

1. Name:	Dardanelles / Hellespontos
I. Current name:	Çanakkale Boğazı
II. Ancient name:	Δαρδανέλλια (Dardanellia) or Hellēspontos (Hellespontus, Hellespontium Pelagus, Rectum Hellesponticum, o Fretum Hellesponticum)
III. Medieval name:	Dardanellia
IV. History of the name:	<p>The ancient name Hellēspontos (Hellēs's Sea) derives from the name of Hellē, the daughter of Athamas, king of Boeotia. According to the myth of Jason, Hellē drowned in the sea of the strait as she was escaping to Colchis, together with her brother Phrixus, to avoid the machinations of her stepmother, Ino, who hated them and wanted them dead.</p> <p>The name Dardanelles is derived from the city of Dardanus, or Dardania, on the Asiatic shore of the strait, in the Troad, so named in turn after Dardanus, the son of Zeus and Electra.</p>
TITLE:	

2. Place:	
I. Country:	Turkey
II. Geopolitical unit:	Marmara Region, Eastern Thrace
III. Administrative subdivision:	Çanakkale Province
IV. Location:	40° 12' 0" N, 26° 24' 0" E

3. Foundation date:	
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4. Current condition:	<p>In many of the cities situated along the strait the remains of the ancient foundations still survive, and wide areas on the coast are still untouched or only partially affected by local tourism. Instead, the most important centers, like Çanakkale or Gallipoli (Gelibolu), underwent a complex stratification due to historical events and the urban growth. So the modern structures progressively absorbed the ancient remains. Nowadays these cities preserved their leading role within the political and economical scene of the modern states as well as their strategic position for the trade between the two continents.</p>
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5. History:

Dardanelles has a very long history, and its legendary origins are deep rooted in ancient and Greek mythology. During historical ages the area of the strait was the scene of several noteworthy military, political and cultural events, from the origins of Greek civilization to modern times, above all for its geographical and strategic position.

One of the most famous center of the region was Troy, whose history spans from 3th millennium BC to Byzantine Empire, according to the archaeological evidence of ten overlapping layers of ruins. As well known, the so-called layer of Troy VIIa, dated to the mid- to late-13th century BC, was possibly identified as the famed city described by Homer in his *Iliad* and as the setting of the Homeric Trojan War.

The following history of Dardanelles was equally marked above all by influential military campaigns. In the Greek period, the most relevant events were the crossing of the Hellespont near Abydos by the army of Xerxes I of Persia, in 480 BC, on its march to invade the Greece, and the passage in the opposite direction of the troops of Alexander the Great in his Asian expedition in 334 BC.

The Dardanelles had a strategic and commercial relevance also during Byzantine period. In 324 the fleet of Crispus, the son of Constantine I, vanquished the forces of Licinius in the so-called Battle of Hellespont, so causing the army of the enemy to retreat from Byzantium, and the final defeat of Licinius in the battle of Chrysopolis. In the following centuries the dominion of Byzantine Empire over the strait was challenged by the Ottoman Turks, who eventually conquered the fortress of Gallipoli in 1354. The city became an important bridgehead for the Ottomans and opened up to them the way to the Balkans.

Despite the repeated efforts of foreign powers to take the supremacy - especially the attempt to blockade the Dardanelles by the Venetian Republic during the Cretan War between 1654 and 1657 - the Ottoman Empire kept the control over the strait until the 19th century. In the first decade of the century, during the Anglo-Turkish War, the Royal Navy, under the command of the admiral John Duckworth, was engaged in the battle known as "Dardanelles Operation" (1807), which turned out to be a failure. The control of naval traffic in the area was then object of the London Straits Convention in July 1841, with the participation of United Kingdom, Prussia, France, Austria and Russia, which was finally concluded in favor of the Ottoman Empire. Soon after, in 1853, the British and French fleets passed through the Dardanelles to contrast the Russian expansion in the Crimean War.

Other important military actions in that area were carried on during the Italian-Turkish war in 1912 and World War I, in particular the unsuccessful Gallipoli campaign launched by the Allied Powers against the Ottomans.

