That afternoon, we rejoined *Millawanda* at Yedi Adalar (Seven Islands) to search for our next target, a "pithos wreck." The firsthand account of sponge diver Mehmet Alan, recorded in 1982, is worth quoting in translation:

> "At Yedi Adalar, the island with a ruin which also has a small pier where an old man lives. Near the ruin there is a big tree. The ruin and the tree, as well as the pier, are on the south side of the island. This particular island is opposite Karaağaç Limanı or anchorage. The wreck site is near the shallows at the east end of the island at a depth of thirty-five to forty meters at the edge of eel grass. The ruin on the island is facing the channel between the next island. The wreck is at the entrance. It is in sand."

Of course, much has changed in twenty years. Now there is no ruin, no tree, and no pier, but a sketch by Mehmet places the pithos on the landward side of the second island from the east. INA veteran Robin Piercy rode with Feyyaz and found a lone pithos exactly where Mehmet's sketch showed it would be, but no further remains surrounded the storage jar (fig. 12).

During the final week of the survey, we returned to the Bodrum region to investigate "Cleopatra's Island," the trysting spot of the famed queen and her lover Mark Antony. The island's soft white sand, according to local legend, was brought from Egypt for the couple's honeymoon pleasures. Although there are ruins on the island, we found no pleasure barges underwater. Our GPS records of the shipwrecks we located cannot match the sketches and experiential knowledge of the Bodrum sponge divers, nor the charm of local lore, but they will make it simpler for future archaeologists to revisit the sites we have located.

In five short weeks, we had discovered ten new wrecks ranging in date from the fifth century BCE to the Byzantine period and revisited two wrecks that had been seen before by INA divers. Of these two, the wreck at Atabol Kayası provided us with fantastic video footage and the wreck at Aslan Burnu holds promise for future excavation. Further investigation of the area is warranted to determine how best to placate the wind gods whose forces opposed so many days of our survey. How I wished during the survey to be Odysseus, and to hold these winds safely contained in a bag. My seven seamen would never have released them! Perhaps then we would have uncovered the elusive Demeter Wreck. For now, in the calm of the survey's conclusion, we study the recorded lore, the nautical charts, and our own records, planning a return to the area for future survey and possible excavation.

Photo: R. Piercy

Fig. 12. *Yedi Adalar pithos.*

Acknowledgments: I am grateful to George Bass and the INA Archaeological Committee for initiating and facilitating my direction of the 2003 survey. I am equally grateful to the Turkish Ministry of Culture for granting a newcomer the opportunity to conduct the project. I would also like to thank my team members, most especially Feyyaz Subay, *Virazon* captain; Murat Tilev, *Millawanda* captain; Bayram Koşar, radio officer; Ilknur Subaşı, commissioner; and Volkan Kaya and Orkan Koyağasıoğlu, our archaeology students who did everything. These six Turks were with me from day one through thick and thin. Deborah Carlson and Elizabeth Greene offered invaluable assistance in seeing the project through from its inception to this publication. I am, however, most grateful to the National Geographic Society Expeditions Council whose generous support made the project possible.

Episkopi Bay Survey, Cyprus, 2003

Justin Leidwanger

For over ten millennia, Cyprus has depended upon the surrounding sea for its livelihood. From the Stone Age until modern times, the island's commerce and communication have been inextricably linked to these waters. Its prominent position in the eastern Mediterranean has made the island an important strategic consideration in both the Aegean and Near Eastern worlds. During antiquity, the island gained notoriety for its copper resources, and indeed lent its name to that celebrated commodity. Cyprus also supplied the ancient world with such products as red slip pottery, fine wine, and high quality timber for shipbuilding, always an important consideration for a maritime economy.

History of Episkopi Bay

The earliest evidence for human occupation in the area (and indeed some of the earliest on the island) comes from an important Holocene site at Akrotiri-Aetokremnos, on the tip of the Akrotiri Peninsula, where the bones of slaughtered pygmy-hippopotami have been found (see fig. 1). The area was dominated in the Late Bronze Age by the nearby site of Episkopi-Bamboula, located several kilometers inland along the Kouris River, a principal waterway in this part of the island leading down from the Troodos Mountains. Current excavations here by the University of Cincinnati will no doubt shed light on the elusive history of the transition to the Iron Age.

What is clear, however, is that by the Archaic period, the nearby site of Kourion had grown to prominence on a high cliff overlooking Episkopi Bay. Throughout the Greek and Roman periods, this city attracted visitors from afar, principally to the nearby Sanctuary of Apollo Hylates ("Apollo of the Woodlands"). Kourion seems never to have recovered completely from its destruction around 365 CE by one of the largest earthquakes ever to strike this part of the world. The later settlements that succeeded Kourion in the early Byzantine years were established slightly inland, near where Bamboula had been located many centuries earlier. The name given to the main successor of Kourion, Episkopi, suggests that the town was the seat of the local bishopric (*episkopos*).

