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Maritime Archaeology and Maritime Heritage Protection in the Disputed Territory of Northern Cyprus

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Abstract Between 1967 and 1974, the island of Cyprus was a centre of maritime archaeology in the eastern Mediterranean. Individuals such as Michael and Susan Katzev, George Bass, Jeremy Green and Richard Steffy were living on and visiting the island, and testing and developing methods still common in the discipline. The hostilities on Cyprus in the summer of 1974 and the implementation of international regulations limiting archaeological work in the northern portion of the island, however, had repercussions still evident today. This article summarizes past maritime archaeological work along the northern coastline, addresses the regulations limiting archaeological activity in the region and discusses a new training program licensed by the Nautical Archaeology Society aiding in the protection of the island's maritime heritage representing approximately 10,000 years of activity.

Keywords Maritime heritage · Cyprus · UNESCO · Protection of cultural heritage · History of maritime archaeology

Introduction

For scholars conducting research in Turkey or Greece in 1974, the hostilities that occurred on Cyprus in July and August that year forced many to mingle international politics and archaeology and make decisions that would have personal and professional repercussions for years to follow. Regarding maritime archaeology, a discipline in its infancy in 1974, the effects of that military activity and those decisions are still evident today in northern Cyprus. This article summarizes past maritime archaeological work along the northern coastline, addresses current regulations limiting archaeological activity in the region and discusses a new program aiding in the protection and preservation of the island's heritage representing approximately 10,000 years of maritime activity.

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Politics of Northern Cyprus

Northern Cyprus, which is the conventional name used to distinguish it from the Republic of Cyprus to the south, is formally recognized as the Turkish Republic of Northern Cyprus, or the T.R.N.C., only within northern Cyprus or the Republic of Turkey.[1] Because this territory, which is approximately 38% of the island, has been occupied by Turkish military forces since 1974, it is not recognized internationally as an independent country, or a part of Turkey, by any country other than Turkey. In addition to approximately 40,000 Turkish troops, nearly 1,000 United Nations soldiers have maintained a presence on the island since 1963. At present, UN forces are positioned predominantly along the 180-km long Green Line, or Buffer Zone, which separates northern Cyprus from the Republic of Cyprus (Fig. 1). Since 1960, British troops have occupied bases in southern Cyprus as well, maintaining a presence on an island that had been a British colony from 1878 to 1960. Rather than attempting to summarize military and political events that have already consumed volumes and that continue to divide the island, the reader is instead directed to the following four sources. Consult K. Markides, *The rise and fall of the Cyprus Republic* for a pro-Greek-Cypriot view and R. Denktaş, *The Cyprus Triangle* for a pro-Turkish-Cypriot opinion. More balanced views may be found in Z. Stavrinides, *The Cyprus Conflict: national identity and statehood* and R. Bryant, *Imagining the Modern, the Cultures of Nationalism in Cyprus* (Jan Asmussen, personal communication).

For approximately 30 years, it was illegal for either Turkish or Greek Cypriots to cross the Green Line to southern or northern Cyprus. In 2003, the Turkish-Cypriot authorities opened the border in response to a plan by Kofi Annan, the Secretary General of the United Nations, to reunify the island prior to its admission into the European Union. Despite the subsequent failure of the Annan Plan in 2004, the border is still open and residents holding either Turkish-Cypriot or Greek-Cypriot passports may travel back and forth. Similarly, since 2004, restrictions on tourists in the north or south crossing the Green Line have diminished as well. Greeks, as members of the European Union, are free to cross over the border but Turks, currently not in the EU, may not do so. As a result, the sovereign status of the northern-Cypriot government remains unrecognized internationally, although the territory is no longer inaccessible.

