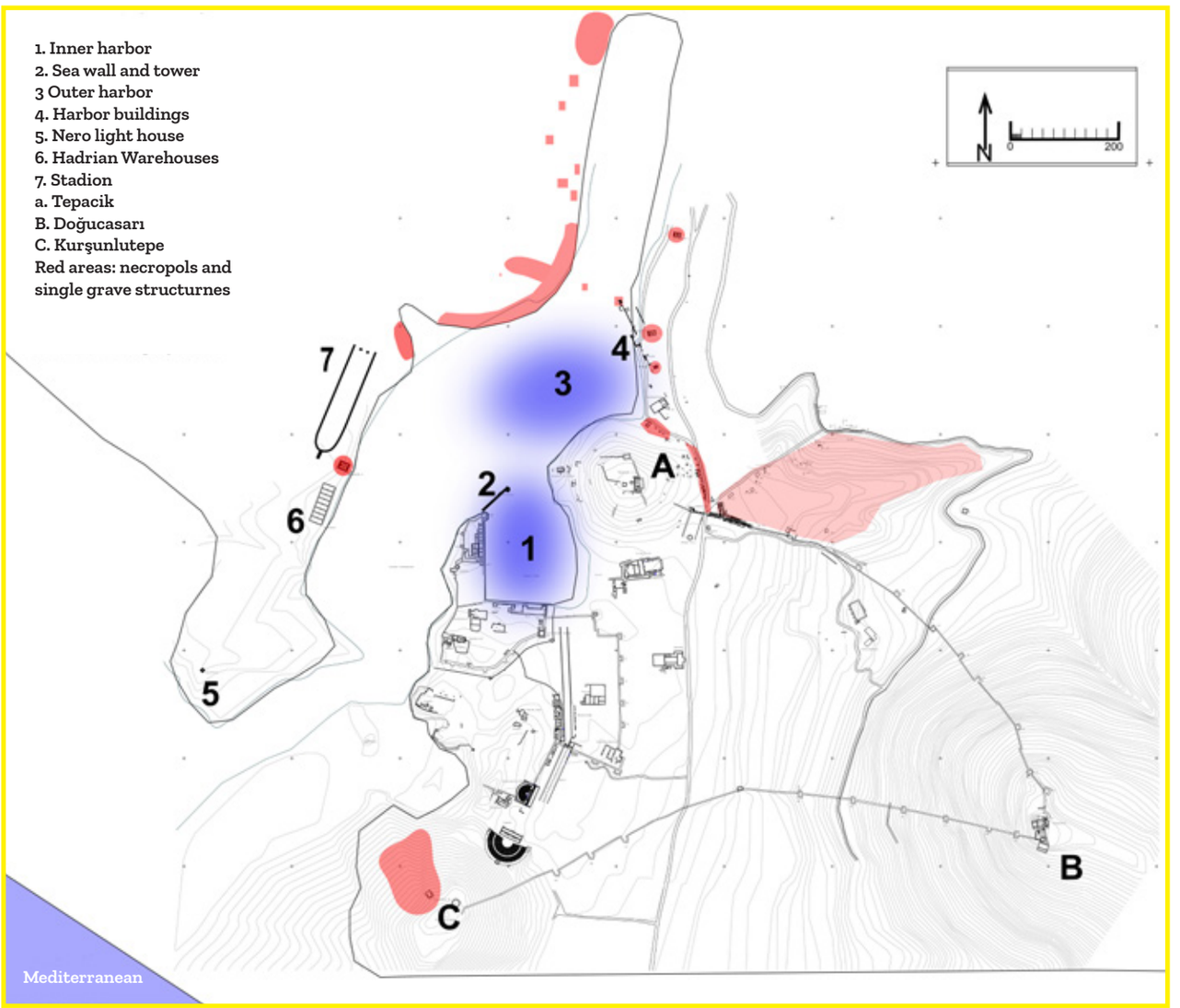
could take refuge on the dangerous Lycian coast. In addition, the Xanthos Valley, which lies behind it and hosts many cities and settlements, is almost the only gate to the sea. The combination of these two geographical and topographical features made Patara the most important harbor city in the region. In addition, the fact that it is located at the intersection of the sea routes between the eastern Aegean and Cyprus, Egypt and the Levant has also contributed to this importance. For this reason, the abandonment of the city and the siltation of the harbor bay which rendered it unusable, happened during the same period. In order to understand how much the city is harbor-oriented, one only need take a quick look at its plan. The early Hellenistic city walls seem to want to embrace the harbor bay by extending from the eastern rise of Doğucasarı to Tepecik in the northwest and Kurşunlu Tepe in the southwest (see E. Dündar - M. Koçak, "Patara Savunma Sistemleri" in this publication). Built around 800 years later, the Late Antiquity City has "reduced" the city to almost one fifth towards the harbor, leaving out the residential areas and agora on the outskirts of Doğucasarı. The Medieval Wall of 600 years later focused on the harbor, with a small area just south of the inner harbor, covering the spit separating it from the bay. The city, or rather its wall-protected part, always remained near the harbor. Until, that is, the harbor was destroyed.

Rich Architectural Archive

Briefly mentioning the structures that are directly or indirectly related to the harbor, which have various functions that can be seen on the ground and have survived to under the marshes on the coasts, is enough to show the great potential of the Patara harbors in research areas such as economics, military and representation (Fig. 4). However, one of these structures is undoubtedly the lighthouse unearthed by a difficult excavation under the sand: the Patara Lighthouse, which rises about 27 meters on a podium to the northwest of the bay entrance and was built by Emperor Nero (see H. İşkan, "İmparator Nero'nun Patara'daki Prestij Yapısı – Deniz Feneri" in this publication). Currently, rebuilding of the lighthouse is being conducted by the Patara Excavation Presidency. When this concludes, it will shine with its white limestone body during the day and with its light at the top at night, visible from miles away, just as in ancient times.

Moving from the lighthouse to the bay, a storage building of eight similar sized spaces arranged side by side measuring 75 by 24 meters is encountered (Fig. 4-5). We know from the Latin inscription on the front facing the harbor that it was built by Emperor Hadrian. It probably played an important role in the shipping of grain from Egypt to Rome. Just to the north of this warehouse (lat. horrea) is one of the largest temple tombs of Roman Anatolia (Fig. 4-5). Inspired by the Roman temple typology, this tomb measuring 19 by 14 meters sits on a high podium with a monumental staircase in front overlooking the harbor.It is pseudo-peripteral. To the north of this tomb structure is a stadion with its sphendone to the south, extending approximately 240 meters north along the coast (Fig. 4-5). According to the first observations, the rows of seats to the east, ie the harbor side, consisted of only a few steps, while the ones in

4.
Patara Harbor Bay Plan, visible structures on the ground



the west are quite high. In other words, there was a lively harbor filled with ships anchored or moving in front of the spectators sitting in the western branch, and behind it a magnificent city prospect rising from the shore towards the back. Passed the *stadium* towards the north, the lively west coast of the harbor bay contains dozens of monumental tombs and podium sarcophagi with their fronts facing the harbor (Fig. 4). Starting from the north, there are several monumental tombs and sarcophagi along the eastern shore, with their fronts facing the harbor (Fig. 6). Here, too, monumental tombs reflect in form the Roman temple typology. To the south, to the north of Tepecik, there is the Early Christian Church, which is a little inland from the shore but clearly visible from the sea (see H. İşkan-F. Şahin, "Mezar Kilisesi ve Mezarlığı" article in this publication). Although this church, which is currently the subject of extensive publication, is based on the grave of a Christian saint, it may have been desired to be seen from the harbor. However, the construction of the Harbor Church, which is located just west of Tepecik at the entrance of the inner harbor, was most likely due to the fact that it was immediately visible to those arriving by sea.