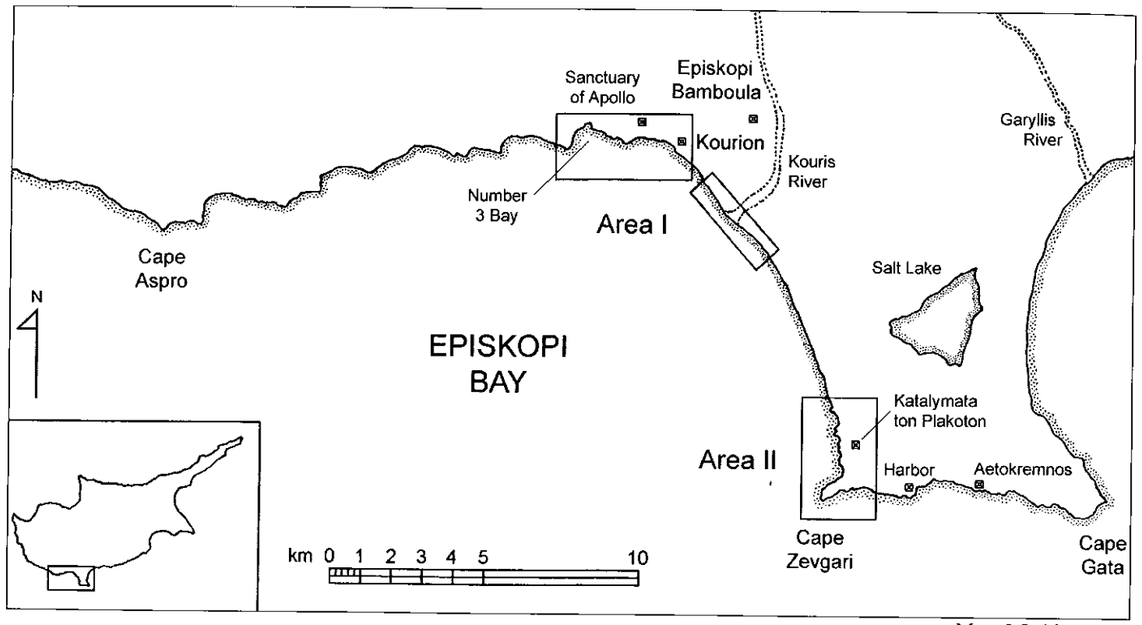
2003 Survey

In cooperation with the University of Cincinnati excavations at Bamboula (led by UC professor Gisela Walberg), the Episkopi Bay Survey commenced on June 30 of this past summer, and operations in the water continued until August 8. An additional week and a half were dedicated to documentation, including cataloguing, photography, and drawing. The crew was based at the modern town of Episkopi, fifteen kilometers west of Limassol. Funding was graciously provided by RPM Nautical Foundation, and some additional logistic support and services were supplied by the British Forces Cyprus Western Sovereign Base Area (BFC-WSBA), which occupies most of the coastline of the Episkopi Bay Survey region.

The team included Justin Leidwanger as director, Toby Jones as diving officer and Troy Nowak, all from Texas A&M University. In addition to handling equipment and organizing the diving operations, Mr. Jones took the majority of the catalogue photos, while Mr. Nowak drew many of the artifacts. Cypriot archaeologists Emilia Vassiliou and Elena Stylianou assisted with the diving. Chris Parks of Indiana University aided in the photography.

The crew worked six or more days per week to accomplish the nearly two hundred dives that were carried out over the course of the six weeks. All diving was done on regular air at depths ranging up to twenty-five meters. Most, however, were ten meters or shallower, allowing upwards of two hours of bottom time on an eighteen-liter tank. While some dives could be carried out directly from shore, a small nine-meter fishing boat was also chartered and proved to be a suitable diving platform given the size of the crew. Finds underwater were photographed and documented in situ, and select diagnostic samples from the various areas were brought up for further analysis. In total, some seventy-four artifacts were raised, tagged with three-digit identification numbers, and catalogued. In addition to measurements and descriptions, Munsell values and general petrographic observations were noted for all ceramic samples. The artifacts are currently undergoing conservation at the nearby Kourion Local Museum.

Because of the vast area to be covered by such a limited team, as well as various prohibiting factors ranging from stormy seas to unpredictable fishermen, the operations themselves, as well as everyone involved, had to be flexible. The crew would be working on the mole off Kourion Beach one morning, while the next day would be spent diving from a boat anchored off the craggy tip of Akrotiri at Cape Zevgari. All sites were recorded with a hand-held Global Positioning System (GPS) that, while not as precise as a Differential GPS, provided a reasonable enough degree of accuracy for low-tech surveying. In most instances, sites could be identified within a few meters, allowing the team to return easily to select areas. Important additional knowledge about the bay, including sea conditions and previous unreported finds, was gained from conversations with local fishermen, amateur archaeologists, and sport divers. Searching through the survey records of the



Map: J. Leidwanger

Fig. 1. *Episkopi Bay and Akrotiri Peninsula, Cyprus, showing areas surveyed.*

Department of Antiquities in Nicosia yielded information about some anchors found in the vicinity.

The principal aim of this first limited field season was the exploration of some of the most promising areas of the bay in order to gain a better general understanding of the maritime history of this region in anticipation of a larger high-tech operation during 2004. To this end, two general areas (Area I and Area II), each comprising several sites, were selected for investigation (see fig. 1).

Area I

Kourion Mole

A few days during late June and early July were spent investigating an underwater construction along the beach below the cliffs of Kourion, with the aim of determining the structure's use and date (fig. 2). The wall consists of rubble and irregularly sized ashlar blocks and boulders. Small ceramic fragments were encrusted near its base, though none exhibited any diagnostic features, let alone

Photo: J. Leidwanger

Fig. 2. *Aerial view of the mole at Kourion.*

provenance. Recording the construction accurately proved difficult, as most of the blocks had been displaced over the centuries. Furthermore, strong currents complicated measurements, and the entire structure was covered in poseidon grass.

Offsets taken from a baseline anchored on shore proved sufficient for a preliminary map of its shape and orientation. Though a consistent width was difficult to obtain for the reasons noted above, it appears that it is on average three to four meters wide. The wall is not perpendicular to the shoreline, but extends obliquely westward directly into the onshore waves. It also exhibits a slight curve over its preserved length of about one hundred meters. Its seaward end terminates rather abruptly, with only a few disconnected blocks scattered over the next couple of meters.

