



HAL
open science

En passant par la Cilicie

Robin Wimmel

► **To cite this version:**

Robin Wimmel. En passant par la Cilicie. 4^e Congrès du Réseau Asie & Pacifique 2011, Sep 2011, Paris, France. hal-00776181

HAL Id: hal-00776181

<https://hal.science/hal-00776181v1>

Submitted on 15 Jan 2013

HAL is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.



<http://www.reseau-asie.com>

Enseignants, Chercheurs, Experts sur l'Asie et le Pacifique
Scholars, Professors and Experts on Asia and the Pacific

**EN PASSANT PAR LA CILICIE
ARCHITECTURE SUBRÉGIONALE DES CARAVANSÉRAILS DANS UNE RÉGION
FRONTALIÈRE**

**PASSING THROUGH CILICIA
SUB-REGIONAL CARAVANSERAI ARCHITECTURE IN A GEO-CULTURAL
BORDERLAND**

*Robin Wimmel
Technical University Berlin*

**Thématique A : Dynamiques migratoires, enjeux postcoloniaux
Theme A: Migration dynamics, post-colonial challenges**

*Atelier A 01 : Caravansérails, routes caravanières et récits de voyageurs
Workshop A 01: Caravanserais, caravan roads and accounts of travellers*

**4^{ème} Congrès du Réseau Asie & Pacifique
4th Congress of the Asia & Pacific Network**

14-16 sept. 2011, Paris, France

École nationale supérieure d'architecture de Paris-Belleville
Centre de conférences du Ministère des Affaires étrangères et européennes

© 2011 – Robin Wimmel

Protection des documents / Document use rights

Les utilisateurs du site <http://www.reseau-asie.com> s'engagent à respecter les règles de propriété intellectuelle des divers contenus proposés sur le site (loi n°92.597 du 1er juillet 1992, JO du 3 juillet). En particulier, tous les textes, sons, cartes ou images du 4^{ème} Congrès, sont soumis aux lois du droit d'auteur. Leur utilisation, autorisée pour un usage non commercial, requiert cependant la mention des sources complètes et celle des nom et prénom de l'auteur.

The users of the website <http://www.reseau-asie.com> are allowed to download and copy the materials of textual and multimedia information (sound, image, text, etc.) in the Web site, in particular documents of the 4th Congress, for their own personal, non-commercial use, or for classroom use, subject to the condition that any use should be accompanied by an acknowledgement of the source, citing the uniform resource locator (URL) of the page, name & first name of the authors (Title of the material, © author, URL).

Responsabilité des auteurs / Responsibility of the authors

Les idées et opinions exprimées dans les documents engagent la seule responsabilité de leurs auteurs.

Any opinions expressed are those of the authors and do not involve the responsibility of the Congress' Organization Committee.

PASSING THROUGH CILICIA

SUB-REGIONAL CARAVANSERAI ARCHITECTURE IN A GEO-CULTURAL BORDERLAND

Robin Wimmel
Technical University Berlin

This paper deals with the caravan road that led from the Taurus to the Amanus, the only route connecting Anatolia and Syria in previous eras. A succession of caravanserais is evidence of the course of the route that crossed ancient Cilicia, a region in today's Turkey. An account of such stations gathered from various sources is attempted with the focus set on the architecture of the existing caravanserais. The reception of different building traditions and the capability to provide shelter on the highly frequented route are outlined.

THE ROUTE (fig. 1)



(pic. 1) **Misis**. Court caravanserai, portal. 1944 (Photo from Otto-Dorn 1952.)

As sources for the course serve publications from the 19. and early 20. century. They partly base on travels made by Europeans, and partly on Ottoman itineraries of earlier times. The stations are listed in succession from north to south with an indication of the source.

(H: Hammer 1829, pp. 757 – 759, Murad's IV Baghdad campaign; L: Langlois 1861, pp. 364 – 379, 467 – 478, journey 1853; K: Kiepert map 1902-06; T: Taeschner 1924, pp. 136 – 143, map; E: Erdmann¹ 1955-54. Additional information: Lewis 1956; Ramsay 1903; Coşkun 2001.)

¹ Kurt Erdmann (1901 –1964) hold the chair for Turkish and Islamic art history in Istanbul from 1951 – 1958. With his wife and students Erdmann made numerous excursions throughout Anatolia. The Erdmanns kept travel diaries containing notes and sketches on the monuments visited. They also took thousands of photos. Diaries and part of the photo archive are kept in the Museum for Islamic Art Berlin. An article on the excursions basing on the diaries appears in fall 2011: Robin Wimmel/Tolga

Start is Erdmann's first Taurus caravanserai at km 135 from Adana.

The route is divided in two major sections.

1. Route Taurus – Adana. Common route (Roman road) to Sarishek Han (ca. 9 km after the Cilician Gates/Gülek Boğazı).

Maraş Han (K, E); Tosun Ali Han (K, E); Koçah Suyu Han (E); Çiftehan (H, K, T, E); Akköprü, Han (K); Melemendji Oglu Han (K); Pozantı (L, K, T; Ramsay 1903 'Two khans', p. 384.); Tekirbeli (H, K, T, E; Ramsay 1903 'small house of entertainment - Tekir Khan', p. 381, 'Aiva Bey Khan' between Tekir and Pozantı, p. 383); Gülek Boghazı (H, 'Chan by Mohammedpascha Dschemalsade 982 H/ 1521', called 'Piripascha Chan'; L); Sari Işık Han (H, L, K, T, E).

Variant Sari Işık Han via Çakıt to Adana. (Two sub-variants, one following the Çakıt, tributary of the Seyhan, and one leading through mountains.)

Hafis Han (H, maybe 'big Tschakid'); Kuz Oluk Han (H, K ['Menzil Han'], T); Kesir Han (K); 3 at Çakıt: a) Çakıt Han b) Çauş Han c) Bayram Paşa Han (H abc, T abc; Lewis/Yemşel ab, p. 320; Coşkun 2001 bc, p. 312); Adana.

Variant Sari Işık Han via Mézarlik-olu-khan to Tarsus/Adana. (Two sub-variants, wagon road and horse road. Ramsay 1903, p. 369. Junction direct route to Adana near Mézarlik-olu-khan.)

Kisil Han (L, K); Mezarlik-olu Han (L, K); Kaderel Han (K); Tarsus. (Hombar Han between Tarsus and Adana, K).

2. Route Adana – Amanus. At least up to İskenderun (Alexandrette) it followed the Roman road.

Misis (H, L, M, E); Kurtkulağı (H, L, K, T, E); Bayram Paşa Han (H; Coşkun 2001 Kurtkulağı 'also called Bayrampaşa Hanı', p. 312); Han Burnaz (K); Payas (H, K, T, E); Han north of İskenderun (L, near Merkès north of Alexandrette, 'reconstructed partly by the son of El Rhamadan'; İskenderun; Belen (Pylae Syriae) (H, K, T, E).

ARCHITECTURE

The travel accounts usually do not yield details on the appearance of the Taurus caravanserais. So far unpublished observations made by Kurt and Hanna Erdmann in the 1950s are used here to help filling this gap. Though the documented structures are limited in number, size, and state of preservation, an idea of the Taurus caravanserais is given.