The Patara Road Monument, whose blocks were reused in the Late Ancient City Fortification Walls, must have been erected at a junction where the "Harbor Agora" or the streets intersect, very close to the inner harbor (see F. Onur's article in this publication). This monument, dedicated to Emperor Claudius and rich with political propaganda, is built in the immediate vicinity of inner harbor instead of a . Unfortunately, we do not have any other information about the construction on the east coast of the inner

harbor, except for the Patara Road Monument. The southern shore is bound by a double stoa repaired by Opramoas of Rhodiapolis after the 141/142 AD earthquake. There is no further data on this stoa, whose front row columns are integrated into the Late Antique City Wall, creating a half-columned front. However, it is possible to say that the stoa, even after a little change, maintained its representative feature that welcomed those entering the inner harbor, even after this integration.

Almost all of the structures in the northern part of the peninsula which seperates the inner harbor from the rest of the bay were built in the 10th century AD, when the Eastern Roman Empire retook Crete from the Arabs (961 AD). It is obviousthat the structures were intended for military purposes from the walls surrounding them, but most importantly they show an orthogonal settlement plan. It was correctly suggested that this settlement was a Kastron (see E. Dündar - M. Koçak, "Patara Savunma Sistemleri" in this publication).

To the south of the Kastron is a free area measuring approximately 60 by 40 meters, with no visible remains of any buildings. A survey conducted in the area last year revealed four in situ column shafts. When their distances to each other and their position in the field were determined, it was understood that they must have belonged to a ship sheds It would have consisted of at least ten long corridors in an east-west direction and aligned side by side, separated by rows of roof-bearing columns (Fig. 7). The width of the corridors is about 6 meters, and in this way they are similar to many Classical Period ship sheds known particularly from Greece. Therefore, it is possible to think that this area was a place where warships were taken ashore, in very early times. Therefore, a remnant building structure at the entrance to the inner harbor raises additional information. About 60 meters northeast of the northern end of the aforementioned peninsula there is a 14 meter long, 3 meter high and 2.40 meter thick emplecton-wall, and a little bit to its north is a circular building with a diameter of 10 meters (Fig. 8). Undoubtedly, these two