The structure's orientation, almost parallel to the predominant wave direction, makes identification of its purpose problematic. Though rather large, it could hardly have provided any shelter acting alone. One would expect another wall roughly perpendicular to this one, but no such additional structure has yet been located. While wave action would certainly have taken its toll over the centuries, divers swimming lines parallel to the existing wall could find no evidence at all for such a breakwater's presence.

The identification of the harbor of ancient Kourion has troubled scholars for some time. Although the ancient harbors of the other major Greco-Roman settlements along the southern Cypriot coast have been located (Paphos, Amathus, Kition), the maritime facilities of Kourion have remained elusive. The southwest exposure of Episkopi Bay, combined with the prevailing west-southwesterly winds, would certainly have necessitated substantial protection. The ancient geographer Strabo (14.6.3) mentions the presence of a *hormos* (harbor) at Kourion, though he does not elaborate.

It is not unlikely that sediment from the Kouris River has extended the shoreline, filling in what originally would have been a more protected anchorage. The low-lying plain at the base of the cliff below Kourion could very likely be the location of Strabo's *hormos*. Supporting this suggestion is the presence of a large basilica of the early Byzantine period approximately two hundred meters inland at the base of the Kourion cliff. Often basilicas are built in very close proximity to harbors.

The Western Kourion Cliffs

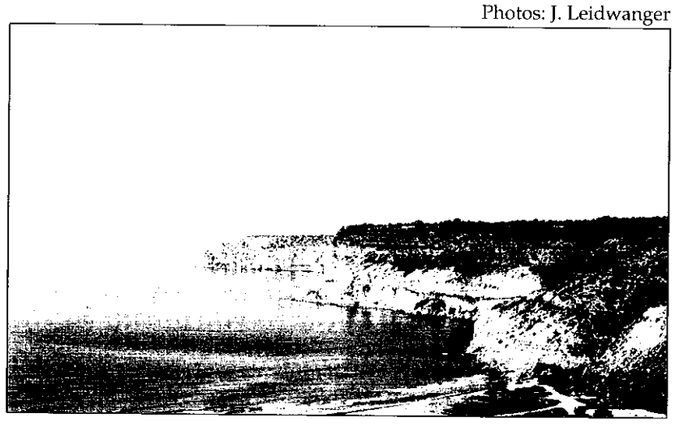
A few days were spent visually inspecting some of the shallower areas off the cliffs just west of Kourion (fig. 3). A group of British engineers working here during the 1980s reported seeing a column in the water. In addition, local fishermen from Episkopi and nearby Kolossi have mentioned recovering pieces of lead "anchors" that very likely were anchor cores and stocks from the Classical and Hellenistic periods. During construction in the 1950s of the Episkopi Cantonment atop these cliffs, several such anchors were found buried in sediment in an area known as Number Three Bay. Dredging operations in this area resulted in several shallow pools currently used by the handful of fishermen who remain here (fig. 4).

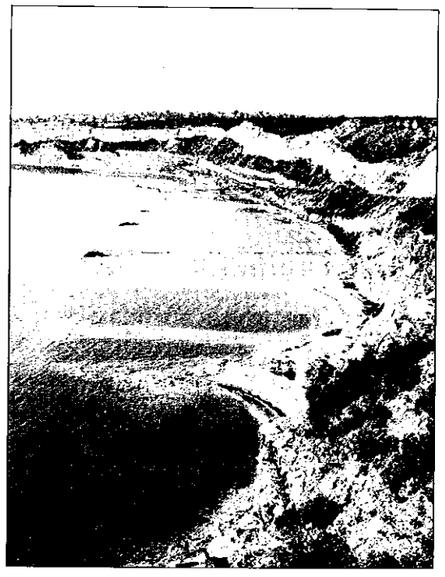
It is interesting to note that, while the current form of Number Three Bay is the result of mid-twentieth-cen-