Bozkurt: "Zwei Bahnbrechende Forschungsreisende in Anatolien. Edmund Naumann und Kurt Erdmann", in: Schönig/Çalik/Bayraktar, ed., *Türkisch-Deutsche Beziehungen. Perspektiven aus Vergangenheit und Gegenwart*, Klaus Schwarz Verlag, Berlin 2011.

Different is the situation along the route from Adana to the Amanus. On four of the five caravanserais known to have furnished this section comparatively ample data is available; obscurity surrounds the fifth one.

The Taurus caravanserais (fig. 2)



(pic. 2) **Misis.** Court caravanserai, portal, detail from archivolt, 2008.
(If not otherwise noted, photos by R. Wimmel.)

Kurt and Hanna Erdmann travelled from Ereğli to Adana in 1955. They took the modern road that more or less followed the Roman road approaching the Cilician Gates from north; from the pass southwards the road followed probably the wagon road to Tarsus built in Islamic times. However, no caravanserais were observed by the Erdmanns on the latter part.²

Entries concerning caravanserais from the Erdmann 'Reisetagebuch':³

"Maraş Hane 136/135 km from Adana

On a small hill left of the road. Front lost. Gate facing road. Springers of vaults visible indicating 3 x 3 domes or better cross vaults. Rubble, partly smoothed front faces. Thickness of wall 1,20 m. Located in slope. No spolia. Towers blocks."
Ca. 16 x 16 m, inner area ca. 170 sqm.

"Koçah Suyu Hane 124 km from Adana

Only back side partly existing. Old road and bridge directly behind."

² A paper 'Tarsus-Pozanti caravan route and an assessment of the caravanserais' is presented by Sibel Ünalán on the 14. International Congress of Turkish Art, Paris 2011.

³ No. 27 (1955), pp. 2355 – 2360.

The plan shows an angle of the structure with a reconstructed interior width of 15 m. It shows also a window and a niche.

“Tosun Ali Han supposed to be located at 128 km from Adana

We didn't see it. Then these two at beginning / end of ascent / descent. Probably the Çifte Hans, preserved in the name of the new place.”

“Beylik Han 86 km from Adana

Exterior left side [?] pile of debris. Exterior right side [?] remains of outer wall. Two one-aisled halls. Crude rubble structure.” (Watchtower nearby.)

Ca. 33 x 20 m, inner area ca. 410 sqm. Two halls separated by massive wall with narrow passage in centre. Probably pointed barrel vaults supported by four transverse arches each.

“84/3 km from Adana

Cilician Gates - Gülek Boğazı.”

“Sari Işık Han

Left side of road, inaccessible soda depot. One-barrel structure approximately 10 x 25 m. Good stone portal in centre of north side; a later iwan entrance in front. The gate of good blocks, elsewhere crude stones, but hewn front faces. Backside treated much more crudely.”

(Also a türbe and ruin of a small mosque are reported.)

Ca. 250 sqm total.

No information is given on construction dates and patrons. Since the caravanserais with certain dates located before and after the Taurus section of the road are from the 16. and early 17. century, the structures are probably also Ottoman, maybe belonging to an later period.

The caravanserais Adana – Amanus

With the structures themselves as primal source⁴ and additional information from literature the four caravanserais are briefly described with an assessment of plan type and capacity. Further it is attempted to summarize the various influxes from an Ottoman context and traditions of Greater Syria⁵ on the architecture.

⁴ The monuments were visited on an extensive survey of Ottoman caravanserais in Turkey, Greece and Syria in 2008.

⁵ Encyclopaedia of Islam, Second Edition: *bilād al-Shām*: „In early Islamic usage, the term *bilād al-Shām* covered what in early 20th-century diplomatic and political usage became known as “Greater Syria”, including the modern political entities of Syria, Lebanon, Jordan, and Israel and the West Bank of Palestine, in the north spreading into the modern Turkish *ils* or provinces of Hatay (the former *sancak* of Alexandretta [...]), Gaziantep [...], and Diyarbakır[...].“

Misis (fig. 3-4)



(pic. 3) **Misis**. Court caravanserai, court with north and east side. 2008.



(pic. 4) **Misis**. Hall caravanserai, aisles. 1944 (Photo from Otto-Dorn 1952.)

Site in Havraniye/Geçitili, south bank of Ceyhan, at head of renewed Roman-Byzantine bridge. Ancient Mopsuestia on north bank. Name 'Misis' frequently used for places on both sides.

Plan types (two buildings): court caravanserai, hall caravanserai. Construction dates and patrons uncertain.

Misis was visited by the German art historian Katharina Otto-Dorn⁶ and by Kurt and Hanna Erdmann. Otto-Dorn took photos in 1944, published with an assessment of construction dates in 1952. The Erdmanns took photos and made observations documented in the diaries 1954⁷ and 1955.⁸

Court caravanserai, existing ruin (pic. 1-3).

⁶ Otto-Dorn first went for research journeys in Turkey 1935 to 1944; she held the newly founded chair of Islamic Art and Archaeology at the university in Ankara from 1954 until 1967.

⁷ No. 18, pp. 1722 – 1725.

⁸ No. 27, pp. 2561 – 2562.

North wall, partly preserved, rubble core with outer and inner facing of ashlar. At least two marble blocks (one decorated) integrated. Portal deep recess spanned by pointed arch, gate in back, relief medallions with arabesques on both sides. Archivolts decorated with Acanthus pattern and small snake heads. Gate originally with flat arch of joggled voussoirs, collapsed in earthquake 1998.

East wall exists up to height of ca. 1 m.

South wall partly remains; roughly on portal axis room protruding into court, covered by pointed barrel vault, three court sides made of ashlar.

Western components vanished.

Traces of rooms and halls along north and east wall. Roofs must have been barrel vaults parallel to court sides with additional perpendicular ones springing from buttresses along outer walls.

Arcades in court improbable because of modest size, neither clue given by remains of court's original pavement.

Total area ca. 1840sqm, interior ca. 600-700 sqm.

Hall, vanished (pic. 4)

Hall and court caravanserai were connected as becomes evident from photo taken in the 1920s.⁹ West wing of court caravanserai and junction with hall destroyed due to road construction in 1930s.



(pic. 5) **İncesu, Kayseri.** Merzifonlu Kara Mustafa Paşa Complex, 1670. (2008.)

Hall 1265 sqm.

Otto-Dorn's and Erdmann's material allows determining hall's general construction and dimension: rectangular, three aisles, central one narrower but higher with pointed barrel vault and transverse arches. Arcades on sturdy pillars separate side aisles divided into cross-vaulted bays. Up to vaults masonry of good ashlar, vaults rough-hewn stone. Position of entrance unclear.

Reconstructed dimension length ca. 82 m, width ca. 30 m.¹⁰ Interior 1880 sqm.

Some pillars still existed west of the court caravanserai at least until earthquake.

⁹ Hartmann 1928, plate 28, photo 'Misis', unfortunately of bad quality.

¹⁰ According to photos ca. ten bays. Measurements from Erdmann: pillars 1,90 m x 2,20 m; square bays of 6,10 m each side. Heap of debris measured ca. 80 x 30 m. Diary 1954 (no. 18), p. 1725.