5.
The *horrea* of Hadrian, *Pseudo-Peripteros* Tomb, *Stadion*



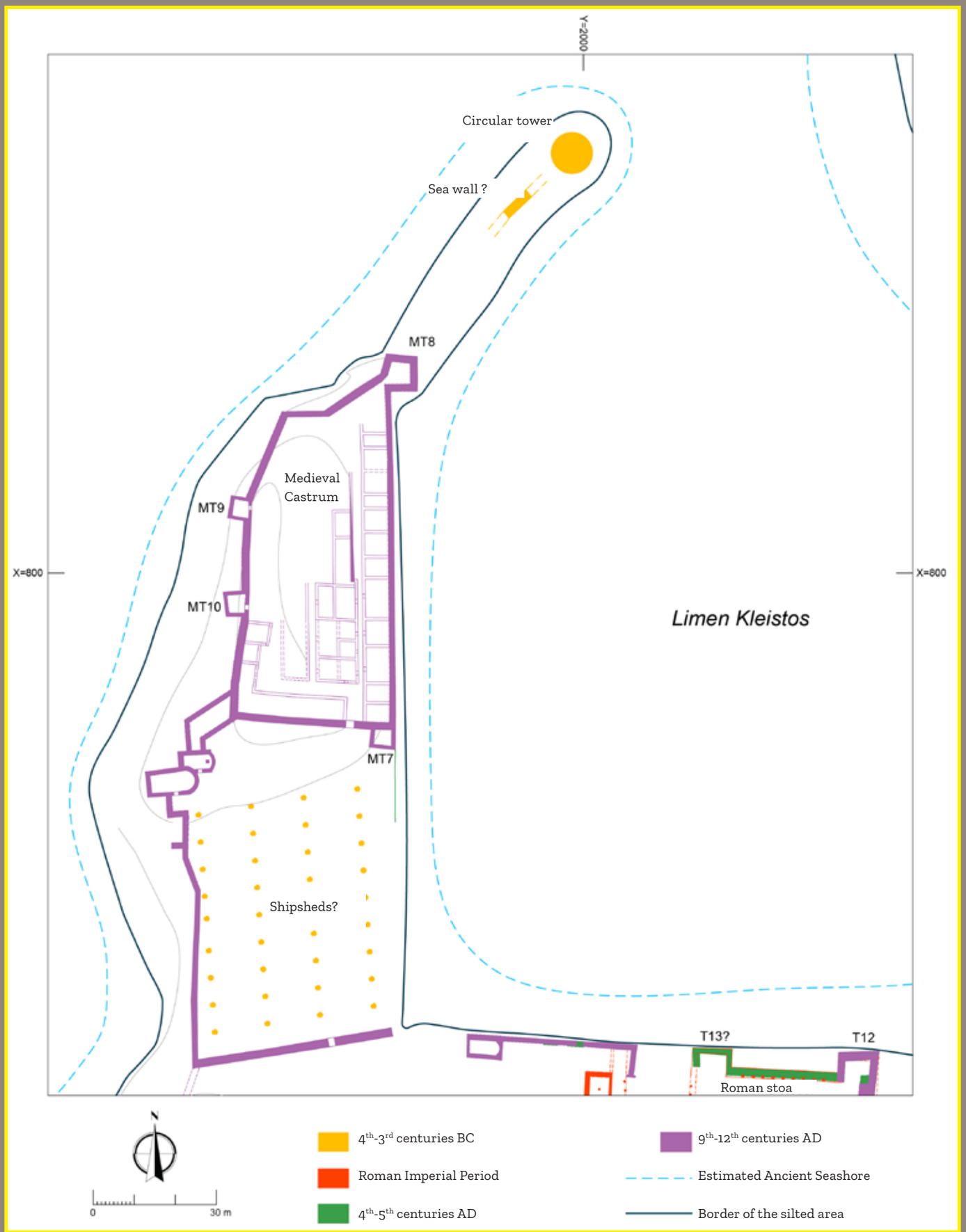


6.
Akdam Tomb and Harbor Bay, view from the northeast

building remains belonged to a sea defense wall extending from the peninsula to the northeast and were connected to a large circular tower. Although the lining technique belongs to the Late Antique Period, all of the blocks show great similarities with the blocks of the Early Hellenistic Fortification Wall of Patara. These blocks belonged to an Early Hellenistic sea wall, possibly found in the same place, which was demolished after staying idle for a period of time, especially during the Pax Romana. It was reused due to a need in the Late Antiquity. In this case, the ship sheds of the warships may be contemporary with the "Early Hellenistic Sea Wall." As well as this wall and tower which protected the entrance of the inner harbor, another wall and tower extending from the western skirt of Tepecik to the entrance can be expected. In antiquity, military harbor entrances with ship sheds were often enclosed by high walls and towers (*limen kleistos*). Military ports would also be separated from the city by wall/walls (*diateichissima*) to control access. It is possible to think that this was also the case in Patara. The presence of the corridors and the axes of the Middle Ages Fortification Wall in parallel with each other supports this idea. Underneath this single-door wall separating the medieval city from the peninsula and thus from the quay, perhaps lies the foundation of another wall from the Early Hellenistic Period.

To the west of Patara Harbor Street and the Parliament Building, there is an natural elevation with steep sides facing the harbor bay. Although our knowledge of the structures in this area is very limited, the remains of both religious (at least one chapel) and non-religious building from the Christian period (see Patara City Plan in this publication) are present near the harbor bay. Here, the base of a tripod dedicated to Apollo

7.
Reconstucted plan of the setting of the columns of the suggested shipsheds


Y=2000
Circular tower
Sea wall ?
MT8
Medieval
Castrum
MT9
X=800
MT10
Limen Kleistos
X=800
MT7
Shipsheds?
T13?
T12
Roman stoa
0
30 m
4th-3rd centuries BC
Roman Imperial Period
4th-5th centuries AD
9th-12th centuries AD
Estimated Ancient Seashore
Border of the silted area

8. Remains of sea wall and tower, view from northeast



Patroos (Apollo of the Ancestors) was found in the 1990s. The fact that the base doesn't containand finds in context, leads the following question: "Is there a temple at the entrance of the harbor bay?" to remain unanswered.

Kurşunlutepe determines the geographical boundary of Patara Harbor in the southeast. Like the aforementioned elevation, the side of Kurşunlutepefacing facing the harbor bay is steep and consists of rock. As mentioned before, a tributary of the early Hellenistic fortification walls from Doğucasarı extends over this hill. While to the northeast of the plain on the hill there is a large cistern, some parts of which are carved into the rock, to the northwest there is a large monumental grave belonging to Roman Empire (Fig. 9). It practically stands across from the lighthouse. Surely, it could be seen from far away by sailors like the lighthouse, and was probably used as a point of bearing.

A quick stroll starting from the lighthouse and continuing along the coast revealed the rich architectural archive of the Patara harbor bay, a large part of which is well preserved. Undoubtedly, this archive, a significant part of which is still hidden under the reeds and muddy waters of the marsh (a few other architectural remains to be discussed below), as can be seen, is the result of zoning movements beginning at least in the 4th century BC and extending over the next 1400 years. Of course, Patara is not just an architectural archive, whose harbor bay is similar in this respect to every ancient harbor. In addition, it has a number of interrelated archives where various finds (objects of everyday use), floral/faunal remains and, for example, traces of tectonic changes are preserved and can be discovered with the help of many scientific disciplines. By examining these archives together, it will be possible to realize the past of the Patara harbor bay in vivid detail and thus a very important part of the history of the city. The scientific results to be obtained will not only be limited to this ancient city, but also can make great contributions to research made on ancient harbors.

Geoarchaeology and Geophysical Works

As it is known, one of the key questions of the harbor research is determining the height of the sea level and the shift of the coastline in



9. Kurşunlutepe cistern and monumental tomb

the most accurate way possible for the relevant period or periods. Another is to reveal the beginning and ending periods in harbors that have been left out of use, and filled with sand such as the one in Patara. In addition, it is possible to follow the traces of environmental / climatic activities in harbors in various periods. These activities in question provide essential information for natural events, ranging from large and sudden events such as tsunamis, to the periodic plant presence of the micro region (pollen analysis). Such information to be accessed through the methods of geoarchaeology will provide answers to many questions not only about the location of the harbor structures and their relation with the sea, but also the general topographic structure of a city interconnected with the harbor and the reactions to the marine disasters and its economic history.

In this context, the geoarchaeological work carried out in Patara and Eşen Plain in 1993 and 1995 are very valuable both in terms of their results and as a basis for similar future work. In this period, the analysis of the near forty drillings carried out in and around the harbor of Patara showed that the ancient shoreline was, as expected, deeper than the current reed border. According to this, two thousand years ago the harbor culminated in the north at the level of the entrance to the ancient city. This is a little further north of the northern pond, also known as Akdam. Precisely in this area, the remains of an *exedra*-shaped tomb structure belonging to the Roman period, today located in the reeds, support this geoarchaeological finding. However, since the first geoarchaeological work took place, new data was reached in the ongoing research. In the light of these new data, it was revealed that the reconstruction of the ancient coastline created at that time should be reviewed and revised in some places, even if just slightly. One of the topics that will continue in the coming years will be the creation of a comprehensive scenario of the periodic changes of the ancient coastline. In this context, in the summer of 2017 a team consisting of geoarchaeologists from the Universities of Johannes Gutenberg (Mainz) and Şeyh Edebali (Bilecik) re-started drilling in the harbor of Patara. During this work, six drillings were made, one of which was closed (Fig. 10), but their ongoing analysis could not be finalized.



10. Drilling work

In 2012, the geophysical work on the bay and coasts of Patara harbor were carried out. In these work projects, which are more of preliminary work, prospection conducted by lateral sonar and seismic methods in two ponds in the swamp revealed very important clues about the potential of Patara Harbor. In these two ponds many anomalies were found.

In 1994 a series of wall remains, mostly in the southeast-northwest direction, were unearthed as a result of the excavations carried out in the northeast of the pond in the north following a period of several droughts. In 2012, prospecting with a ground radar (GPR) was conducted in the Akdam locality on the northeast coast of the harbor bay. As a result of the work, an anomaly extending parallel to these walls was found approximately 30 meters east of the wall remains uncovered in the 1994 excavations. Considering its thickness and uninterrupted length, it is possible to consider that this anomaly may be a terrace wall which protected/formed the area to the west of the structures. In such a case, it is understood that the architectural remains uncovered from the results in question, as well as the ground radar, are a part of the harbor coastal construction.

Various geophysical prospection projects in the Patara harbor bay, which will be applied in the reeds and ponds in the coastal band construing several kilometers in total, will provide us with important information on both the architectural remains in these areas and the ancient coastal line. The analysis of the results will also be important for the determing and planning some archaeological research methods (such as excavation and drilling) and will be carried out in cohesion with other research methods (geoarchaeology).