Maritime Archaeology Along the Northern Cypriot Coastline Prior to 1974

Before the invention and widespread adoption of the aqualung in the 1940s and 1950s, maritime research on Cyprus was confined to harbour sites. The Roman coastal site of Ayios Philon, on the Karpaz peninsula, was surveyed and partially excavated by Joan du Plat Taylor in 1935, 1937 and 1938 (Fig. 1). Characteristics of the associated harbour's moles are discussed in the report, but nothing is presented about material under water (Taylor 1980, pp. 154–156). British military divers conducted amateur archaeological surveys off the coast of Paphos in 1959 and 1961, while the British Joint Services Aqua Club conducted further amateur surveys off Lara in 1961 and 1962 (Frost 1970, p. 22;

[1] Political issues may even intrude into nomenclature. In an attempt to avoid any presumed political bias in this work, the names and spellings used to indicate various archaeological sites are those used in the referenced reports. Thus the continual use of "Kyrenia" although the town is now commonly called Girne. Similarly, "T.R.N.C." is used for the sake of convenience or clarity, but not to imply any sort of political stance.

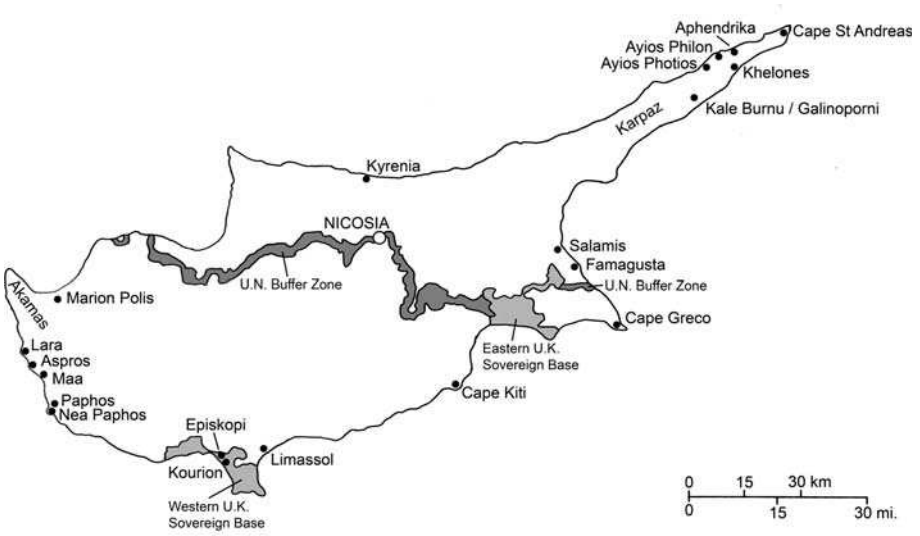

Fig. 1 Map of Cyprus, indicating sites of maritime archaeological activity from 1935 to 2007

Hohlfelder 1995, p. 196). Witold Daszewski conducted perhaps the first professional archaeological survey of an ancient Cypriot harbour when he directed work at the site of Nea Paphos in 1965 (Daszewski 1981; Hohlfelder 1995, p. 197) (Fig. 1). This early work set the stage for the Cyprus Underwater Archaeological Search, directed by Michael Katzev, which began in September of 1967.

Katzev's survey spent a month circumnavigating Cyprus (Katzev 1974, p. 177). The team, including Susan Katzev as well as Jeremy Green and E.T. Hall from Oxford University, found one potential wreck site off the Akamas peninsula along the west coast, and three potential sites—in the space of 1 week—off the tip of Cape Saint Andreas at the eastern end of the island (Green 1970, p. 4; Katzev 1974, pp. 177, 179). The team also conducted towed-diver surveys off the Moulia rocks, near Paphos along the west coast, but did not identify any sites after 5 days of searching (Katzev 1974, p. 177).