Versions for construction phases differ in literature:

Langlois: 1542 for 'khan de Keferbina', and 1830 for restoration.¹¹

Otto-Dorn: two caravanserais; hall appeared Seljuq thus belonging to 13. – 14. century, court caravanserai Ottoman.¹²

Erdmann: Seljuq features of court caravanserai (masonry, decoration), but strong relations to Ramazanoğlu-decoration in Adana. Dated Ottoman, certainly supported by Langlois. Hall probably also 16. century. Restoration inscription from 1246 H/ 1830 was still *in situ* in 1954/55, decorations belonging to 'old inscription' were visible around.¹³

Evliya Çelebi, famous Ottoman traveller, visited Misis in 1661. He reports 'a big han comprising 120 fireplaces, guest house, public kitchen, twenty shops, mosque, and bath, all built by grand vizier Köprülü Mehmed Paşa on the orders of sultan Mehmed IV'. Evliya further declares a han existed at the bridgehead already before. Apparently this information was given in an inscription not existing anymore.¹⁴

Attempted chronology:

1. Court caravanserai constructed 1542 replacing predecessor building, reported in inscription the Erdmanns noticed traces of.
2. Buildings to enhance capacity and comfort added in 1659/60 by Köprülü Mehmed Paşa, Ottoman grand vizier 1656 – 1661. Hall was main building with numerous fireplaces reported by Evliya Çelebi (whose disposition to exaggeration is well known, but who is quite reliable concerning patrons).
3. Restoration work took place in 1830 as is confirmed by the only conveyed inscription text.

The court caravanserai's architecture is connected to local traditions as well as to supra-regional models. The un-Ottoman portal decoration clearly relates to a context of a Ramazanoğlu tradition. Equally not genuine Ottoman is the plan type court caravanserai, foreign in Anatolia. The model clearly comes from Ayyubid and Mamluk caravanserais in Greater Syria with (eastern) Cilicia being part of it. (fig. 5) It is there where Ottoman patrons built court caravanserais, however, on much bigger scale than their predecessors. Therefore the small scale of the building in Misis would mean a kind of an anachronism in 1542.

¹¹ Langlois 1861, p. 462. Sources document and repair inscription above gate. Neighboring second "khan" inferior [!] in size mentioned as of no interest, transformed to toll station. Actually the smaller structure was the court caravanserai with restoration inscription.

¹² Otto-Dorn 1952, p. 117 – 118. Otto-Dorn also cites Langlois and restoration inscription above gate of court caravanserai.

¹³ Erdmann diaries 1954; Assumption that eastern and western ruins never could have been one unit, but simultaneously considered the western ones being the hall of the court. Erdmann pondered about the junction of the two structures and draw a sketch suggesting the hall extended behind the court caravanserai's south wall. However, this layout is not convincing because of the measurements.

¹⁴ Müderrisoğlu 2001, p. 442.

The monumental hall fits well in an Ottoman context of the 17. century. Such structures were built in central Anatolia and also in Greater Syria. (pic. 5) However, Misis is extraordinary in size and construction.

Kurtkulağı (fig. 6)



(pic. 6) **Kurtkulağı**. Hall caravanserai, east side with entrance iwan and suites. 2008.



(pic. 7) **Kurtkulağı**. Hall, interior with fireplaces. 2008.

Caravanserai in Ceyhan Kurtkulağı Köyü. Construction date and patron uncertain. Plan type: hall, barrel-vaulted. Additional volumes adjacent to east side. Dimension: exterior (hall without extra rooms) 1208 sqm, interior 975 sqm. Masonry fairly well dressed ashlar, only west side rubble. Bossed blocks with drafted margins on quoins.



(pic. 8) **Kurtkulağı**. Entrance iwan. 2008

Main façade east side. Tall entrance iwan (pic. 8), gate into hall in back, lateral stone benches with coffers accentuating corners. Entrances into two three-partite suites interrupt benches. Suites' bigger, groin-vaulted rooms have tall windows with lintels spanned by tangential arches. Rooms equipped with niches and fireplaces featuring rich profiled consoles. Double lintels above niches and windows made of monoliths, second upper ones flat arches. Outer voussoirs slightly stilted, narrow slit keeps two lintels at distance. (pic. 10)



(pic. 10) **Kurtkulağı**. Suite, interior with niche and fireplace. 2008.

Hall contains rows of massive pillars made of bossed blocks. Amply equipped with 19 fireplaces almost identical to ones in suites.

Restoration work was carried out in the last quarter of the 20. century. Whereas the hall had been in a sound condition especially the suite left of the entrance had been in decay.

Concerning date of construction and building phases literature provides most confusing statements.

Amongst further suggestions are:

- Mid-16. century, built by Rüstem Paşa.¹⁵
- 1659, by Hüseyin Paşa.¹⁶
- 1704/05, by Hüseyin Paşa.¹⁷

¹⁵ Lewis 1956, p. 319. Rüstem Paşa, grand vizier under Sultan Süleyman, first term 1544 – 1553, second term 1555 – 1561 (year of death).

¹⁶ Müderrisoğlu 2001, pp. 442 – 443, reports of a discussion of the date and patron basing on an inscription of the caravanserai allegedly kept in the museum in Adana, executed by architect Mehmed Ağa (chief architect 1606 – ca. 1622.). Müderrisoğlu speaks of the han to be built 'according to some documents in the first half of the 18. century'. (He has '17. century' what must be a fault.) No further information is given on the patron. There was a Amûcazâde Hüseyin Paşa from the Köprülü family, grand vizier 1697 – 1702.

¹⁷ Mandel 1988, pp. 152 – 153, reports from a *ferman* dating 1116 H. / 1704/05 (assumedly the documents alluded to by Müderrisoğlu) kept in the archives in Adana ('vol. 105') which said the caravanserai was built by a Hüseyin Paşa on demand of Ahmed III (r. 1703 – 30). Mandel adds that the *ferman* refers only to the addition of the extra rooms.

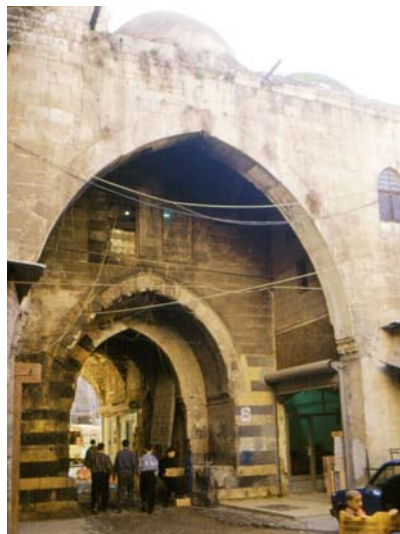
The building as it exists today does not show clear signs of different building phases, especially not for a later addition of the iwan portal and suites. On the contrary, some details plead for one phase: masonry techniques of the hall's façade and the rooms exterior are very similar. Fireplaces in hall and rooms have almost the same shape, their (unusually) profiled consoles are identical. Special shaped, slantwise water-spouts are located on the hall's façade at the corners with the suites hinting to a simultaneous construction of hall and annex.