Fig. 3 (below). *Western Kourion cliffs from the east.*

Fig. 4 (right). *Number Three Bay.*

Photos: J. Leidwanger





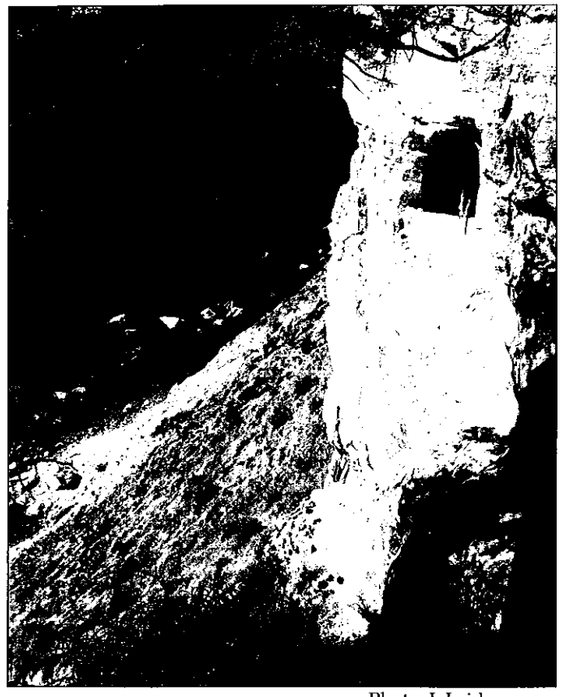


Photo: J. Leidwanger

Fig. 5. *Remains of the cave leading down to the water at Number Three Bay.*

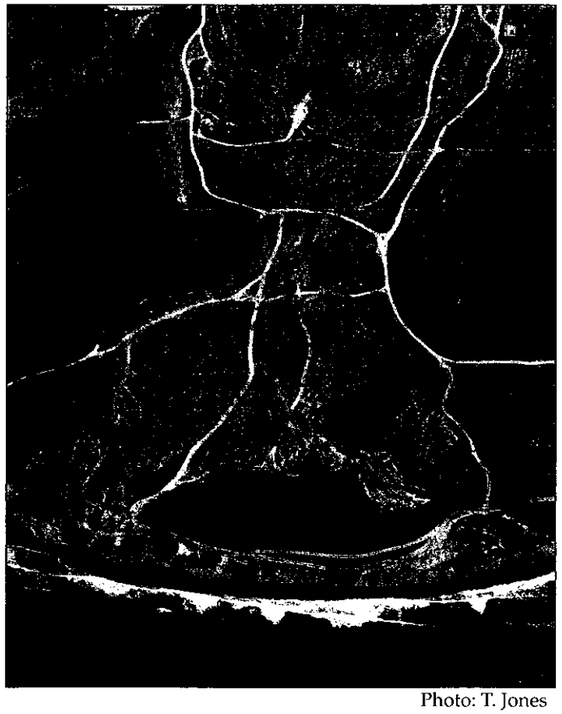


Photo: T. Jones

Fig. 6. *Aerial view of the Kouris River mouth.*

tury engineering, use of this area as an anchorage stretches back to the Classical period. Two local archaeologists, Frank and Anthea Garrod, have shown to the author a nearby cave that originally would have led from atop the cliff all the way down to the water. Today, parts of the cave along the cliff face have been exposed by weathering, and the passage can no longer be accessed easily (fig. 5). However, Mr. and Mrs. Garrod, who investigated the cave with the local archaeological society some time ago, report Byzantine graffiti on the walls. It is impossible to tell when this cave may have first been in use, but it seems reasonable that during the Byzantine period a passage existed leading down to a small anchorage at the base of the cliff. While the cave, which is approximately two meters wide, could have allowed the transport of some cargoes, it seems unlikely that this steep path and relatively open anchorage at Number Three Bay would have functioned as any more than a small auxiliary harbor. It certainly would not have been the primary harbor of a large city like Kourion.

Divers swam lines parallel to the cliff face along three smaller bays or inlets, beginning just west of the narrow stretch of coast below Kourion, a total distance of over two kilometers. Large rocks from the cliffs above made for an uneven seafloor up to twenty-five meters offshore. However, by adapting a loose swimline pattern, divers were able to cover effectively the entire area from the cliff face to beyond where this debris ends and the sandy seabed begins.

Despite the apparent promise of this area, no cultural material was observed. This complete dearth is likely the result of more recent deposition from the cliff face. Along with the sand and sediment from the Kouris River, these rocks have probably covered any earlier material. Note that the anchors mentioned above in Number Three Bay were found buried in sediment.

Kouris River Mouth

As one of the major waterways leading down from the Troodos Mountains, the Kouris River has long been of vital importance to this region of Cyprus (see figs. 1 and 6). Episkopi-Bamboula was settled slightly inland along this river. To gain a better understanding of its path and extent, team members walked the last few kilometers of this rocky riverbed, which has been generally dry since the Kouris was dammed fifteen kilometers upstream in 1987. Three days in early July were also spent in the shallow waters along the mouth of the river. The even shoreline and gentle slope of the seafloor facilitated the easy use of swimlines directly from shore. Divers swam a total of five segments two hundred meters long and parallel to shore. Each line entailed three divers making two passes, covering a total width of some seventy-five meters, but also ensuring overlap so as not to overlook areas between divers. Thus, the area visually inspected was a rectangle seventy-five meters by one kilometer.

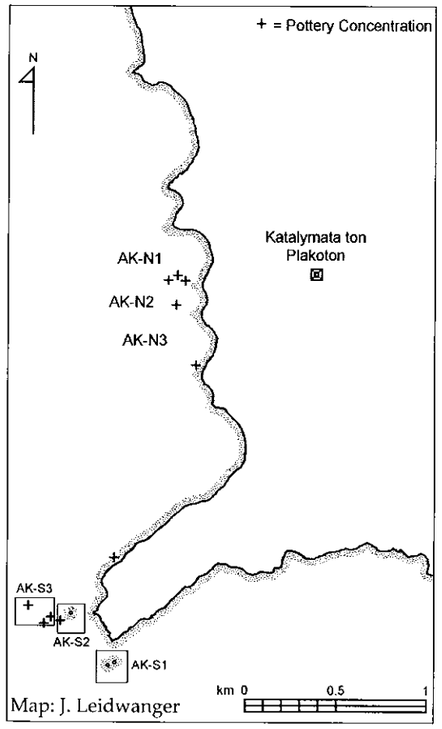
Little of substance was found during these investigations. Though on land the coastline along the river mouth is littered with small ceramic sherds, nothing similar was found in the water. No doubt the sand and alluvial sediment deposited over the centuries buried anything lying this close to the river. Indeed, walking along the Kouris mouth, team members found quantities of picrolite, a soft bluish stone used in the ancient world for local jewelry, that were carried downstream from inland by the river's strong flow.

Area II

West Coast of Akrotiri

Archaeologists spent considerable time in mid and late July investigating the rocky west coast of the Akrotiri Peninsula (figs. 7 and 8). Just inland lies the unexcavated Byzantine site of Katalymata ton Plakoton, which seems to have had a basilica with impressive mosaic floors (see map). The prominent westerly and southwesterly winds noted above that characterize Episkopi Bay would have caused substantial problems for ancient sailors attempting to navigate the island's rocky coast, driving many ashore as they attempted to round Cape Zevgari. Indeed, two large modern wrecks still bear witness of such dangers.

In the 1970s, a small shipwreck was uncovered over one hundred meters inland from the modern coastline during mechanical removal of sediment. Little was stated regarding its nature except that associated ceramics were likely of Hellenistic or Roman date. The presence of a shipwreck this far inland from the modern coast can be explained by the recent geological history of the Akrotiri Peninsula. It seems that at least until the Roman era, the tip of Akrotiri was an island separated from the mainland by a narrow channel. Over the centuries, alluvial deposits from the Kouris River and its counterpart the Garyllis, on the eastern side of the Akrotiri Peninsula, filled in this narrow channel. Thus, until at least the Roman period, ships small enough to navigate this shallow channel had an alternative to the more treacherous route around the tip of the peninsula.