Instead, it was a speech about maritime archaeology given by Michael Katzev in Nicosia that turned up the team's most significant site. A U.S. Marine attended Katzev's talk and afterwards directed the team to Andreas Cariolou, a councilman and sponge diver living in Kyrenia. Cariolou, in turn, brought the team to a small exposed mound of approximately 80 amphorae about a half a kilometre off the shore of Kyrenia, on the north coast. Using metal rods to probe the sediment, as well as Hall's magnetometer and Green's metal detector, the team estimated that the amphorae mound and associated finds extended approximately 19 m $\times$ 10 m below the eel grass and sediment (Katzev 1974, p. 182). The excellent preservation of the site, its date, and the risk of looting prompted Katzev to begin an excavation the following summer (Katzev 1974, pp. 183–184).

The results of that excavation, which occurred in 1968 and 1969, are now legendary. Below the pile of amphorae, Katzev and his team excavated the remains of a 4th-century BC cargo vessel recovering, among other items, Rhodian and Samian amphorae, mill stones, small oil jugs, drinking cups, brailing rings from the vessel's sail, portions of the rudder, as well as approximately 60% of the vessel's hull. While the excavation was underway, the Department of Antiquities set aside a small gallery in Kyrenia's Crusader

castle to display some of the recovered finds, and similarly began improvements to nearby rooms to establish a permanent home for the vessel's hull. When this excavation finished, this site represented the best-preserved ship from antiquity excavated in the Mediterranean. Despite its incomplete state, by 1970 this exhibit was the second-most popular tourist destination on Cyprus after the ancient city of Salamis (Katzev 1975, p. 339). Only the conservation and reassembly of the associated hull material remained to complete the exhibit.

Francis Talbot Vassiliadou, the excavation's conservator, and Robin Piercy, the assistant director, began the year-long conservation process in the summer of 1971 (Katzev 1981, p. 318). After the Katzevs and Vassiliadou visited conservation laboratories in Europe, including the newly-built museum for *Vasa*, in Sweden, and the Viking vessels from Roskilde, Denmark, they decided to treat the vessel's hull fragments in PEG 4000 (Katzev 1975, p. 335).

With the conservation of some of the Kyrenia hull fragments completed, J. Richard Steffy moved to Cyprus with his family in 1972 to aid in the vessel's reassembly. Working with Piercy, they laid the first keel fragment in place in September of that year. Furthermore, George Bass, at the prompting of the Katzevs, left his teaching position at the University of Pennsylvania and laid the foundations of the American Institute of Nautical Archaeology (AINA) in Cyprus by 1973 (George Bass, personal communication). Bass and his family moved to the island, and he subsequently hired Michael Katzev as his vice president. It was during this time that Don Frey, who participated in the 1969 season at Yassıada, Turkey, and Robin Piercy, already aiding Katzev's work, were integrated into AINA as well, eventually being hired in 1975.

Maritime research was progressing elsewhere around the island during these years. Off Cape Saint Andreas, Jeremy Green was completing the fourth season of surveys he began in 1969. Prompted by the three sites discovered in 1967, Green returned to the area and began a series of surveys looking for additional sites, and to test further the efficacy of underwater metal detectors, magnetometers and echo sounders (Green 1970, pp. 4, 40). In 1970, two members of his team conducted further surveys farther west along the Karpaz peninsula at Ayios Philon, Ayios Photios, Aphendrika and Khelones to establish a local stone anchor typology (Green 1973, p. 171) (Fig. 1). Importantly, the manual and electronic methods Green established in these years standardized pre-disturbance survey methods later used by Oxford researchers off the coast of Sicily at Marzamemi and elsewhere in the Mediterranean (Parker 1981, pp. 326–329). Elisha Linder and Avner Raban began work in Cyprus in 1971 as well, conducting a series of harbour surveys at Salamis, Kyrenia, Lapithos, Marion Polis and Nea Paphos (Raban 1995, pp. 163, 165–168) (Fig. 1).