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INDEX

10th bastion 21
9th Bastion 21

Abdal Musa 64
Abydos 312
Achaeans 40, 56-57, 76
Achaemenid 68, 71, 73
Achaia 94
Acheron 401
Achilles 40, 42, 56-57
Actium 81, 83
Ada 71
Adalya 132-33
Adatepe 152, 185
Aegean 10, 17-18, 57, 62, 64, 74, 119-20, 127, 291, 328
Aegean Migrations 54, 56
Aeneas 27, 47, 53, 312
Agamemnon 40, 42
Aglaophon 33, 62
Agora East Stoa 163, 264, 267-68
Agora Gate 21, 267
Agora West Stoa 21, 163, 165, 167, 170, 252, 255, 257, 259-62, 264-68
Aiol 56, 119
Akalissos 282, 389-90
Akbel pass 369-70
Akdam 297, 347, 349, 351, 355-59, 362
Akdam Grave 294
Akdam locality 298
Aklar 108
Alakür 351
Alâzeytin Castle 178
Aleksandria 289
Alexander III 160
Alexander Polyhistor 40
Alexander the Great 10, 73-74, 83, 117, 145-46, 179-80, 183, 288-89, 386, 395
Alexandria 81, 289, 399, 402
Alexandria Lighthouse 310, 313
Amanos 113
Amphilochus 26
Amurapi 120
Anassa as in Claudia Anassa
Anastasius I 398
Anatole 50
Anatolian Seljuks 64
Andriake 62-63, 69, 86
Andronikos 90
Antalya 11, 16, 20, 44, 70, 119, 135, 278, 280, 290, 386, 406-407
Antigonid 288
Antigonos Monophtalmos 74, 183, 288
Antimenes 289
Antiochus III 75-76, 151, 161, 289, 396
Antipatros 82
Antipharos 311
Antiphellos 69, 352
Antiquity 215, 236, 366-68
Antonine Dynasty 256, 261, 266, 268
Antonine Period 201
Antoninic Patara 93
Antoninus Pius 89, 94
Apaliunas 51, 105
Apameia 396
apelion 51-52
Aperlai 282
Aphrodisias 130, 138, 187, 190-91, 194, 402
Aphrodite 113, 117, 312
Apollo 10, 26-31, 38-44, 46-47, 50-53, 55-56, 62, 75, 78-79, 90, 93-94, 96-97, 105, 289, 296, 358, 362, 396, 402
Apollo Lykios 50
Apollo Patrios 39
Apollo Patroos 38-39, 42-43, 53, 90, 296
Apollo Prophecy Center 26-28
Apollodotos 52
Apollon Grove 349
Apollonia 109, 282, 362
Appianos 28, 30-31
Arabs 173, 190, 193, 293, 325, 399
Arameans 125
Araxa 44, 389
Arcadius 402-403
Arch 204, 207, 209
Archaic Period 68, 107, 126, 133, 156, 159
Arinna 116-17, 119
Ariston 289
Aristotle 312
Arrian 73
Arsada 58
Arsinoe II 74, 161, 164, 289, 395-96
Artami 105
Artapates 79, 164
Artaxerxes 160
Artemidoros of Ephesos 77, 161, 282
Artemis 42-44, 52-53, 55, 75, 79, 99, 105, 258, 396, 402
Artemis Kombike 99
Artemis sanctuary 28
Arttumpara 394
Artukka 122
Arykanda 191, 258, 389, 398
Asarcık 350
Asia Minor 18, 53, 70-71, 73-76, 78-79, 87, 99, 395, 397-98, 402
Assos 109, 235
Assuwa Confederacy 122, 125
Astarte 144
Atatürk, Mustafa Kemal 10, 65, 128
Athena 40, 56, 394
Athena Polias (Priene) 402
Athena Polias Sanctuary Stoa (Pergamon) 261
Athens 55, 57, 69-70, 104-105, 107, 122, 124, 131, 135, 346-47, 358
Attaleia 16, 386, 390, 397
Attalid kingdom 76
Attalos III 78
Attic Geometric Period 133
Attica 141
Attis Castratus 226-27
Auge 40
Aurelia Chrysion 98
Auxentius 33
Avarna 114, 119
Avars 325
Avşartepe 108-109, 178
Awarna 114-15

Baba (father) mountains 116
Babakum 20
Babylon 104
Bacchylides 122
Balboura 389
Bargylia 397
Bari 62, 64
basilica 19, 22-23, 62, 99, 111, 113, 172, 318, 326-28, 334-35, 359, 402
Basilica Thermarum 21, 169, 216-17, 224-31
bastion 160, 180, 183
Battle of Actium 81, 83
Battle of Magnesia 75-76, 396
Bayındır Harbor 350
Bayraklı 130
Bellerophon 122
Bellerophon Tomb 349
Bethlehem 63
Beycesultan 130, 138
Bible 31, 65, 318
Bodamya 368-69
Bodrum 250, 351-59
Bodrum Tepe 164, 287, 375
Boeotia 42
Boio 53
bothros 141
Bouleuterion 13, 78, 186, 272, 274, 276
Branchos 54
Break Pressure Tank I 377-78
Break Pressure Tank II 13, 378
Break Pressure Tank III 379
Bronze Age 60, 108, 119-20, 130-31, 290
Brutus 30-31, 81-82
Brutus Expedition 30
Bryaxis 29, 73
Burial Vault 20
Buruncuktepe 160
Byzantine 92, 96-97, 99, 400
Byzantion 398

Caesar 30, 81, 83
Capito Bath (Miletos) 235, 246-47
Capitol 78
Cappadocia 94
Capri Island 313
Caria 71-73, 76, 118, 124, 126, 178, 180, 346, 394-95, 397
Carian 16, 52, 54, 73, 76, 107, 117-18, 160, 395, 397
Carthaginians 75
carved tomb 20-21, 347, 349, 353-55, 357
Carymlessos 52
Cassius 81
Cassius Dio 30-31, 81, 84
castellum 205, 373-77
Cem Sultan 290
Cemetery Church 55
Central Agora 156, 161, 163, 167, 170, 252, 255, 259, 262-63, 266
Central Bath 13, 171, 214, 238, 252, 379
Chaeronea 42
Chaldaians 27
Charon 400-401
Charon obol 401
Chimaira 28
Christian Period 57, 172-73, 296, 341
Christianity 60, 63-65, 117-18, 123, 318, 353
Christians 33-34, 99, 112-13, 118, 172, 187, 292, 318, 322, 334, 341-42, 362-63, 399-401