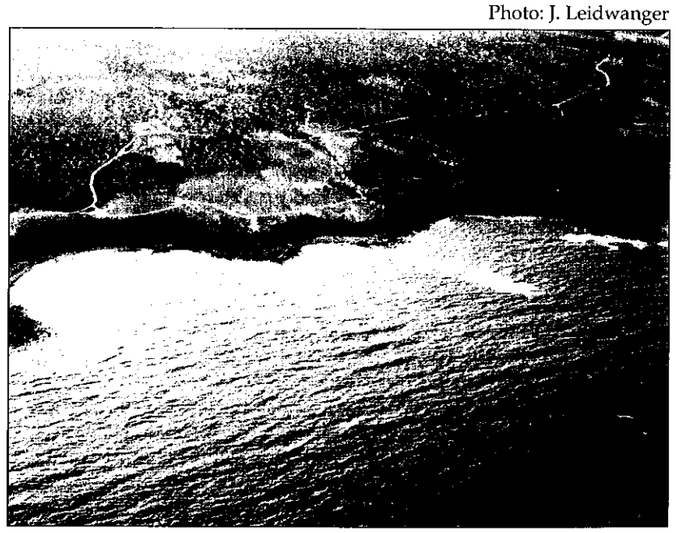


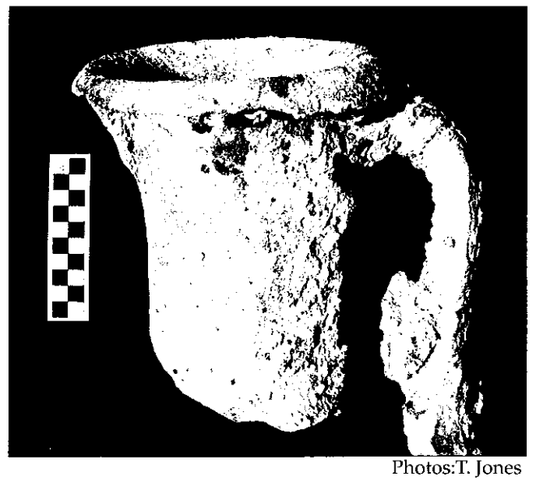
Map: J. Leidwanger

Fig. 7 (left). *Area II, showing pottery concentrations.*

Fig. 8 (below). *Aerial view of the west Akrotiri bays from the northwest.*

Photo: J. Leidwanger





Photos:T. Jones

Fig. 9 (left). *Troy Nowak working with a metal detector in the west Akrotiri bays.*

Fig. 10 (above). *Late classical or early Hellenistic amphora (EB 028) from AK-N1.*

Three small bays (labeled from north to south AK-N1, AK-N2 and AK-N3) were selected for systematic exploration using various swimlines adapted to the differing conditions of these inlets. The strong onshore currents, combined with the varying seafloor characteristics and depths made north-south swimlines across the bays impractical. Lines perpendicular to the shore were quickly adopted. The addition of nylon rope to mark zones, though advantageous for organizational purposes, required excessive time to set and shift, and in the end proved too inefficient. Eventually, a looser swim pattern perpendicular to shore allowed easier adaptation to the terrain and therefore was utilized for the remainder of the investigations in this area. Compass headings determined the proper angles for swimlines, and a handheld GPS was used to mark pivot points and important features. This entire stretch of seabed was visually inspected from the shallowest depths westward to the point at which the rocky floor changed to a smooth and evenly graded sandy bed (approximately 150 m offshore and ten m deep). Limited metal detection was also carried out as well in an attempt to locate encrusted or buried metal anchors (fig. 9).

Ceramics covering a wide chronological period were discovered throughout the search areas. A number of common roof tiles are likely from the Roman period, though they are impossible to date for certain. A large pottery concentration was found just north of the long underwater ridge separating AK-N1 and AK-N2. Though these masses of heavily concreted sherds do attest to a large volume of traffic in this area of Episkopi Bay, relatively few examples were sufficiently preserved for identification.

The earliest samples date to the late classical period, and include the neck of a late classical or early Hellenistic amphora (fig. 10), with possible fourth-century Samian parallels. One should note, however, that these concreted masses could in fact contain other earlier material. The Hellenistic period is represented by a Rhodian amphora toe and a handle of the late third or second century. Another easily recognized piece is a double-rolled handle, probably a first-century BCE or CE Roman imitation of the famous Koan amphora. These copies were made at a number of sites throughout the Mediterranean basin, and likely contained an imitation of the famous sea-water wine for which the Aegean island of Kos was famous.