By the end of 1973, Cyprus was fast becoming a center of maritime archaeological work in the Mediterranean. The Katzevs, the Piercys, the Basses and the Steffys were living in Cyprus, testing methods and theories, while the AINA had conducted its first survey along the south coast of Turkey, identifying significant sites at Serçe Limanı, Şeytan Deresi, and Bozburun (George Bass, personal communication). Similarly, Nicholas Flemming surveyed the harbour at Salamis in 1973, updating the unpublished survey completed by Linder and Raban in 1971 (Flemming 1974, p. 163). As Katzev wrote regarding the 1968 Kyrenia shipwreck excavation season,

> As rich in history as Cyprus is, her surrounding sea, roadway for the island's commerce in antiquity and vehicles for her many conquerors, had lain little explored. Of the ships that ravaged and fed the island, we knew virtually nothing. Now the Kyrenia ship stands as a beginning (Katzev 1976, p. 188).

The military events on the island of Cyprus in July and August of 1974 meant that this momentum on the island was lost. Bass and a team from AINA were finishing the excavation of the 4th-century AD site at Yassıada, but had to stop after less than 3 weeks of diving (Van Doorninck 1976, p. 115). The Katzevs and the Piercys returned to their homes in the northern portion of the now divided island while the Basses, living in the southern half of Nicosia, had to sell the expedition's van for fifty dollars as they could not bring it across the newly-created Green Line (George Bass, personal communication). The Katzevs had to abandon their base of operations at the Manifold Mansion as it was adopted by the Turkish military, and they soon moved back to the United States. The Piercys remained in northern Cyprus for at least one more year, but eventually moved to Turkey. The reconstruction of the Kyrenia ship timbers remained unfinished until May of 1975 when Steffy—travelling back from the United States—and Piercy finished their work (Katzev 1981, p. 322).

Maritime Archaeology in Cyprus Since 1974

The presence of the Turkish military in northern Cyprus meant that archaeology on part of the island was suddenly in stasis, and now subject to the regulations in UNESCO's Convention for the Protection of Cultural Property in the Event of Armed Conflict, or the Hague Convention, of 1954. The Hague Convention prescribes a series of procedures designed to protect cultural property from intentional and accidental destruction when caught between warring parties. These methods include marking cultural property with a distinctive emblem, granting special protection to the transport of cultural property to a safe location, and avoiding the re-use of cultural property for military purposes (UNESCO 1954: Articles 6, 9, 10, 12, 16). The Convention, however, reflects an idealism within UNESCO and the United Nations in their formative years after WWII. Not only do many of the procedures assume a minimal degree of cooperation between the two parties, such as granting certain personnel engaged in the protection of cultural property immunity from the surrounding political conflict, the Convention's regulations are based on a quick resolution to the conflict itself. This is partially evident because the terms *excavation*, *survey* and *archaeology* never arise in the document; presumably the dispute would be settled in the United Nations long before the protective benefits of such activities might be needed. As the Turkish military's arrival coalesced into a long-term presence, therefore, archaeology in northern Cyprus entered an undefined state for an unknown period of time. The migration of archaeologists to the Republic of Cyprus, or to other destinations, was a predictable result.

International teams along the southern coastline halted their work, waiting for stability to return to the island. The first group to resume research, in 1980, was the Swedish team finishing the underwater surveys at Cape Kiti they began in 1972 and 1973 (Engvig and Beichmann 1984, p. 181) (Fig. 1). The Underwater Research Group from the University of London conducted the first new research surveys in 1983 and 1984 along approximately 15 km of the west coast between Keratidhi Bay, at Maa, and Lara (Giangrande et al. 1987, pp. 190–192). From that time, there has been almost constant maritime archaeological work along the southern coastline. Between 1984 and 1986, Jean-Yves Empereur conducted three seasons of survey off the coast of Amathus just east of Limassol, while John Leonard began his coastal surveys of Drousha-Kioni, Kourion, and Nea Paphos in 1989 (Empereur 1995, p. 131; Leonard 1995, pp. 227–246). Similarly, Robert Hohlfelder went on to continue survey work at Nea Paphos in 1991 and 1992 (Hohlfelder 1995, pp. 191–

210). Survey work at Episkopi Bay was conducted between 2003 and 2005 under the direction of Justin Leidwanger, while Duncan Howitt-Marshall led work off the coast of Paphos between 2005 and 2007 (Leidwanger 2007, p. 1; Howitt-Marshall, personal communication). Recently, Albert Ammerman's 2007 survey off the coast of Aspros discovered stone tools that may be over 10,000 years old (Bohannon 2007, p. 188) (Fig. 1).