Church of Irene 62
Church of Santa Claus 62, 64
Church of the East 61
Cilicia 78, 235
cistern 13, 16, 22, 112, 141, 182, 296, 366-68, 378-79
City Basilica 13, 20, 319-20, 327-28, 359, 398-99
City Church 20, 112
City Gate 13, 21, 160, 163-64, 168-70, 172, 182, 198, 200-205, 207, 209, 214, 251, 255, 351, 375-76, 402
City Wall 160
Classical Age 120, 123, 346, 352, 355
Claudia Anassa 90, 92-94, 98, 245
Claudia Polla 202
Claudia Titiane 98
Claudia Vanassa 351, 359
Claudius 26, 83-85, 97, 168, 183, 198, 203-204, 207, 209, 236, 276, 292, 302, 311, 313, 371, 382, 384, 388, 398
Claudius Flavianus Eudemos 43
Claudius Period 401
Clemens of Alexandria 29-30
Cleopatra 81
Constantine 61, 63, 99, 318, 398
Constantine I 398
Constantinople 99, 398
Constantinus II 193
Corinth 94, 141
Corinthian Temple 20-21, 170-71, 173, 189, 252-53, 253, 401
Crete 16-17, 113, 122-24, 193, 293
crusaders 399
Cyclop 127
Cyprus 16, 31, 120-21, 141, 144, 288, 291, 326, 400

Çakallık 351
Çakallık Stream 366
Çalış Hill 120
Çaltılar Höyük 132
Çatalhöyük 113, 117
Çayağzı 16

Damlıbazı 354
Danaos 39
Dark Ages 325
Değirmenbaşı 368-69
Delikkemer 20, 168, 203, 205-206, 369-70, 372-73
Delos Island 27, 42, 44, 53-55, 104
Delphi 26, 28, 39, 42, 53-54, 97, 104
Demetrios Poliorketes 74, 183, 288
Demetrius 180
Diadochi 74,
Didyma 54-55, 105
Dikilitaş 369
Diocletian 99
Diodorus 46, 74, 183, 288
Dionysios 227
Dionysios (architect) 275-76
Dionysius Periegetes 38, 40, 54, 98
Dionysus Lykeios 226
Dirmil 16, 124
Dodecanese 144
Doğucasarı 20, 105, 109, 111-19, 134, 172, 179-83, 198, 254, 291-92, 296, 349, 362, 369, 401
Doğucasarı Church 172, 327
Doğucasarı Hill 156, 160, 318, 373, 375, 378
Domitian 89
Doric Hellenes 51
Doris 289
Dover 313
Düzset Structure 19
Dynastic Mansion 107-108
Dynastic period 60, 104, 117, 178, 394

Early Bronze Age 120-21, 128, 131-32, 156
Early Byzantine 99
Early Chalcolithic 134
Early Christian Basilica 111
Early Christian Period 57, 322, 341
Early Classical 58, 126, 350
Early Eastern Roman 13, 111, 276-77
Early Hellenistic Period 129, 160, 161-62, 186-87, 247, 267-68, 291, 294, 296, 378
Early Iron Age 54, 109, 113, 117, 121, 124, 126-27, 129-30-34, 138, 159, 354
Early Roman Empire 60, 84, 165, 167
Early Seljuk 174
East Stoa as in Agora East Stoa
Eastern Hellenic 126-27, 346
Eastern Roman Church 111, 118
Eastern Roman Empire 172-73, 193, 275, 293, 336, 398-99
Eastern Roman Period 20, 65, 111, 276-77
Eastern Roman Wall 350, 358
Eflatunpınar Spring Sanctuary 116-17
Egypt 10, 16, 52, 74-75, 81, 104, 125, 144, 289, 291, 318, 325, 340, 396, 698
Eileithyia 54
Elaiussa Sebaste 235, 355
Elmalı 44, 64, 108, 117, 363
Elmalı D-Tumulus 52, 55
Elmalı mansions 123
Elmalı Plain 384
Elmalı Plateau 58
Epaphroditos as in Tiberius Claudius
Epaphroditos
Ephesos 52, 57, 77, 276, 397, 402
Epikrates of Rhodos 76
Epiphanius 63
Eprius Marcellus 203, 371
Eren Tepe 20
Eros 113, 117
Ertemi 53, 105, 117
Erythrai 124
estuary 10, 17, 109, 111, 115, 119, 122, 126, 138, 156, 171, 251-52, 286, 288, 290-91, 302, 306-307, 312, 349, 351-53, 355, 357-58, 366, 379
Eşen Plain 156, 286, 297, 366
Eşen Stream 16, 286, 384, 400, 406, 408, 410
Eşençayı Delta 20
Eudomos 201, 268, 335, 340
Eudomos Sarcophagus 335
Euhodos 98
Eukrates 26
Euphrosynos 98
Eustathius 38, 40

Fatimid 399-400, 403
Fethiye 26, 120, 395
Fethiye Gulf 16-17
Fırnaz 20
Fırnaz Bay 371
First World War 379
Flavian Period 169, 228
From Lukka to Lycia 50, 53, 62
Frontinus 168, 209, 369, 372-73

Gagai 85-86, 390
Gaius Julius Caesar Octavianus 81, 83
Gaius Mettius Rufus 202
gallop 58
garrison 73, 75, 129, 146, 151, 161, 180, 183, 395
Gelemiş 16, 164, 286, 352, 362, 379, 408
Gelemiş Cape 408
Gelemiş II-Tomb 358-59, 362
Gelidonya Wreck 119, 290
Geometric Period 19, 131-33
Germanicus 83, 89
Germanicus Caesar, 236, 302, 311-12
Girmeler Cave 120
Glaukos River 114, 122, 124
Gordianus III 44, 397
Gordion 128, 130
Gordion Kybele 52
Gölbent 350
Graveyard Church and Cemetery 332-33, 336-37, 340-43
Greeks 28, 30, 38-40, 42, 44, 46, 53, 69, 71-76, 78, 83-84, 86, 97-98, 168, 236
Grynean Apollo 47
Günlük 349, 351, 359
Günlük Rock Tomb 346, 349, 352
Günlük Temple Grave 55
Günlük Temple Tomb 353, 357, 358-59
Günlük Tepe 164, 333
Gürlen 20, 351, 353, 359
Gürses 350
gymnasion 75, 245-47, 259
gymnasium 90, 92-93, 167-68, 225, 264, 266, 272
Gymnasium Propylon 166-67, 252
gynaikonitis 147-48

Hacı Bektaşi Veli 65
Hadrian Horreum 357
Hadrian Period 235
Hadrian Warehouses 292-93
Hadrianus 86, 89, 167, 202, 291, 171-72
Haldi 113
Halicarnassos 73, 108, 289
Harbor Bath 13, 19-22, 168-69, 171-72, 214-16, 226-28, 230, 235, 242, 251-52, 374
Harbor Church 13, 20, 172-73, 292
Harbor Street 160, 163, 167, 170-72, 188, 191-92, 252-56, 259-60, 262, 266-67, 294
Harpagos 68
Harpy monument 18
Hattusa 57, 121-22, 126, 128
Hattuşa King's Gate 51
Hector 65
Hekataios 29
Hekatomnids 71-73
Hekatomnos 71
Hellas 10, 50, 52, 54-55, 64, 104-105, 116, 120, 123, 135, 347
Hellen 11, 50, 57, 65, 124, 346, 351, 355
Hellenes of Achaea 56
Hellenistic Period 31, 44, 120, 160-65, 186, 203, 247,