The building is part of an Ottoman architectural context provided by features 'typical' for caravanserai architecture in central Anatolian and western parts of the Empire:

- plan type 'hall'
- barrel vaults
- extra rooms
- fireplaces
- tangential relieving arch above window

Features from a Greater Syrian architectural context:

- iwan



(pic. 9) **Aleppo.** Urban han Qurdbak, portal with iwan motif, late Mamluk (before 1493).
(1998)

- groin vaults
- bossed blocks
- stone bench (also the coffer)
- double lintel with slit (pic. 11)



(pic. 11) **Damascus / Salihya.** Double-lintel construction, zawiya and mausoleum Farnatiya, 1224, Ayyubid. (2008)

Payas (fig. 7-8)

Sokullu Mehmet Paşa caravanserai, 982 H. / 1574 – 75 (inscription). Sokullu Mehmet Paşa, grand vizier 1565 – 1579.

Plan type: court caravanserai with arcades, component of vast halting place complex (mosque, medrese, hamam, bazaar street, kitchen).

Caravanserai comprises a huge U-shaped hall, interior dimension 1430 sqm, 12 fireplaces, four luxury suites, and service rooms along passageway leading from bazaar into court.



(pic. 12) **Payas.** Caravanserai portal on bazaar street. 2008.

Portal decoration extraordinarily rich (pic. 12): tall, profiled frame, within pointed arch spans deep recess containing entrance gate with segmental arch. Both arches made of voussoirs alternating in white, black, and red colour. Three different stone materials also used for decorations in spandrels formed by pointed arch and frame, as alternating courses (*ablaq*-masonry) also for lower parts of portal. Inscription panel embellished with floral patterns in relief located above gate. Stone benches with abundantly profiled coffers flank gate.

All caravanserai components covered by groin vaults (pic. 14); octagonal skylight combined with folded cross vault enriches ceiling of passageway.



(pic. 14) **Payas.** Sokullu Mehmet Paşa caravanserai, court arcade with groin vaults. 2008

Arcades composed of undecorated, pointed arches and sturdy pillars, made of ashlar and blocks with low rustication in centres surrounded by fairly well-dressed margins. This blend used on all components.

Inside angled hall groin vaults springing from buttresses which form compartments along outer walls. Each has platform and two niches, every second one additionally a fireplace. Niches with pretty ogee-pseudo-arches formed by two cantilevering blocks.

Suites in construction similar to hall. (pic. 16)

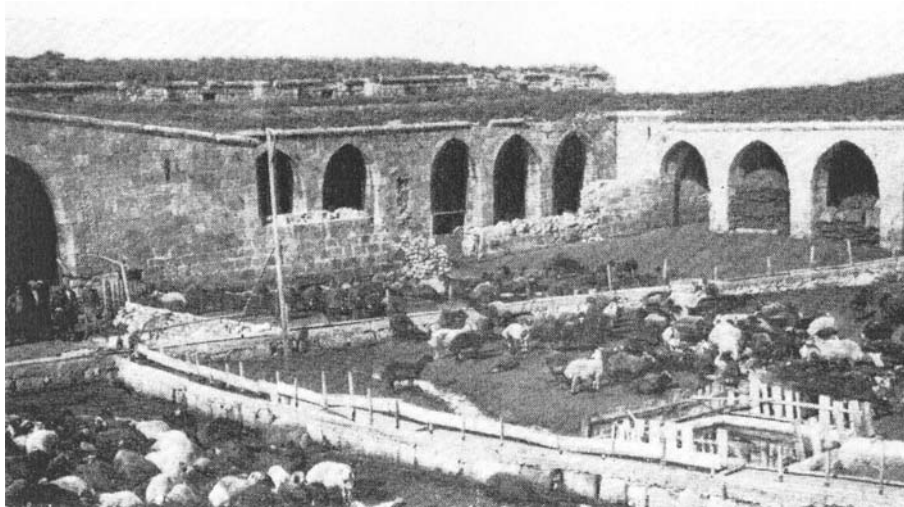


(pic. 16) **Payas.** Private court with arcade in front of one luxury suite. 2008.

The complex was designed by the famous architect Sinan (Ottoman chief architect 1539 – 1588), but the architecture is clearly influenced by artisans from Syria who must have been participating in the execution.

The monument was neglected over a long period, though the caravanserai is preserved in a largely original condition.(pic. 17) Long-lasting restoration work had

started in 1964, but meanwhile the complex is threatened by decay again, partly caused by the humid climate.



(pic. 17) **Payas**. Court with partly collapsed wall that screened off the 'luxury suites', 1944.
Otto-Dorn 1952, Abb. 2.

Ottoman features:

- grand scale
- integrated halting place complex
- extra rooms (suites)
- arcaded court on caravanserai
- fireplaces

Greater Syrian features:

- plan type 'court caravanserai'¹⁸
- polychrome, abundantly decorated portal (pic. 13)
- groin vaults (pic. 15)
- folded cross vault with octagonal skylight
- bossed blocks



(pic. 13) **Damascus**, Sibayia Mosque, 1509 – 1515, Mamluk. Portal decorations. 2008

¹⁸ In the here studied context. The earliest court caravanserais of Islamic time appeared in central Asia.



(pic. 15) **Han al-Bagrur**, Jazirah (south-east Turkey), 1219-20, Ayyubid, court caravanserai. Groin vaults of halls. (2008)

Belen (fig. 9)

Kanuni Sultan Süleyman caravanserai, 957 H. / 1550 (inscription).

Plan type: hall, interior 1530 sqm

Halting place complex (mosque and hamam) situated in steep terrain on western slopes of Amanus ca. 3 km from *Pylae Syriae*.

Only eastern half of Caravanserai exists: hall section with vestibule and two (of originally four) rooms. Because of sloping ground, a high substructure was constructed marking former total extension of hall.¹⁹

Entrance without representative features, gate with segmental arch. Inscription panel, reassembled from broken pieces, placed above.



(pic. 18) **Belen**. Entrance with inscription panel. 2008

Inside hall massive pillars made of blocks partly having low rustication and dressed margins.

¹⁹ Corresponding to Sauvaget's plan.



(pic. 19) **Belen.** Hall, interior. 2008

Thickly plastered, awkwardly shaped groin vaults. Vestibule and one room covered by cupolas on triangles. Other room with cupola on pendentives. Rooms had fireplaces.



(pic. 20) **Belen.** Sultan Süleyman caravanserai, vestibule with cupola and groin vault of hall. 2008

The caravanserai was in a ruinous state until the beginning of the century. Parts of the vaults had been collapsed (not the cupolas), the entrance façade was a blend of stonework from various repairs.²⁰ It is now made of probably machine-processed ashlar resulting from recent repairs, as do some of the vaults. The building is private-owned and houses a market for handicrafts and souvenirs.

This sultanic caravanserai is remarkably humble in decoration. Most significant features are the cupolas, very exclusive component only applied to two other Ottoman caravanserai halls: the one of Süleyman's Şehzade complex in Istanbul, and the twin halls of his complex in Damascus. (pic. 21) All buildings were designed by Mimar Sinan. But like in Payas, the output of the centralistic architectural office at Istanbul was merged in Damascus with the strong, persisting building traditions from Greater Syria.

²⁰ Müderrisoğlu 1994, ill. 20.