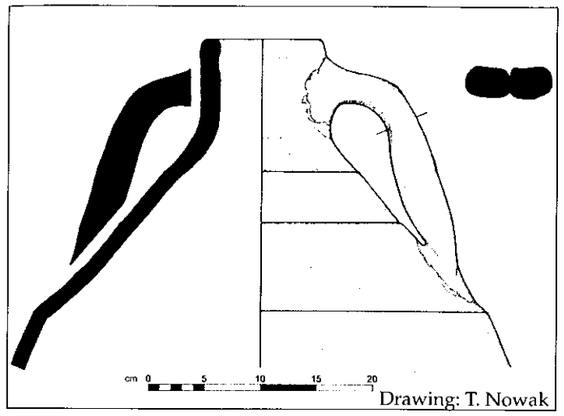


Fig. 11. *Probable late Roman amphora (EB 030) from AK-N1.*

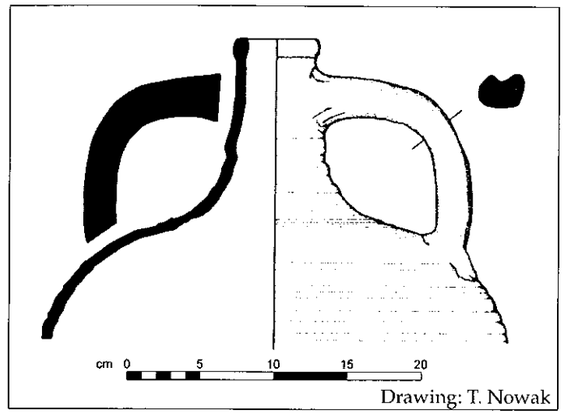


Fig. 12. *Eighth-century Byzantine amphora (EB 044) from AK-N2.*

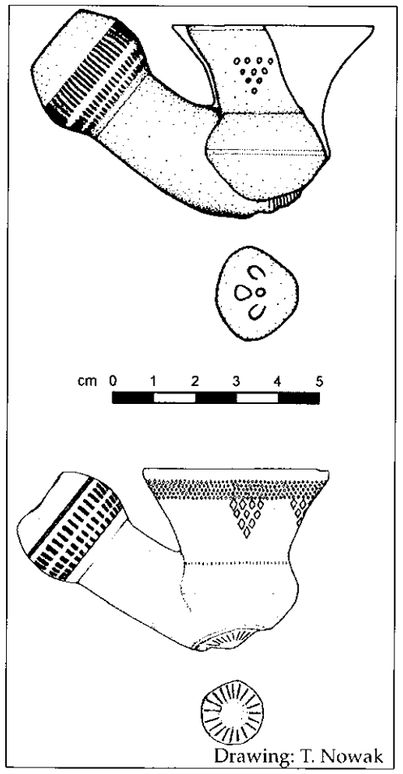


Fig. 13. *Two Ottoman period pipes (top: EB 047; bottom: EB 048) from AK-N3.*

The late Roman and Byzantine periods are well represented throughout these bays as well. An interesting amphora of unknown provenance has parallels only on Cyprus and the Levantine coast (fig. 11). Its double-rolled handles are again typical of the Roman period, and the short vertical rim suggests a late imperial date. A large proportion of the finds have been identified as the LR1 amphora variety, some of which are identical to those cylindrical amphoras found on the seventh century Yassı Ada shipwreck. These finds are not surprising, as production of this vessel seems to have been diffused throughout the Aegean and eastern Mediterranean, including a confirmed kiln site on the southwest of Cyprus at Paphos. Possible workshops have also been unearthed to the east of Akrotiri at Amathus as well as at Kourion itself.

Four samples recovered in close proximity in AK-N2 are nearly identical to amphoras found in eighth century contexts at Saraçane in Istanbul (fig. 12). It is interesting to note that the coarse clay ranges in color from a pale brown or yellow to bright purplish-brown. The purple color usually represents misfired pottery, suggesting that these containers (and probably their contents) were of very poor quality. Another globular amphora with a very short neck and arching handles dates to the tenth or eleventh century.

Along the south edge of AK-N3, archaeologists uncovered two clay smoking pipes, both of which are elaborately sculpted (fig. 13). Their shapes and colors can be compared to those of similar types found during the excavations of Ottoman levels at Saraçane. Both are of the lily variety and date to the mid-nineteenth century. Local fishermen probably dropped these pipes, since they were found only among the shallow channels very close to shore.

The heavy concentrations of pottery along the southern edges of these bays are likely the result of shipwrecked or jettisoned material being re-deposited by strong currents and wave action from the southwest. These bays open directly westward and therefore have southern zones slightly more protected from these southwesterly elements. Furthermore, these

zones are slightly deeper than the shallow flat ledges just to their south that separate the three bays, allowing material that passed over these ledges to settle and aggregate in these more protected deeper areas.

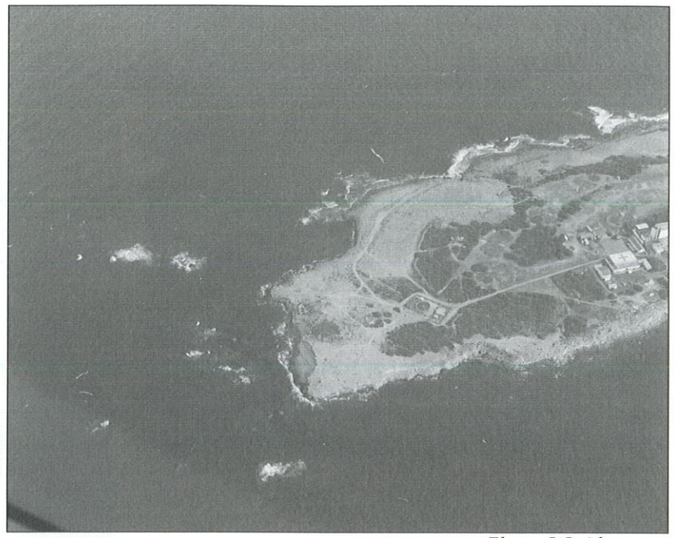


Photo: J. Leidwanger

Fig. 14. *Aerial view of Cape Zevgari.*

Cape Zevgari

Operations during late July and early August focused on Cape Zevgari, at the southeast edge of the permit area (fig. 14). No doubt this cape would have been a familiar site to ancient mariners navigating the southern coast of Cyprus. Just to the east, along the southern tip of Akrotiri, is a large settlement with warehouse facilities and a harbor. The site dates to at least the Hellenistic period, if not earlier, and would have drawn merchants along this treacherous stretch of coastline.