254-56, 259, 268, 274, 282, 302, 352, 366, 372, 395-96, 402
Hepat 117
Hephaistos 28, 30, 56
Hera 44, 54, 164, 171, 352
Heraia 82
Heracles 40, 56-58, 226
Hermes 50, 65, 69, 394
Hero 312
Herod 313
Herodotus 16, 27-28, 42, 53, 69, 104, 123, 289, 312
Hesychios 113-14
Hierapolis 50-51, 362
Hippoukome 389
History of Apostles 31, 33
Hittite 10, 40, 51-52, 55, 57, 60, 105, 108, 114, 116-17, 119-22, 125-28, 134, 282, 347, 352-53, 355, 386
Homer(os) 16, 50, 53, 55, 105, 124-25, 134, 312
İlias 124
Horace 42-43
horreum 172-73, 357
Houses near the slope 205
Hurmalık 20, 54, 106
Hurmalık Bath 20, 214
Hydai 354
Hyginus 40

Ialysos 130
Iasos 118, 262
Iberic peninsula 399
Idagras as in Marcus Antonius Idagras
Idebessos 282, 362, 389-90
Ikadios 38-39, 42
Imperial Age 30
Inner Wall Church 160
Ion 52, 54, 120, 359
Ionia 18, 50, 119-20, 122, 124-25, 127, 131-32, 141, 288, 302, 346-47
Ionian 50, 109, 119-20, 122, 131, 134, 346-47
Ionnes 63
Iris 54, 408-409
Iron Age 126, 130
Ishtar 113, 117
Isinda 282
Islamic 64, 401
Island of Makri 120
Isocrates 346
Iulia Procla 94

İbri 366
İbri Bridge 369-70
İmam El-Mustansir 399, 403
İncesu bridge 369
innerharbor 112, 134
İslamlar 368
Jerusalem 63-64, 318, 400
Jesus 62-64, 311
Johanna 63
Julia 83
Justinian 398
Justinian Basilica 118

Kabak Bay 350
Kafi Baba 64
Kakasbos 57-61
Kalokairos 98
Kalymnos 180
Kaman Kalehöyük 128
Karataş 123, 363
Karatepe 55
Kasaba Plain 384, 390
Kastabara 389
Kastabos Hemitheia 402
Kaş 11, 16, 278, 366-67, 384, 406
Kaunos 16, 180, 386, 389, 395, 397
Kerththi 350
Kets 57
Kherei 52, 57, 105, 112, 117, 394-95
Kheriga 71, 355, 357, 394-95
Khios 397
Kısık 200, 332, 366
Kısık Strait 152, 185, 250-51, 366
Kışla Mountain 369
Kızıltepe 368
Kibyra 16, 384, 386, 389-90, 397
Kibyration Thema 173
Kilisetepe 130
Kimon of Athens 70, 104
King Alaksandu of Wilusa 51
Kingdom of Muslim Murshia 399
Kingdom of Seleucid 396
Kitab Ghara'ib al-funun wa-mulah al-un 174
Kitanaura 16, 386, 390
Knidos 359, 397
Knights of Rhodes 290
Kodros 122
Kokarsu 56
Komnenos 399
Kormos 282
Kos 79, 180, 397
Kosara 390
Kossikas 69
Köristan 58
Kragos 98, 115, 134, 396
Krinolaos 79-80
Kronos Hill 116
Kulaksız 351
Kumluca 119
Kurşunlu Tepe (Kurşunlutepe) 17, 22, 87, 113, 156, 160, 163, 171, 180-83, 186, 254, 291-92, 296-97, 351, 353, 358, 366-68, 378
Kurudere 369
Kültepe 130
Kyaneai 16, 53, 85, 349, 384, 389-90
Kybernis 69
Kyme 235
Kyros 350

La Coruna 313
labrum 234
lata 52, 105
Late Ancient City Fortification Walls 292
Late Ancient Wall 259, 263, 266, 268
Late Antiquity 22-23, 87, 99, 109, 119, 138, 151-52, 156, 183
Late Bronze Age 57, 113, 115, 117, 119-22, 124, 126-28, 130, 132-33, 135, 354
Late Bronze Age III 138
Late Chalcolithic 130-31, 134
Late Classical Period 30, 106, 113, 160, 198, 378, 398
Late Geometric-Archaic Period 121
Late Geometric-Early Archaic Period 130-32
Late Geometric-Sub-Geometric Period 127
Late Hellenistic Period 28-30, 58, 163-64, 168, 252, 262, 275, 306
Late Neolithic 113
Late Republic 165
Late Roman 58, 65, 193, 398
Late Roman-Early Eastern Roman 276
Latmos 118
Leandros 312
Leo 318
Leonis, Saint 400
Leptis Magna 313
Leto 28, 42-44, 52, 54-55, 75, 79, 105, 117
Leto Palm Tree 55
Letoids 52, 55
Letoon 16, 30, 52, 55, 72, 78-79, 95, 105, 339, 363, 402
Levant 16, 18, 144, 291
Licinius Euelton 89
Licinius of Patara 89
Lighthouse 86, 169, 291, 302-306, 308, 310-11, 313-14
Limyra 26, 72, 74-75, 106, 109, 117, 191, 350, 384, 389-90, 394, 396
Limyra River 26
Lion Tomb 20, 352, 359
Livius 30, 302
lord mansion 107-108, 112, 125-27
Lucca 120-21, 134, 400
Lucius Luscius Ocra 86-87, 98
Lucius Septimius Teronides 97
Lukka 119-23, 125-28, 134
Lukka Expedition 114
Lukianos 26-27
Mistress Talks 31
The Lover of Lies 26
Lusignans 400
Luwian 51-52, 57-58, 64, 68, 104-105, 108, 114, 117, 120, 122-23, 125-26, 346
Lycia Province 16, 236, 311, 313
Lycian 10, 23, 33, 46, 65, 115, 161, 202, 209, 268, 391
Lycian League 23, 65, 77-79, 81-83, 89-90, 92, 94, 96, 161, 174, 201-202, 214, 245, 272, 277, 279, 281-83, 288, 386, 396-98, 401, 403
Lycian Peninsula 135
lycium 32-33
Lykegenes 50, 105
Lykia dynastic period 60, 104, 117, 178, 394
Lykos 39, 44, 50, 122
Lykos Rhodos 46

M 52 21
M 53 21
Macedonia 400
Macedonian 10, 73, 75, 81, 117, 289, 395
Macedonian War II 75
Magnesia 75-76, 396
Makmara Stream 366
Maximus of Tyre 28
Mallus 26
Manuel I Komnenos 399
Marcus Agrippa 83
Marcus Antonius Idagras 79, 81-84
Marcus Aurelius Alexion 266
Markia Tomb 21, 351, 353, 355, 357
Markiana Egloge 359

