

Depictions of the Byzantine Harbours of Constantinople in Early Maps and Engravings

The topography of Constantinople constitutes an extremely large field of interest for all scholars working on both secular and ecclesiastical topics. The harbours that developed during the centuries on the coastline of the capital have been the subject of several studies, especially during the last years, when our knowledge of them has been increased due to the new archaeological data that recently came up¹. During the last decade, a series of excavations have brought to light some important information on them. In the Golden Horn, the Proshporion², known even from ancient times as the »closed harbour« (Κλειστός Λιμὴν), since it was protected by walls and a breakwater, has partly been excavated in the Sirkeci area, where recently the Archaeological Museums of Istanbul uncovered warehouses that, according to the excavators, used to store oil and cereals (*horrea Olearia*, *horrea Troadensia*, *horrea Valentiaca*, *horrea Constantiaca*)³.

Up to now, the most extensively excavated is the Theodosius Harbour⁴, which for centuries served as one of the main harbours where food and products from the Mediterranean and the Black Sea arrived at the city as cargo from merchant ships. During the excavations, a lot of information was gained on the original form of the harbour, the piers to which the ships were tied, the ships themselves (37), the sea walls for the protection of the harbour, the animals used for transportation of the products from or to the boats etc. Moreover, numerous finds coming originally from the cargo of the ships offer us a lot of information on the origin of the products that were once part of the cargoes. In the excavations there have been found plant remains, seeds and remnants of fruit plants and trees, such as figs, grapes, cherries, melon seeds, spices, olive stones, hazelnuts, and pine nuts which were spread in the sea when a strong storm hit the port or found within the amphorae, indicating that they were going to be either exported to other places, or imported to the capital⁵.

Besides the archaeological excavations, maps and engravings are among the most important sources frequently used by researchers dealing with the topography of Byzantine

Constantinople, because they offer us - already from the 15th century onwards - early representations of Constantinople depicting aspects of the urban organisation of the Byzantine city and its monuments. Numerous studies have been written on this particular way of depicting the city, which point out that through maps the depiction is both realistic and imaginary, both true and deceptive, with accuracies and errors, with realism and symbolism. Nonetheless, trying to discover the city's true picture is an enthralling and challenging process, which, through the study of comparative material and archaeological data, can lead to significant conclusions regarding the topography and monuments of Byzantine Constantinople.

It is known that the oldest surviving map of Constantinople has been preserved in the work of the Florentine scholar and monk Christoforo Buondelmonti. His *Liber Insularum Archipelagi* records the history of the city and its monuments and depicts it in a map that remains unique up to today, since it constitutes the first depiction of Constantinople before its fall in 1453⁶ (fig. 1).

The original map, drawn around 1422, was destined to become the prototype for the later production of *isolarios*, or cartographic island books, which became very popular in the 15th and 16th centuries. Between 1420 and 1490 at least 60 copies were made, which in general reproduced Buondelmonti's design, although they display certain differentiations⁷. Among the very well-known copies of Buondelmonti's Constantinople, one can mention the work of Henricus Martellus Germanus, a geographer and cartographer from Nuremberg who lived in Florence between 1480 and 1496 and who also produced another *Insularium Illustratum*⁸ (fig. 2).

The testimony of the maps is invaluable, since in all cases, despite the schematic and often abstract rendition, they offer information on the city's inner and outer walls, its piers, bridges, some of its gates and harbours. As for the Buondelmonti maps, we can observe there are no harbours depicted on the side of the Golden Horn, only the sea gates,

1 On the harbours of Byzantine Constantinople see: Daim, Häfen. – Magdalino, Harbors 11-15. – Günsenin, City's Harbors 99-105. – Janin, Ports 73-79. – Janin, Constantinople 225-244.

2 On the Proshporion harbour see: Kislinger, Neorion und Proshporion 91-97. – Magdalino, Harbors 13-14. – Müller-Wiener, Bildlexikon 57. – Janin, Constantinople 235.

3 Girgin, Sirkeci 98-105. – Günsenin, »City« Harbors 100-102.

4 The bibliography for the recent excavations in the Theodosius Harbour is rich, see for instance: Kocabaş, Theodosius Harbour 401-413. – Külzer, Theodosios-Hafen 35-50. – Asal, Yenikapı 5-10. – Kızıltan/Kocabaş, Theodosian Harbour 109-125.

5 Asal, Yenikapı 5-10.

6 Manners, Constantinople 73. – Barsanti, Buondelmonti 169-254.

7 Thomov, Buondelmonti 443.

8 Davies, Martellus 451-459.



Fig. 1 Cristoforo Buondelmonti, Map of Constantinople. – *Liber Insularum Archipelagi*. Paris, Bibliothèque nationale de France, Département des Cartes et Plans, Ge FF 9351 Rés., fol. 37^r.



Fig. 2 Henricus Martellus, flor. 1480-1496, Map of Constantinople.. – (Henricus Martellus Germanus, *Insularium illustratum* Add MS 15760: c 1490 fol. 40^r).