(pic. 21) **Damascus**, Complex of sultan Süleyman, 1554 – 1560, caravanserai hall. 2008.

Ottoman features:

- plan type 'hall'
- scale/capacity
- cupolas
- fireplaces

Greater Syrian features:

- groin vaults
- bossed masonry

Two concepts of furnishing the roads with caravanserais become evident.

In the Taurus traffic is dispersed to multiple decentralized, small caravanserais, located at short intervals on different routes. Thus the length of one-day-stages could easily adapted to weather conditions.

Big commissions with high capacity are built at one-day intervals on the route from Adana to the Amanus.

On neither section preference for a standard caravanserai type is observed. Various forms of halls appear in the Taurus, combined with the more typical Ottoman barrel vault or with groin vaults probably rooted in medieval north-Syrian architecture²¹.

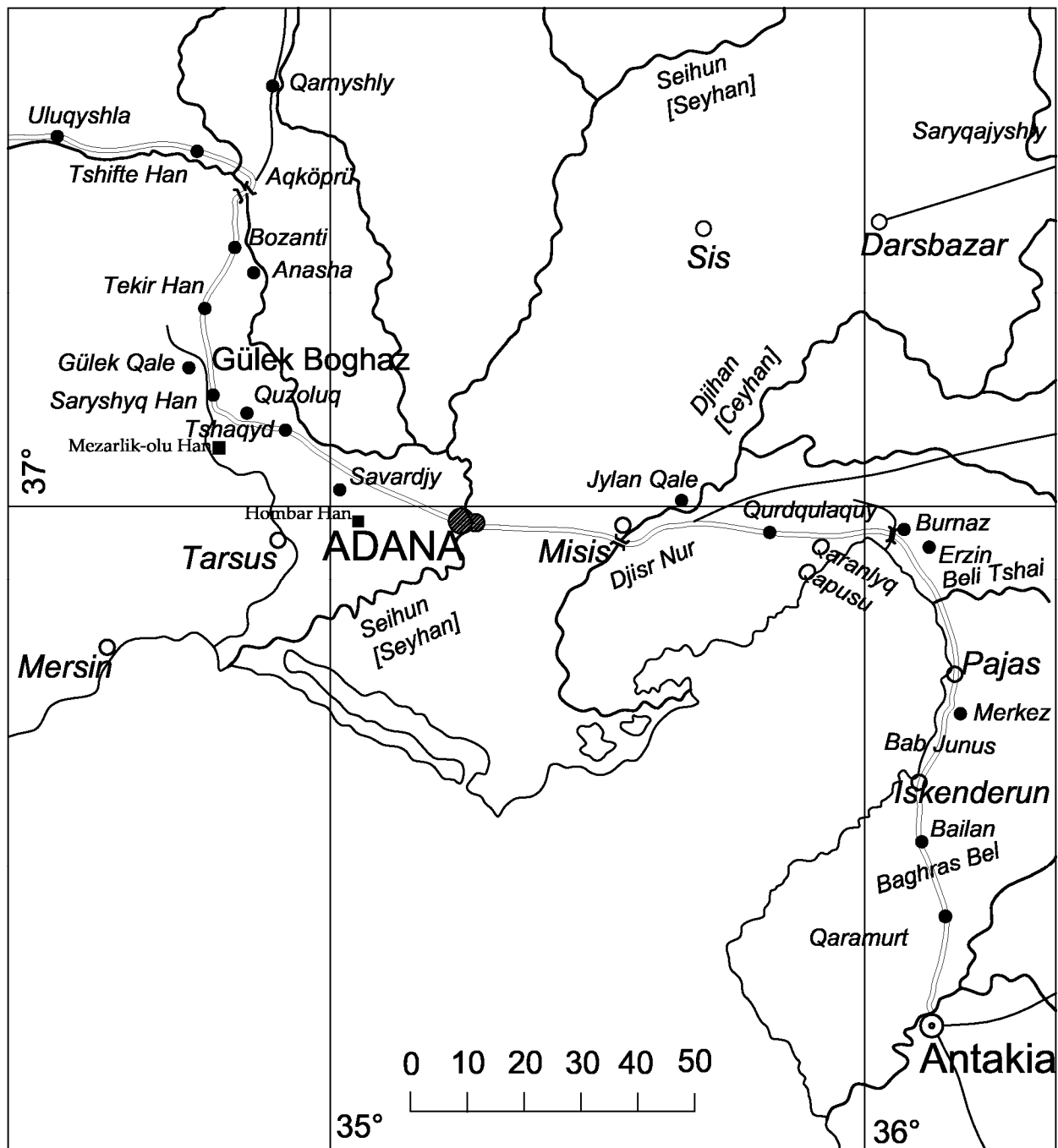
The more elaborate and better preserved caravanserais from Adana to the Amanus represent an amazingly rich architectural spectrum. Construction techniques and decoration fashions from the traditions of classic Ottoman architecture and Greater Syria are ingeniously combined.

As a result individual, unique monuments telling of most fruitful sub-regional co-operations have been created. No doubt, Cilicia, as geographical and historical entity, yields much more such testimony as a true cultural hub between Occident and Orient.

²¹ In the Ayyubid period groin vaults were applied to caravanserais very limited, but later became a common feature of Mamluk caravanserais. On Ayyubid and Mamluk caravanserais see most recent: Cinzia Tavernari, PhD-thesis Université Paris-Sorbonne IV, fall 2011.

References

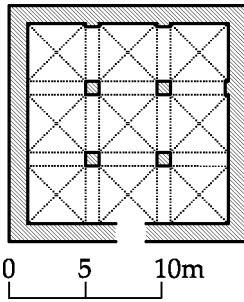
- Coşkun, Menderes:** "Stations of the Pilgrimage Route from Istanbul to Mecca via Damascus on the Basis of the Menazilü't-Tarik ila Beyti'llahi'l-'Atik by Kadri (17th Century)", in: *Osmanlı Araştırmaları XXI/The Journal of Ottoman Studies XXI*, Istanbul 2001, pp. 307 – 322.
- Erdmann, Kurt and Hanna:** Reisetagebuch 18, 1954; Reisetagebuch 27, 1955.
- Hammer, Joseph von:** *Geschichte des Osmanischen Reiches*, Bd. 4, Pest 1829.
- Hartmann, Richard:** *Im neuen Anatolien*, Leipzig 1928.
- Karademir, Ayşe:** *Anadolu Kervansarayları ve günümüz Koşullarına göre Değerlendirilmeleri üzerine bir Araştırma*, (Yüksek Lisans Tezi Mimar Sinan Üniversitesi) Istanbul 1986.
- Kiepert, Richard:** *Karte von Kleinasien 1:400.000*, Berlin 1902 – 06.
- Langlois, Victor :** *Voyage dans la Cilicie et dans les montagnes du Taurus*, Paris 1861.
- Lewis, Bernard:** "A Karaite Itinerary through Turkey in 1641 – 2", in *Vakıflar Dergisi* III, Ankara 1956, pp. 315 – 325.
- Mandel khân, Gabriele:** *I Caravanserragli Turchi*, Bergamo 1988.
- Müderrişoğlu, Fatih:** "Bir Osmanlı-Türk Şehri Olarak Belen", in: *Vakıflar Dergisi* XXIV, Ankara 1994, pp. 237 - 272.
- Müderrişoğlu, Fatih:** "Osmanlı Döneminde Anadolu Sağ Yolunun Adana-Antakya Üzerindeki Menzillerin Bugünkü İzleri", in: *Ortadoğu'da Osmanlı Dönemi Kültür İzleri Uluslar Arası Bilgi Şöleni Bildirileri. Papers Submitted to International Symposium on Ottoman Heritage in the Middle East*, Ankara 2001, pp. 441 - 448.
- Necipoğlu, Gülru:** *The Age of Sinan. Architectural culture in the Ottoman Empire*, London 2005.
- Otto-Dorn, Katharina:** "Islamische Denkmäler Kilikiens", in: *Jahrbuch für Kleinasiatische Forschung*, Band II Heft 2, Heidelberg 1952, pp. 113 – 126, Taf. XVII - XXV.
- Ramsay, William Mitchell:** "Cilicia, Tarsus and the Great Taurus Pass", in: *Geographical Journal*, October 1903, pp. 357 – 410.
- Sauvaget, Jean:** "Les caravansérails syriens du hadjdj de Constantinople", in: *Ars Islamica* no. IV, 1937, pp. 98 – 121.
- Taeschner, Franz:** *Das Anatolische Wegenetz nach Osmanischen Quellen*, 2. Band, Leipzig 1924.