Zevgari is characterized by particularly strong winds and currents that prevented work this summer on more than one occasion. Winds from the west-southwest naturally drive vessels toward this coast of Akrotiri (as witnessed by the large pottery concentrations in the bays mentioned above), necessitating great caution for anyone sailing around Zevgari. Still today, vessels both large and small round the cape at a respectable distance. Adding to the dangers around the cape are three rocks rising from twenty meters deep to break the surface, as well as a number of very shallow reefs (see fig. 7). On one occasion, the small vessel we were utilizing as a dive platform nearly drifted over one such reef lying less than two meters below the surface.

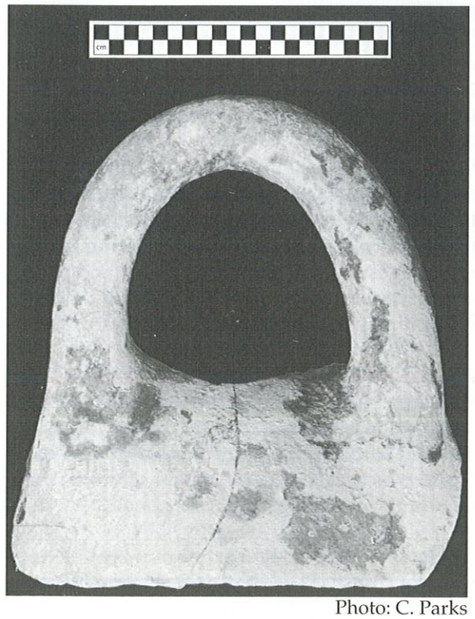


Photo: C. Parks

Fig. 15. *Basket-handle amphora fragment (EB 069) from AK-S2.*

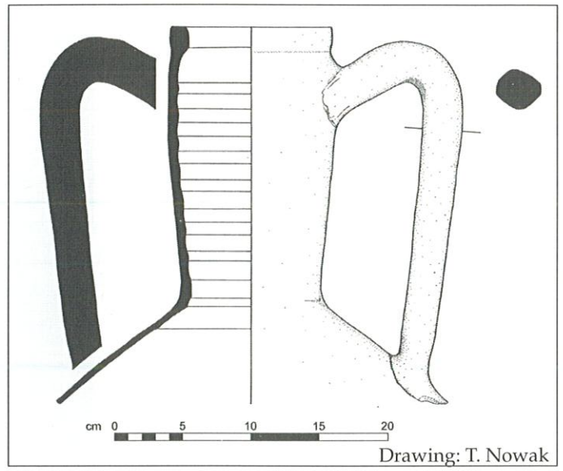
With this expansive area to be surveyed by just a few divers in such a short time, only three of the more promising sectors were selected for investigation (labeled AK-S1, AK-S2 and AK-S3). The results from 2003 therefore should not be considered comprehensive or definitive of the entire area around the cape. Given the extent of cultural material in just these small sectors, however, further research into this area is certainly warranted.

All diving operations in this area were conducted from the boat. The first sector selected for investigation (AK-S1) was around the twin rocks just south of the tip of Zevgari. Directly west of Zevgari is a single rock outcrop with a long shallow reef extending in a west-southwest direction. This shallower stretch, designated AK-S2, contained masses of ceramics, most of which were badly broken. A third sector (AK-S3) was later added when Toby Jones discovered a homogenous concentration of amphoras while swimming west of AK-S2.

The area around Cape Zevgari, like that of the west Akrotiri bays, yielded material with a large temporal distribution. The earliest material thus far is an assemblage of at least five fragmentary Cypriot amphoras from AK-S2 dating to the late Archaic or early classical period. These bulky jars are easily recognized by their biconical bodies and thick looping handles (fig. 15). Native to Cyprus, they seem to have had a relatively short life span before being replaced in the classical period by amphoras based on the Chian style but manufactured at Kourion and other sites on the island.

Considering the handle size and shoulder shape for those found around Zevgari, a date around the sixth century BCE can be safely asserted.

Not surprisingly, investigations in this area revealed additional necks and handles of Hellenistic Rhodian amphoras (fig. 16). A concentration of these same amphoras was also located along the north edge of Zevgari, just a few meters from the coast (see fig. 7). Though broken, the remains of perhaps twenty Rhodian vessels of the second century BCE could be identified in an area of just a few square meters. Ms. Garrod, who kindly assisted in the location of this group, attested that ten years ago the concentration was larger, and included intact amphoras. Thus it seems that the majority of this lost cargo has been carted off by the local population. The site is very accessible because of its close proximity to the coast.



Drawing: T. Nowak

Fig. 16. *Rhodian amphora neck (EB 066) from AK-S2.*

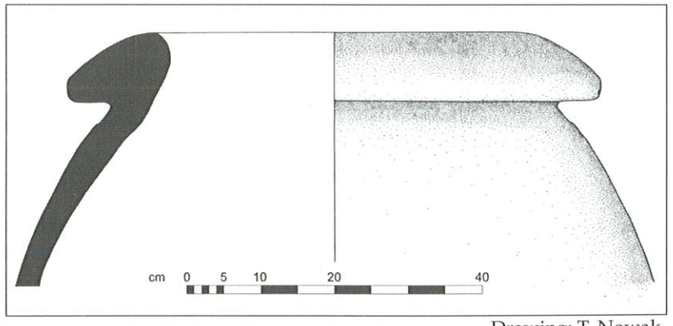
Large numbers of Hellenistic or early Roman pseudo-Koan handles identical to those described above were found scattered over AK-S2, probably indicating one or more lost cargoes (fig. 17). Also uncovered here were huge rim sherds of a first or second century CE *dolium* (fig. 18). This vessel was used by the Romans for bulk transport of wine and other commodities. The example from Zevgari has a reconstructed mouth diameter of approximately half a meter. Several fragmentary cooking pots were found. These too may date to the Roman period, though this generic shape was common for centuries and precise dating by form alone is often impossible.