After the creation of the Republic of Turkey, in 1923, the strait became a territory of the new Republic, and with the Montreux Convention of 1936 an international route was established through the Dardanelles, with special restriction clauses.

6. Description:

The Dardanelles strait is a narrow waterway 61 km long, 1,3 to 6 km wide, with a maximum depth of 103 meters. It separates the Gallipoli peninsula from the Asia Minor, connects the Aegean Sea with the Sea of Marmara, and, together with the Bosphorus, the Aegean Sea with the Black Sea. Because of its narrowness and shape the strait looks rather like a river, and the water currents running in opposite directions make of it a difficult passage. On its shores several ancient towns and cities were settled. Among them, Gallipoli, Sestos, Madytos, Elaius, on the European coast, and Percote, Abydos, Dardanus, Rhoiteion, on the Asian coast.

7. Harbors:

The strait has a number of inlets and natural harbors on both the Asian and the European shores, already known and used in ancient times as landing places for the ships crossing the waterway. The southernmost harbor on the Asian coast, just in front of Cape Helles, is the ancient city of Sigeion, near the modern town of Yenişehir, situated on the Sigeion promontory at the mouth of the river Scamander (Karamenderes). Founded as a Greek colony in the 8th century, the city flourished until the end of Hellenistic period and was famous in the ancient times for the presence in that region of the presumed tombs of the Homeric heroes Achilles and Ajax.

One of the most ancient and important seaports of the area is Çanakkale, the Greek Dardanellia, located on the Asian shore of the strait, in its narrowest point. The Ottoman name of the site was Kale-i Sultaniye or Sultaniye kalesi (meaning the “Fortress of the Sultan”). Its modern name derived instead from the presence of local pottery production (*Çanak kalesi* means “Pot Fortress”). The earliest settlements on the site date back to 6th millennium BC, but the beginnings of the history of the city are linked to the presence of the Greek colonies, when it became a flourishing trade port. During its history the strategic area of the seaport was then dominated by the Persian, the Macedonian reigns, the Romans and the Ottomans. The modern history of Çanakkale is best known for its critical political-military role during the World War I, in particular for the naval Battle of Çanakkale, fought by the Royal Navy in March 1915.

On the other side of the Dardanelles strait, at the end of the Gelibolu peninsula there was the port of Madytos (or Maidos, the modern town of Eceabat). Colonized by the Greek colons from Lesbos in the 7th century, the city was conquered by the Persian of Xerxes in the 5th century, then by Cimon, in 465 BC, and fell under the dominion of the Macedonian reign of Philip V. During the Byzantine period preserved its role as an important seaport and trade center. Madytos was finally occupied by the Ottomans in 1357.

The other most important harbor city of the Dardanelles is Gallipoli (the modern Gelibolu), or the Greek Kallipolis (“The Beautiful City”). Located on the European shore, at the northern mouth of the channel, it was founded by the Greeks in the 5th century BC and became a strategic naval station. It was under the dominion of Macedonian Kingdom since the 4th century BC and then was ruled by the Romans (1st century BC). The emperor Justinian fortified the city in the 6th century, when it became a key military and customs port of the Empire. It was also a Christian bishopric. In the 1204 it fell under the control of the Venetians and was regained by the Byzantines in 1224. The Ottomans conquered it after the earthquake of 1354 and made of the city their bridgehead toward the Balkans. The modern fame of the seaport is linked to the events of the Crimean War, when the fortifications of the city were strengthened, and of the so-called Gallipoli campaign, during the World War I.

Before Gallipoli rose the ancient Lampsacus, or Pityoussa, the modern Lapseki, another Greek colony which was an important seaport in the Byzantine age.