Over the same 33 years, only three events distinguish maritime archaeological activity along the northern coastline. In 1989 or 1990, the northern-Cypriot Department of Antiquities confiscated a marble statue of Artemis from Italian tourists who had illegally removed it from the seabed in front of the ancient city of Salamis (Enver Gürsoy, personal communication). This statue is now on display in the Saint Mamas museum, in Güzelyurt. Six 16th-century cannon were documented and surveyed in 1995 by Enver Gürsoy, a representative of the northern-Cypriot Department of Antiquities, also off the coast of Salamis (Enver Gürsoy, personal communication). Even following the passage of the Second Protocol of 1999, which permits archaeological activity only under strict regulations, only one more survey has occurred. The portion of the Second Protocol most relevant to archaeological work in northern Cyprus is Article 9, paragraph 1, subsection b, which essentially states that an occupying Party shall stop an archaeological excavation unless that work is strictly required to "safeguard, record or preserve cultural property" (UNESCO 1999: Article 9). The controversial work at Kaleburnu/Galinoporni, a project claiming legitimacy under the Second Protocol, was accompanied by a coastal survey in 2006 by Hakan Öniz, a scuba instructor and underwater photographer (Öniz and Zafer 2006). These two surveys represent the only underwater investigations since 1974. Until the international status of the northern Cypriot government is resolved, therefore, the only maritime archaeological work along the northern-Cypriot coastline recognized internationally will be work completed within the guidelines of the Second Protocol of 1999.

These restrictions on archaeological investigation, however, combined with long-term international isolations lasting over three decades, have resulted in more than just a lack of activity. A generation of Turkish Cypriots have also missed an education emphasizing the need to protect and study the archaeological resources in their region. No inventory of underwater or coastal sites along the northern coastline currently exists, for example. Thus, passive neglect stemming from this lack of awareness was prevalent for decades, but following 2003 and the opening of the border to EU citizens, this neglect was exploited through a rapid rise in tourism and unchecked real estate development along the coasts (Fig. 2). As a result, the maritime heritage along the northern coastline is facing a crisis outpacing the creation of resources that may protect it. The Maritime Heritage Awareness Certificate training, a new course offered by the Nautical Archaeology Society (NAS), is an attempt to stall or stop part of this crisis.

The Nautical Archaeology Society Maritime Heritage Awareness Certificate Program

This program was created specifically for Cyprus because adopting the standard NAS training could, inadvertently, prompt activities that may violate the Second Protocol that regulates archaeological activity in the disputed portion of the island. Despite this specificity, however, the classes are available to any dive business or interested individual on the entire island of Cyprus. The overall goal of the Maritime Heritage Awareness Certificate program is to educate a large community of divers that assist in the protection and preservation of Cyprus' maritime cultural heritage. This goal is pursued through the program's

Fig. 2 Real estate development along the northern coastline of Cyprus

three missions. The first mission is to teach participants the significance of the maritime history of Cyprus and the importance of protecting the cultural resources associated with that history. The second mission is to demonstrate methods that dive businesses and individuals may use to protect maritime heritage resources, while the third emphasizes the dissemination of these activities and messages among diving tourists, reiterating the potential long-term benefits to Cyprus of doing so.

Individuals may participate in the training, but businesses are the focus of this program for a variety of reasons. First, dive schools and dive tour companies represent the largest percentage of the diving community on Cyprus. As a result, the establishment of responsible activities among these individuals will have the greatest impact on the maritime heritage surrounding the island. Also, many dive businesses on Cyprus bring students and customers to maritime heritage sites underwater; by protecting these sites the businesses are also protecting a resource they rely on. As these businesses interact with the public on a regular basis, moreover, they represent the fastest means of disseminating the program's skills and messages to other divers in the international and local communities. Lastly, by teaching these businesses certain skills and imparting knowledge about the maritime cultural heritage of Cyprus, this program establishes ties between the diving community and professional maritime archaeologists based on trust. The fundamental philosophy, therefore, is that education and awareness is a better means of protection than isolation.