Perhaps the most substantial assemblage was located at AK-S3. Scattered in the cracks of a raised ledge of approximately thirty-five by fifteen meters, only five to seven meters below the surface, was the cargo of an early Byzantine vessel that no doubt foundered on the dangerous shoals near this stormy cape during the fifth or sixth century CE Over One hundred and fifty mostly or fully intact amphora necks were tagged and preliminarily mapped over a brief period of only two days (fig. 19). One dive was spent taking digital images of the tagged ceramics for a photomosaic. Several examples, though heavily concreted, are mostly intact, and it is likely that additional amphoras may be lying buried beneath the exposed remains. If complete, this assemblage likely represents the cargo of a small coastal trader.

Photo: C. Parks & J. Leidwanger

Fig. 17. *Neck from a pseudo-Koan amphora (EB 065) from AK-S2.*

Fig. 18. *Rim sherd from an early imperial Roman* dolium *(EB 059) from AK-S2.*



Drawing: T. Nowak

Further study of the distribution is required, though it is noteworthy that these amphoras represent the same types as commonly found further north in the west Akrotiri bays discussed above. It is also interesting to note that the dates of these ceramics, the most common type found during the 2003 season, coincide with the inhabitation of the nearby Byzantine site of Katalymata ton Plakoton (see fig. 7). As mentioned previously, this form is ubiquitous at early Byzantine sites in the eastern Mediterranean, and is especially prevalent in the southern part of Cyprus.

Photo:T. Jones

Fig. 19. *Early Byzantine amphora from the wreck site at AK-S3.*

General Observations

The results above, though preliminary, already attest to a long period of maritime activity in Episkopi Bay, at least 2500 years. High levels of traffic characterized the early and late Roman periods as well as the early Byzantine period. As might be expected, the finds overwhelmingly favor large transport ceramics such as amphoras and *dolia*. Unfortunately, no Bronze Age material has been found yet.

The prevalence of Roman ceramics in this area is certainly not surprising, given the importance of Kourion and the presence of a large harbor complex of the same period along the south coast of Akrotiri. The early Byzantine wreck off Zevgari and widespread ceramic finds from the area suggest that intense commerce continued well into Late Antiquity and beyond, and may be related to the small nearby site of Katalymata ton Plakoton.

What is surprising, however, is the dearth of anchors. While stone anchors and lead stocks have been found in the area, none were found during 2003. Most likely, the shallow areas containing such anchors have been already been picked over by locals. The fishermen who described the lead pieces mentioned above report that they were salvaged for scrap, a common practice around the Mediterranean.

Future Plans

During the upcoming summer, remote sensing will be utilized to survey a greater area of Episkopi Bay. This type of instrumentation is being kindly loaned along with technical expertise by RPM Nautical Foundation of Florida. The area to be surveyed has also been extended to the east to include the entire southern coast of Akrotiri to Cape Gata. The presence of a harbor along this stretch certainly merits closer attention. The rocky coastline, dangerous reefs, and strong winds make this an ideal place to survey.

Limited investigations should be continued around Cape Zevgari to gain a more representative picture of the material in this promising area. Plans for 2003 had originally included visual inspection of the west Akrotiri bays all the way south to Zevgari. Time constraints, however, prevented the exploration of more than three of these inlets in 2003; the rest await investigation.

Conservation and study of the ceramics from 2003 will continue. The wide distribution and variety of fabrics of the LR1 amphora makes them interesting. Comparisons with samples from the kiln at Paphos could help determine if the cargo of the small wreck off Zevgari is actually of Cypriot origin.

The problem of the ancient harbor at Kourion remains. It is hoped that in upcoming seasons, continued investigation of this structure with the proper technology will allow closer examination of the seafloor and perhaps location of additional harbor components. Core samples on land may also help identify the location of the coastline in antiquity, and determine if such a harbor did exist.

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Suggested Readings

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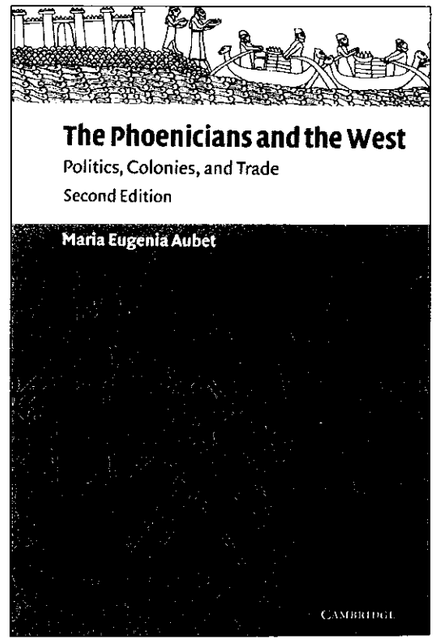
Updated

The Phoenicians and the West:
Politics, Colonies, and Trade
Second Edition
by Maria Eugenia Aubet

Cambridge: University Press 2001
ISBN: 0–521–79543–5, 432 + x pp, 106 illustrations, 3 tables, 3 appendices, bibliography, index. Price: Hardback $70.00, Paper $25.00.



This standard work on the Phoenicians, their trading networks, and their colonial enterprises in the central and western Mediterranean basin—and even beyond to the Atlantic coasts of Iberia and Morocco—has been updated for its second expanded edition. As this book shows, the role of the Phoenicians in contributing to the economic integration of this vast region during the first millennium BCE has often been underestimated. Dr. Aubet incorporates the most recent research findings into the text and adds a new preface and an appendix on radiographic dating. The bibliography has also been expanded to reflect the current state of the art with regard to Phoenician studies. This is an essential book for Mediteranean historians and archaeologists.