Maseis 57
maskem 205
Matarkubileya 113, 117
Maussolleion 73
Maussollos 70-71
Maussollos Caria 160, 346
medieval 111-12, 119, 170, 173, 193, 294, 325-28, 385, 399
Medieval Bath 21, 173-74
Medieval Fortress 110, 113
Medieval Wall 193-94, 291
Mediteranean 16, 19-20, 75, 85-86, 119, 135, 144, 164, 169, 173-74, 209, 247, 289, 298, 302, 307, 314, 318, 325, 343, 366, 395, 397-99, 407, 413
Mela 26-27, 30, 54
Melesander 71
Melos Island 10, 120
Memianus 33
Menedemus of Rhodos 183, 289
Mesopotamia 75
Methodios Tomb 62
Methodius, Saint 10, 33-34, 61-64, 172, 363
Resurrection 62
Metropolis 125
metropolis 63, 87, 89-90, 92, 94, 96, 201-202
Mettius Androbios 92-93, 245
Mettius Modestus 93, 169, 200-202, 204, 207, 402
Mettius Modestus Gate 320, 375
Mettius Rufus as in Gaius Mettius Rufus
Mevlana 65
Middle Chalcolithic 128, 134
Middle Iron Age 131
Middle-Late Hellenistic Period 163
Miletos 402
Millawanda 126
Milyas 19, 57-58, 123, 128
Minos 123
Mirtale 31-32
Mithridates VI 28, 43, 78-79
Mongol 399
Montesquieu 10, 77, 277, 279, 282
De l'esprit des lois 77
Morgantina 402
Mount Patar 114-19, 134
Muarönü 20, 369
Muslim 325, 399
Mustafa Kemal as in Atatürk, Mustafa Kemal
Muwatalli 51
Müsgebi 354
Mycenaean castle 120
Mylasos 124
Myra 18, 38, 62-64, 72, 77-78, 85, 94, 99, 104, 106, 109, 173, 282, 349-50, 384, 390, 398
Mysia 40, 56

Natri 52
Nearchus 395
Nemea 82
Neolithic Age 118, 120, 122, 134
Nereid 18
Nereid Tomb Temple 355
Nero Bath 22-23, 167-68, 171-72, 188, 190, 214, 234-38, 241, 243-47, 252, 255, 259, 264, 266, 268, 272, 276, 372, 379
Nero Claudius Caesar Augustus Germanicus 236, 302, 311-12, 385, 388
Nero Period 172
New Hittite 55, 108, 117, 125-27, 347
Nif (Izmir) 395
Nicaea/Iznik Council 63, 86, 90, 92, 96, 99, 311, 318, 335
Nikolaos, Aziz 10, 63
Nimes 357
Nisyros 180
North Bastion 146, 152, 160, 179, 184
North Wall of Assembly 21, 146
northern necropolis 34
Nuova 398

octagonal fountain 168, 209, 337, 375-77
Odeion 275-76
Odin 64
Oinoanda 379, 389
Oktapolis 389
Olympia 97, 116
Olympos 50, 54, 58, 61, 77, 171, 282, 395
Open-Air Rock Temple 58, 113
Opramoas 43, 47, 94-96, 293
Orleanais/Chartres 400
Ortygia 55
Ostia 313
Ovid 40, 44

Paideros 359
Palestine 398
Pamphylia 10, 78, 87, 99-100, 169, 202, 209, 390, 395, 397, 402
pankration 82
Panyassis 16
Paregorius, Saint 318, 400
Parha 126
Parliament Building 20-21, 160, 163, 167, 169, 172, 186-88, 193, 252, 254-55, 259-60, 262, 266, 268, 272-77, 279-83, 294
Parliament Building (Ephesus) 262
Parliament Building (Priene) 262
Patar 115, 119
Patar Mountain 109, 117, 119
Pataros 26, 38-40, 53
Paul, Saint 86, 318, 400
Pausanias 30, 42, 53-54, 56, 122
Pax Romana 83, 87, 151, 172, 183, 185
Pednelissos 50
Pedrita 115, 117
Peloponnesian War 70-71
Pergamon 40, 55-57, 76, 78, 246, 261, 360, 402
Pergamon Altar 41
Perge 28, 126, 225, 240-41, 258, 386, 397, 402
Pericles 117, 180
Pericles Union Period 58
Perilaus 288
Period of the old Hittite Kingdom 57
Persians 68-73, 160, 180, 288, 325, 346, 349, 353, 394
Phaistos Disc 122-23
Phaistos Palace 123
Pharos 302, 311, 358
Pharos Lighthouse 313
Pharsalos Victory 81
Phaselis 135, 390, 394
Phellos 104, 109, 112, 384, 390
Phellos Lord Cemetery 349
Phidias 29
Philip 145, 179
Philippi 81
Philippos III 395
Philip V 75
Philippus I 397
Phocaeans 120
Phoenicia 51, 400
Phoibos 50, 54
Phrygia 113, 349, 353, 397
Phrygian Çalovası 50
Phrygians 58, 76, 113, 117, 125-26
Pilavtepe 354
Pilgrimage Church 21, 34, 332
Pinali 114-15, 119
Pinara 10, 68, 73, 77, 106, 114, 119, 134, 147, 282, 349-50, 388-89
Pindar 29, 42, 53
Piri Reis 174, 290
Kitab-ı Bahriye 174
Pisa 399
Pisidia 50, 57, 128, 174, 397
Pitou/Melle 400
Pixodaros 71-72
Placidus 98
Plataea 69
Plinius 282, 385
Plotina 202
Plutarch 31
Poliperkhon 82
Pompeii 234-35
Pompey 78, 81
Pomponius Mela 26, 30
Pontos 78
prehistoric 10, 20, 118, 129-30, 134
Priene 262, 402
Priscus as in Sextus Marcius (Markus) Priscus
Proklos of Miletus 33
propylon 167-68, 191, 264
Protogeometric Period 132, 156
Prytaneion 21, 168, 262, 272, 281
Pseuso Pesripteros 172, 293
Ptolemaios 385
Ptolemies 10, 74-75, 81
Plotemy 74, 129, 141, 148-49, 161, 180, 183, 387, 395-96
Ptolemy I Soter 148, 183, 313
Ptolemaios II Philadelphus (Philadelphia) 26, 74, 148, 151, 161, 164, 183, 289, 313, 395
Ptolemaic Empire 74-75, 78, 151, 161, 395-96
Pttara 40, 69, 394
Publius Aius Niger 84
Publius Aius Rufus 84
Pydna 335
Pyramid Tomb of Sardes 349
Pythia 29, 42