The training program is divided into four modules, taught over 2 days by the NAS tutor on Cyprus. Three of the modules involve classroom work, focusing on protecting maritime heritage with responsible tourism activities, the importance of doing so and the benefits of protection. The last module, incorporating practical training at a nearby beach, teaches the participants how to determine the locations of items they discover underwater with a hand-held Global Positioning System (GPS) or via fixed transits on the sea shore. Position-fixing training is included in the program so that participants have the ability to guide authorities back to items they discover underwater (Figs. 3 and 4). Rather than training every individual employed by a dive business, only the business owner or manager and certified dive masters are asked to attend. As the certificate demonstrating the completion of this training must be earned, tests are administered after each module to assess progress, and after the practical training. Any business that earns this certificate must renew the training every 2

Fig. 3 Fake artifacts were numbered and placed on the seabed

Fig. 4 Participants in the training were required to demonstrate their ability to lead the course tutor back to the object on the sea bed. In this case, Asım Uygur is hovering over object four in Fig. 3

Fig. 5 View of the Palm Beach Hotel shoreline from the training site. The hotel is to the right, while the abandoned "ghost city" of Maraş/Varosha is to the left

years to account for employee turnover. Moreover, the certificate is recognized by the Nautical Archaeology Society as equivalent to their 1-day Introduction to Foreshore and Underwater Archaeology. Therefore, businesses which complete this training will not only be recognized internationally as contributing to the protection of Cyprus' maritime heritage, individuals who pass the training may proceed to other NAS training courses offered elsewhere in the world.

On October 20th, 2007, two dive businesses and two individuals began this training, held in the J.William Fulbright Center in the Buffer Zone controlled by the United Nations. The practical training on November 10th was held off the coast of the Palm Beach Hotel, in Famagusta (Fig. 5). The Amphora Scuba Diving Center, owned by Asım Uygur, and Dive

Fig. 6 Members of the first class to complete the NAS Maritime Heritage Awareness Certificate training, on November 10th, 2007. From left to right, Mehmet Osmanlılar, Tuncay Sadıkoğlu, Asım Uygur, and Faysal Sadıkoğlu

Kingdom Dive Services and Education, owned by Tuncay Sadıkoğlu, are the first businesses on Cyprus to earn this certification, and represent approximately 20% of all the active dive businesses in northern Cyprus (Fig. 6). Dive Kingdom, in particular, represents all of the diving business in the Turkish-Cypriot region of Famagusta.

Conclusions

For a short but significant 7 years from 1967 to 1974, Cyprus had emerged as a centre of maritime archaeology in the eastern Mediterranean. Figures such as Bass, Katzev, Green, Raban and Linder were living on and visiting Cyprus, establishing methods and directing fieldwork that set the discipline's standards. The military intervention in 1974, however, not only disrupted this progress, but brought international economic and educational isolations to approximately one third of the island. While the opening of the border between the northern and southern communities three decades later represented the easing of some tensions, a significant political stalemate remains in place, thus perpetuating northern Cyprus' isolation. Without any local or international resolution evident in the near future, the preservation of a significant portion of the island's cultural heritage—above and below the water—remains in jeopardy. The decision by the Nautical Archaeology Society to support the creation and implementation of this training demonstrates both their courage in the face of potential political obstacles, and their conviction that protecting maritime cultural heritage outweighs political priorities. At this early stage, the long-term impact of this training on the diving community on Cyprus is still unclear. What is certain, however, is that this program represents a first step in an international effort among maritime archaeologists to protect a resource vital to both the history of their profession and the history of the Mediterranean.

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