(fig. 1) Map of eastern Cilicia. Scale 1 : 1.125.000.

Redrawn section from Taeschner 1924, 'Karte von Kleinasien'. Double line: main route Anatolia to Syria in first half of 17. Century. (Mezarlik-olu Han and Hombar Han are not indicated on Taeschner's map.)

a)



(fig. 2) **The Taurus caravanserais.**

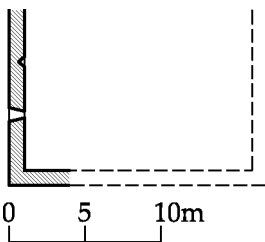
a) Maraş Han

b) Koçah Suyu Han

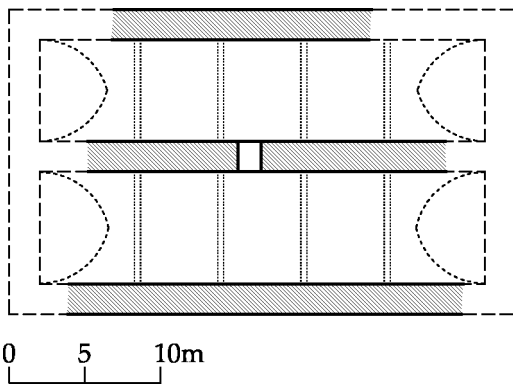
b) Beylik Han

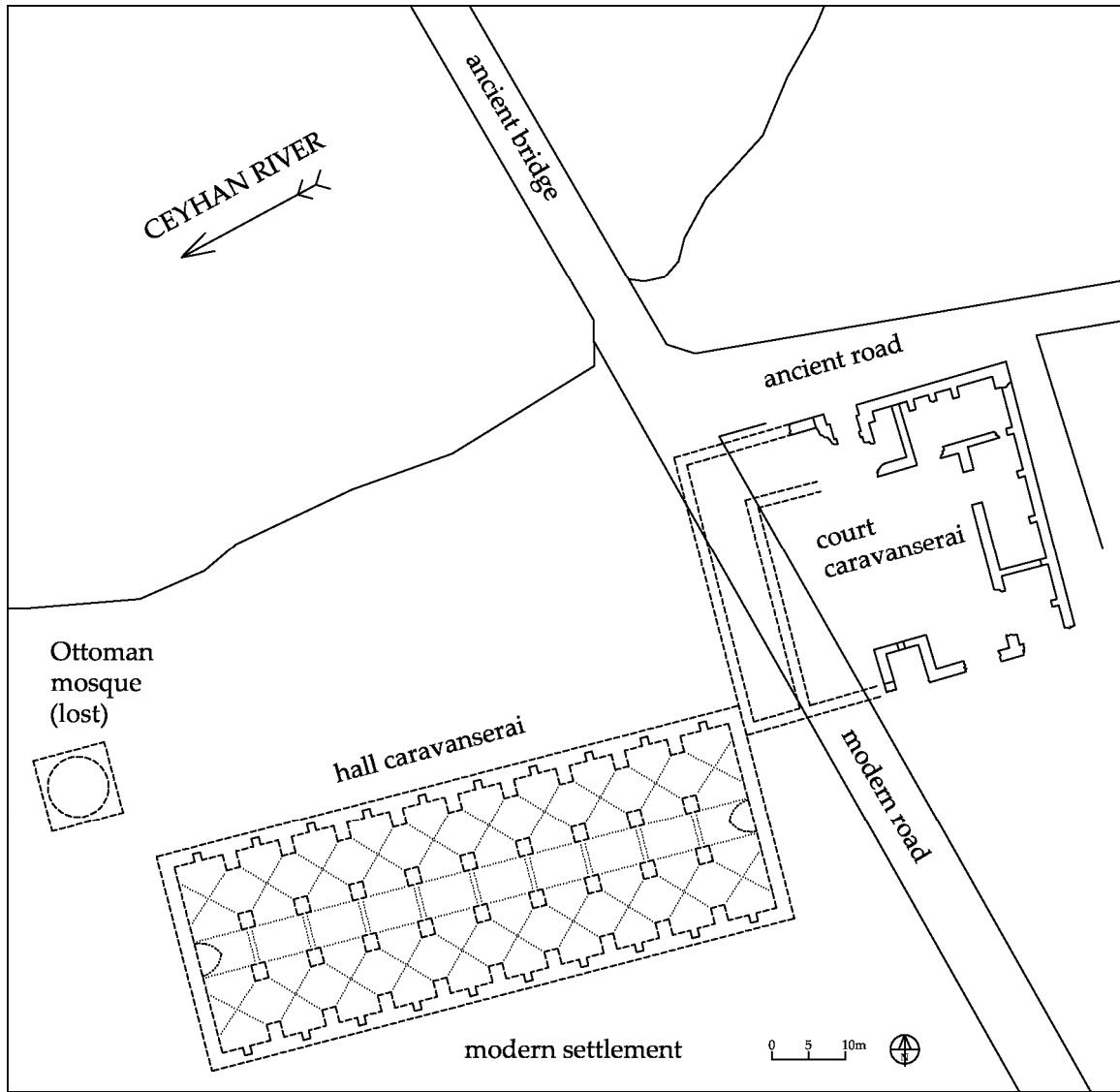
Plans redrawn from Erdmann diary no. 27 (1955).

b)