Quintus Fabius Labeo 289
Quintus Veranius 85-86, 384, 388
Quintus Vilii 86
Quintus Vilius Antimachos 93-94
Quintus Vilius Quadratus 94
Quintus Vilius Titianus 86, 89, 93-94

radio telegraph structures 379
Ramon Berenguer I 399
Ramon Berenguer II 399
Rhodiapolis 43, 47, 94-96, 293, 389-90, 396
Rhodes 16-17, 115, 135, 183, 282, 289
Rhoikos Altar 360
Rhoecus from Samos 42
rock cistern 22
Roman Age 51, 60, 134, 203, 349, 351-52, 355, 360
Roman Senate 282, 312

Sabina 89, 171
Sacred area of Hephaistos 28
sacred grove 28, 42-43, 79, 93
Sagalassos 174, 235
Salakia 40
Salamis 69
Salamis naval battle 288
Samos Heraion 360
Samos Island 42, 76, 127, 246, 360, 397
Sardis 124, 275, 349, 394
Sardis Artemis 402
Sarpedon 19, 50, 122-24
Sasanid 325
Seha-River land 57
Seki Plateau 132
Seleucid Antiochos IIII 75
Seleucid I Nikator 288
Seleucids 75-76, 396
Selge 397
Seljuk Bath 174, 189
Seljuks 64, 174, 290
Semitic 51-52
Servius Honoratus 27, 39, 42
Sestros 312
Severus Period 313
Sextus Priscus 86, 169, 203-204, 207, 236-37, 276, 302, 310-12, 359
Seyret 350
Side 57, 258, 397
Siderous 28
Sidyma 105, 388
Simena 282
Sistelios 33
Skylax 28
Slavic 62
Small Bath 13, 173
Smyrna 124, 126, 130
Old Smyrna 127
Socrates 347
Sosipatros 289
Sparta 70-71
Spring Sanctuary 115-16, 318
Stadiasmus Patarensis 31, 84, 252
Stadion 171-72, 291-93, 352
Stephanus of Byzantium 38, 40
Strabon 26, 77, 282, 385
Styx 401
subgeometric 120
Sultan Mehmet the Conqueror 65
Sura 53
Synaksarium Sirmodianum 61
Sipylos Magnesia 75
Syria 30, 75, 325
Şuppililuima II 120

tabula ansata 310, 312
Tabula Iliaca 312-13
Tabula Peutingeriana 385
Talawa 114-15, 119, 121
Tarchon 57
Tarhunt 51, 57, 117
Tatia 84
Tavas 20, 369, 371
Tegea 40
Teimiussa 362
Teisheba 113
Tekkelik 369
Telandros 114, 120
Telephos (Telephus) 30, 40, 42, 46, 55-57
Telephos Spring 56
Telmessos 18, 26, 57, 60, 72-73, 106, 112, 116, 120, 350, 389, 394-95
Telmessos Bay 17
Telmessos Harbor 120
Telos Island 180
temple and oracle centre of Apollo of Patara 21
Temple Chronicle of Lindos 56
Teophilos 33
Teos 124
Tepearası 369
Tepecik Necropolis 13, 19-20, 156, 164, 254, 401
Termessos 16, 355, 362, 386
Termilis 44
Teuthras 40
Thargelia 50
Thargelios 50
The temple of Apollo 26, 30, 39, 42, 56, 402
Theangela 108
theatre 13, 78, 83, 85, 87, 89-92, 94
Theben 104
Theodor 63
Theodorus 42
Theodosius walls 190
Theodosius II 99
Theodotos 288
Thessalonica 38
Theuthrania 56-57
Thor 64
Tiberius Caesar Augustus 83, 236, 302, 311-13, 388
Tiberius Claudius Alexandros 44
Tiberius Claudius Epaphroditos 90, 92-93, 98
Tiberius Claudius Flavianus Eudemos 87, 92, 245
Tiberius Period 163
Timiussa 69
Tiryns Castle 122, 124, 126
Titianus as in Quintus Vilius Titianus
Titi Flavii 86
Tlawa 115
Tlepolemos 164, 352
Tlos 10, 58, 77, 83, 85, 106, 112, 114, 119, 123, 128, 132-35, 282, 349-50, 386, 388-89
Tlos Dynastic Castle 58
Tmolos mountain 98
tower house 108, 140-43, 146, 159, 178
Traian Period 202, 204, 401
Traianus 164, 167-70, 202, 255
Traianus Dacicus 202
Traianus Period 401
Tranquillina 397
Treaty of Apameia 396
trilingual inscription 52, 72
Trimmis 16
Troia 53, 122, 124-25, 130
Troia II 130
Troia VI 131
Trojan War 40, 42, 46, 123
Trqqas 117
Trqunde 117
Trysa Heroon 19
Trysa Temenos Temple Tomb 123
Tuminehi 350
Tuthaliya I 122
Tuthaliya IV 114, 117, 119, 121
Twelve Gods 60

Ugarit 120-21
Ukhssepddimi 394
Uluburun Wreck 119, 290
Ulysses 41
Upper Terrace 126
Urartu 126, 349, 353-54

Valerianus Period 400
Valley of Arykandos 384
Vanassa as in Claudia Vanassa
Vergilius (Virgil) 27, 39, 42, 47, 53
Aeneis (Aenead) 27, 39, 42, 47
Vespasian 87, 99, 203-204, 209, 236, 311-12, 372, 397
Vilia Procla 89-90, 94
Vilii as in Quintus Vilius Titianus
Vilius Flaccus 93, 203, 371
Virgin Mary 63
Vitruvius 261, 369, 372-73, 378
Voconius Saxa 95

Wakhssepddimi 394
waterline 13, 21, 373
Wekhssere I 105, 107
Wekhssere II 105, 107, 112, 394
West Stoa as in Agora West Stoa
Western Portico 13, 134, 201, 258
western walls 20, 217-22, 226, 240, 243-44, 246, 272, 274, 281, 335
Wheel Lake 54-55, 105, 307
workshops 16, 20, 22, 104, 187, 230, 258, 278, 280, 327-28, 333, 336, 342, 368

Xanthos 10, 16, 18, 26-28, 30-31, 38-40, 42, 44, 52, 68-69, 71-73, 75, 77-79, 81, 85, 95, 104-109, 112, 114, 117, 119, 123, 125, 127, 134, 183, 191, 203-204, 282, 348-50, 355, 357, 363, 384, 388, 394-95, 406
Xanthos Gate 204
Xanthos inscribed 72
Xanthos River 11, 17, 44, 46, 50, 109, 120, 156, 286-87
Xanthos Tomb-G 126
Xanthos Valley 16-17, 43-44, 60, 73, 81, 114, 116, 119-20, 152, 185, 288, 291, 349

Yalburt 114-17, 119
Yalburt Monument 115
Yalburt Spring Sanctuary 114
Yassıhöyük 128
Yeşilköy 250
Yol Anıtı 391

Yunus Emre 65

Zagaba 178
Zenon 289
Zeus 29, 44, 50, 54, 73, 116-18
Zeus Altar 56
Zeus Altar (Pergamon) 360
Zeus Karios 118
Zeus Labraundos 117-19
Zeus Solymos 116
Zeus Soter 118
Zeus Temple (Caria) 118

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