<p>8. Fortifications:</p>	<p>There are several fortifications along the coasts of the strait dating from different periods.</p> <p>Among the worth mentioning structures there is the roman ruins of the castle of the ancient city of Sestos, called Choiridocastron or Akbaş kalesi, after the name of the site, Akbaş Limanı, near Eceabat. Not far from Eceabat we find the castle of Bigali, after the name of the promontory, with a long well-preserved surrounding wall. The construction of the castle was begun by Selim III in the 18th century and completed under Mahmud II at the beginnings of the next century. Part of the construction materials were taken from the fortress of Sestos. In the nearby there are also the Byzantine poor ruins of the castle of Kilye.</p> <p>The Fortress of Kale Sultanieh (the “Sultan’s Castle”) or Boğak Hisar, now also called Çimenlik Kalesi (Lawn Castle), was built by Mehmet II in 1463 on the Asian shore of the strait in order to protect the entrance to the Dardanelles, with a square plan and a massive round tower. On the other shore Mehmet built a second fortress, named Kilitbahir (“Sea Key”), perhaps after the strange design of the structure, with a high tower having a triangular shape but curvilinear sides. The Venetians called the two fortresses “i Castelli”.</p> <p>In the 17th century, the Grand Vizier Mehmet Koprulu ordered the construction of two further castles at the entrance of the strait, to face the threat of the Venetian fleet, the fortress of Seddulbahir (“Wall of the Sea”) on the European side, and Kumkale (“Castle on the Sand”) on the Asian coast. The first one was built near the place described by the historians as the alleged landing point of the Achaeans warriors during the Trojan War, the other one was erected near a famous burial mound identified by Strabo as the legendary tomb of Protesilaus.</p> <p>Another important historical castle is that of Gallipoli, whose foundation probably dates back to early Byzantine period, and underwent modifications until the Ottoman period.</p>
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<p>9. Archaeological Monuments / museums:</p>	<ul style="list-style-type: none"> • <u>Archaeological Museum of Çanakkale</u> • <u>Sultanieh Castle</u> • <u>Kiltbahir Castle</u> • <u>Cimenkik Castle</u> • <u>Çamburnu Castle</u> • <u>Seddulbahir Castle</u> • <u>Kumkale Castle</u> • <u>Kily Castle</u> • <u>Bigali Castle</u>
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<p>10. Textual sources:</p>	<p>Strabo, <i>Geographica</i>: Ed.: A. Meineke, <i>Strabonis geographica</i>, 3 vols, Leipzig 1877</p> <p>Herodotus, <i>Historiae</i>, Ed.: Ph.-E. Legrand, <i>Hérodote. Histoires</i>, 9 vols, Paris 1932-1954</p> <p>Stephanus Byzantius, <i>Ethnica</i>, Ed.: M. Billerbeck, <i>Stephani Byzantii Ethnika</i>, vol. 1, Berlin 2006 (<i>Corpus Fontium Historiae Byzantinae. Series Berolinensis</i> 43/1); M. Billerbeck and C. Zubler, <i>Stephani Byzantii Ethnika</i>, vol. 2, Berlin-New York 2011 (<i>Corpus Fontium Historiae Byzantinae. Series Berolinensis</i> 43/2)</p> <p>Evliya Çelebi, <i>Siyâhat nâme</i> (10 vols.)</p>
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12. Links:	<p>http://www.kultur.gov.tr/EN,39537/canakkale-museum.html;</p> <p>http://romeartlover.tripod.com/Troia3.html</p> <p>http://canakkale2015.gov.tr/en#interaktifHarita</p> <p>http://www.geo.itu.edu.tr/kaletakimi/project1.html</p> <p>http://www.canakkaleili.com/category/canakkale-tarihi-yapilar-2/canakkale-kaleleri</p>
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<p>13. Visual material:</p>	<ol style="list-style-type: none"> 1. Figure. Map of Darnanelles (Hellespont). 2. Figure. Dardanelles, Landsat. 3. Figure. Piri Reis, Dardanelles and Gulf of Saros. 4. Figure. Anonimous, “Li Dardanelli doue si Ritroua parte dell'Armata Vene[t]ia, 1646”. 5. Figure. View of the Dardanelles strait. 6. Figure. Law regulating payment of customs in the Dardanelles (6th century AD). 7a. Figure. Eceabat-kilitbahir kalesi. Fig. 7b. Kilidbahir kalesi, plan. 8. Figure. Eceabat view. 9a-e. Figure. Bozcaada-kalesi and plan. 10. Figure. Kilye Castle. 11. Figure. Bigali Castle.
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<p>14. Writer/date:</p>	<p>Silvia Pedone, March 2015</p>
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