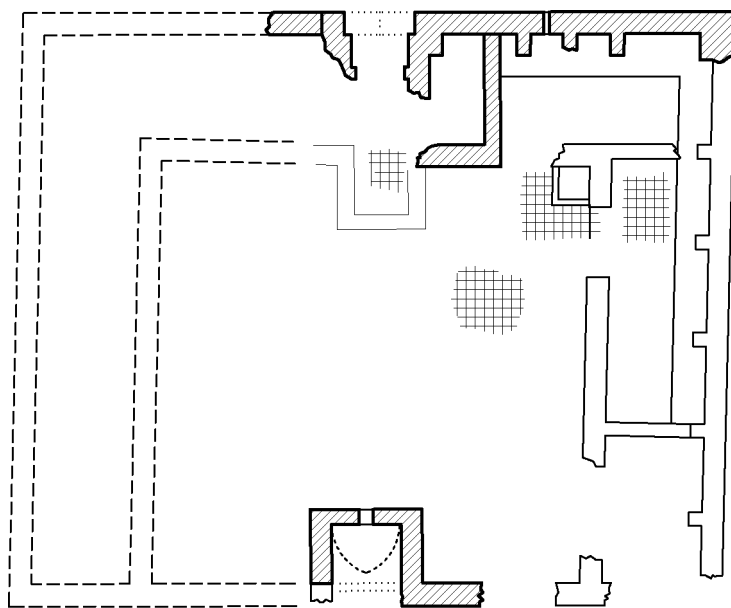


c)





(fig. 3) **Misis.**
Site plan with ruin of court caravanserai and reconstructed plan of hall caravanserai in possible position. (Author's survey 2008.)



(fig. 4) **Misis.**
Plan of ruin of court caravanserai with probable western component. (Author's survey 2008.)

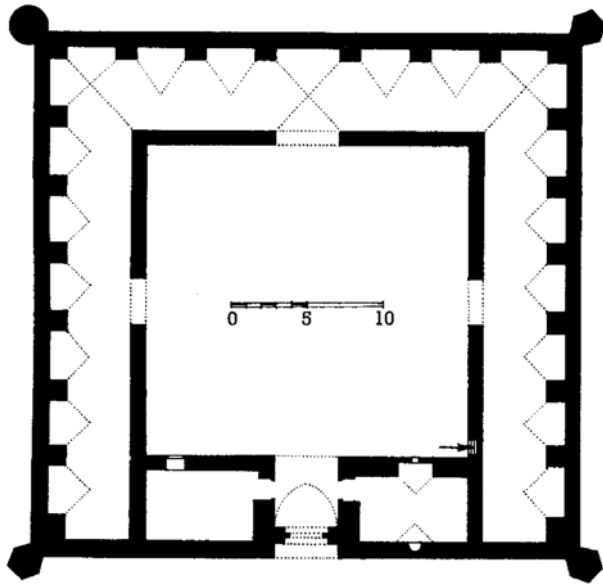
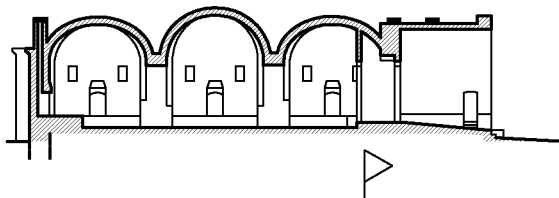


FIG. 7—KHĀN EL-SEBĪL

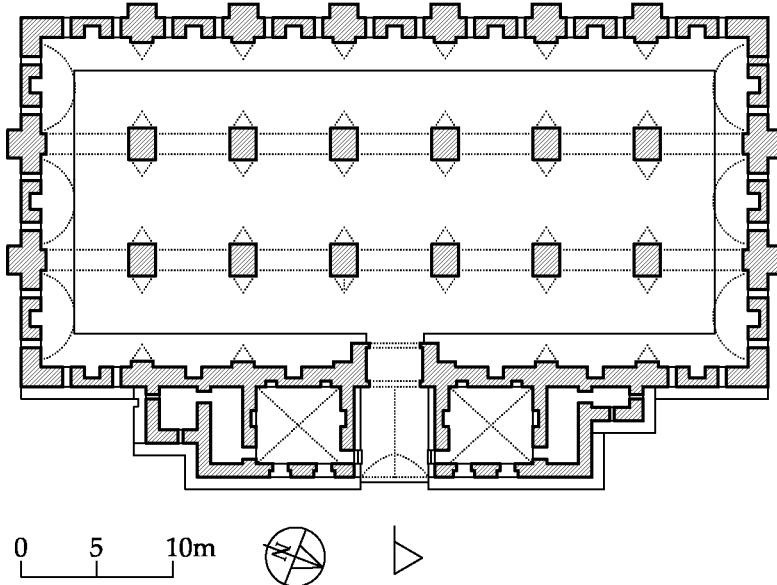
(fig. 5) Khan el-Sebil (Syria), 1371-72.

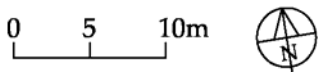
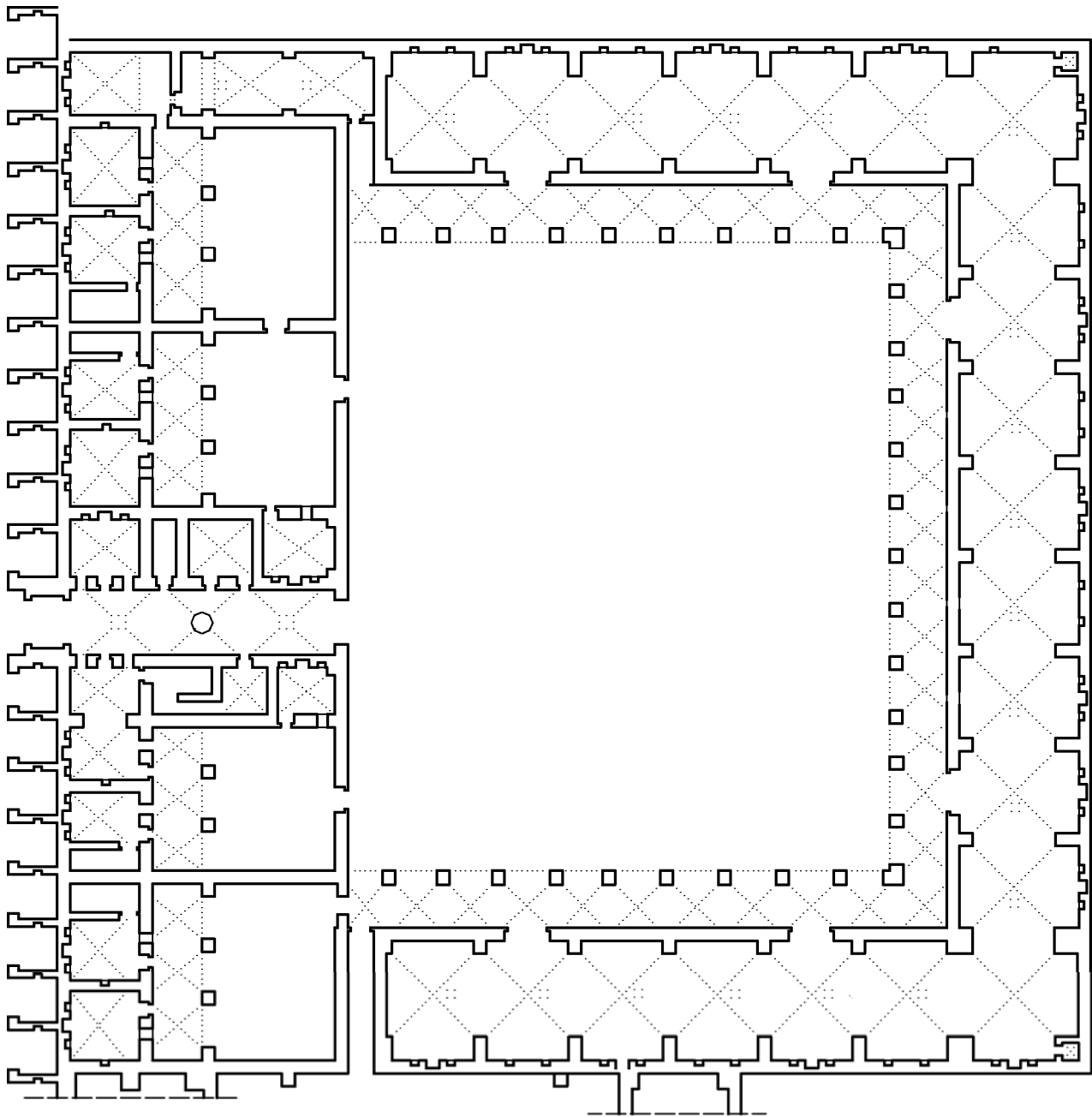
Jean Sauvaget: "Caravansérails syriens de Moyen-Âge, II. Caravansérails Mamelouks", in: *Ars Islamica* no. VII, 1940, fig. 7.



(fig. 6) Kurtkulağı.

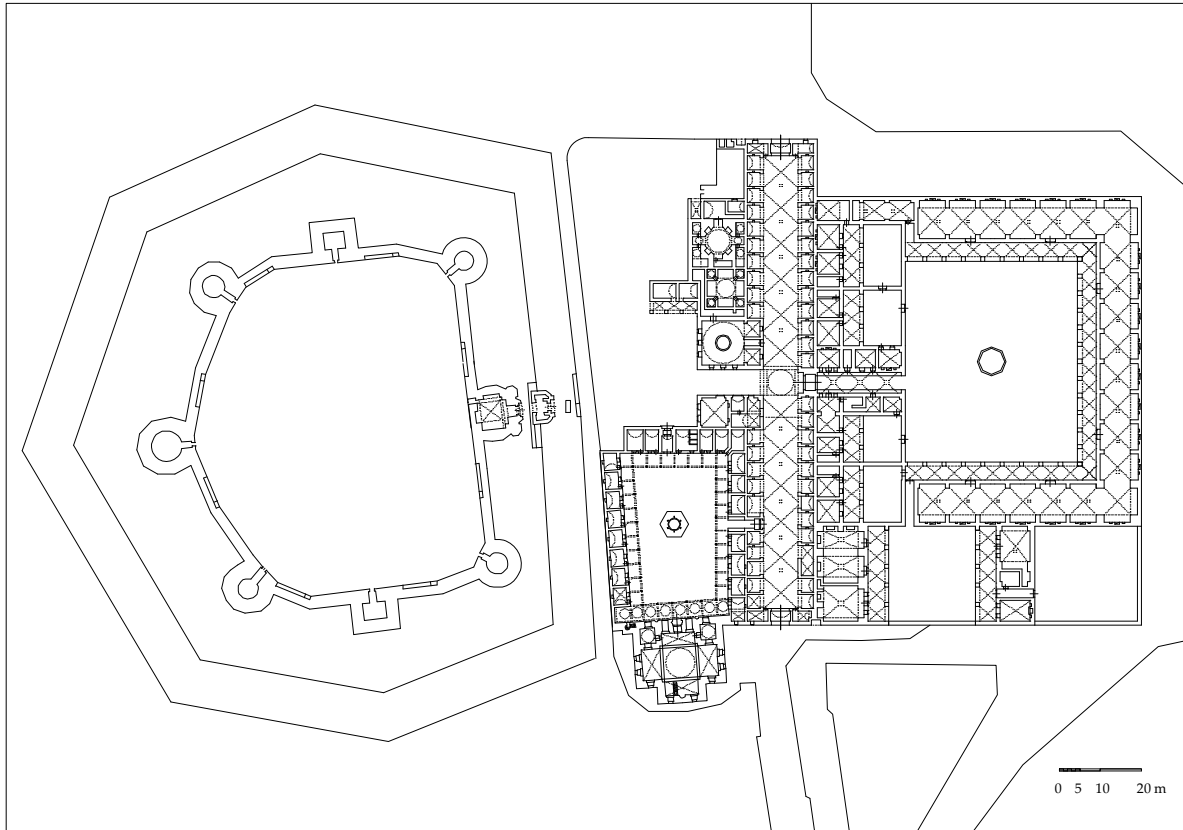
Section and upgraded plan of hall caravanserai. (Author's survey 2008. Plan base from Karademir 1986.)



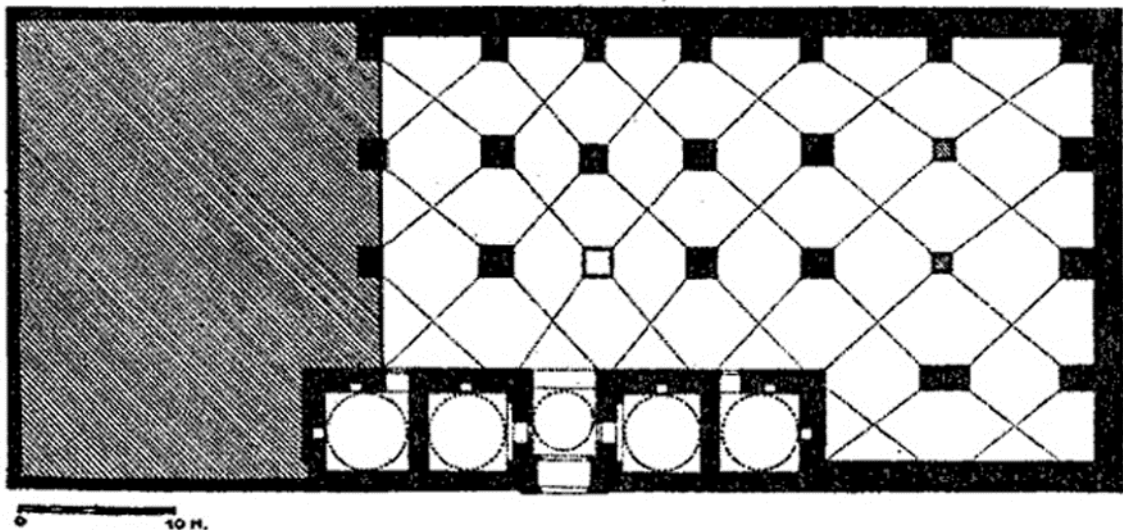


(fig. 7) Payas.

Upgraded plan of court caravanserai. (Author's survey 2008. Plan base from Necipoğlu 2005).



(fig. 8) **Payas.** Sokullu Mehmet Paşa complex and castle substituting a Crusader predecessor. (Plan from Necipoğlu 2005.)



(fig. 9) **Belen.** Sultan Süleyman caravanserai. Plan from Sauvaget 1937 with a reconstruction of the total extension. The hall was extraordinarily spacious with higher capacity than Payas. Today only the right half of the building exists in strongly rebuilt condition.