Fig. 3 Cristoforo Buondelmonti, Constantinople. Ms. 71, Gennadius Library, (Athens), f. 36^r. – (From Drakoulis, Buondelmonti).

whereas the opposite is true for the side of Marmaras, where the creators focus on depicting the harbours and omit the gates. More specifically, on the Golden Horn side there are shown the «Vlachernae Gate» / *Porta dale chorne* / Ayvansaray Kapı, the «Gate of the Platea» or «Royal / Basiliiki Gate» / *Porta messi (messa)* / Unkapanı Kapısı, the «Gate of Perama / Fish-market» / *Porta Pissaria (piscaria)* / Balık pazarı Kapı and the «Gate of the Jews» *Porta Judaea* / Bahçekapı (fig. 3).

Later, in the 16th century, Andrea Vavassore⁹ in his famous woodcut (~1530) (fig. 4) and George Braun with Franz Hogenberg (1572) (fig. 5) in their views of Constantinople published in their Atlas «Civitates Orbis Terrarum» in Cologne in 1572¹⁰, depicted some of the gates of the walls. Their images of Constantinople are from an eastern point of view, allowing them to better illustrate the Golden Horn, add four more gates on the western side: the *Porta del Fiume*, the *Porta del Chinico* (the Hunter's Gate) / *Porta ton Kynegon*), the *Porta de la Farina* and the *Porta del Isole* at the point where it meets the sea of Marmaras¹¹. The maps also record the commercial quarters and wharfs, which ever since the 12th century had been given to Italian settlers. The Venetians had settled near Perama, next to them and to the east were the Amalfitans,

9 Berger, Vavassore 329-355.

10 Braun/Hogenberg, Cities.

11 Berger, Vavassore 350-351.

Fig. 4 View of Constantinople, Pera-Galata and the Asiatic coast by Andrea Vavassore. Woodcut, c. 1530, after an original from 1478/1479-1481. – (Bamberg, Staatsbibliothek, IV C 44, from Effenberger, Konstantinopel fig. 6).

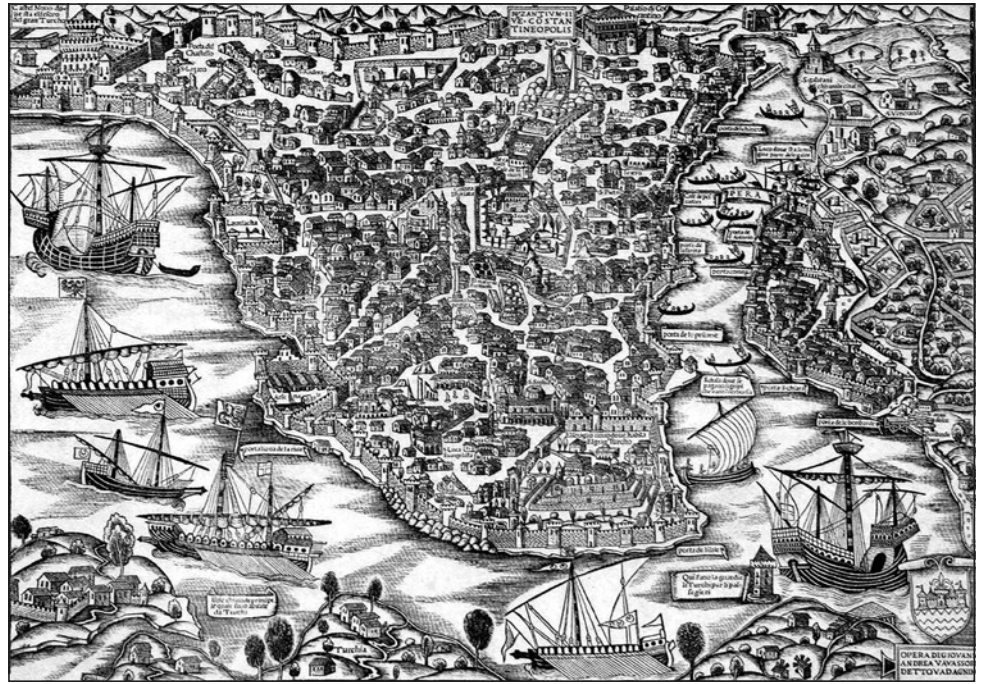


Fig. 5 George Braun, Franz Hogenberg, Byzantium Nunc Constantino-
polis, Hand Coloured map, Cologne, 1572. – (From The Barry Lawrence Ruderman Map Collection courtesy Stanford University Libraries).



the Pisani, and even more to the east, the Genoese near the old ports of Neorion and Prosfhorion¹².

Correspondingly, all 16th-century maps depict the Genoese colony established after the 13th century at Pera, on the northern shore of Bosphorus, in quite a lot of detail and this has been explained with the hypothesis that the creator of the original edition must have been an Italian from the Gal-

ata area. So, at the seaward walls of Pera are depicted the sea gates of S. Antonio, Porta Comego, Porta S. Chiara and Porta de le Bonborde which are not recorded in the Buondelmonti's copies, since the eastern and western sea walls of the suburb were constructed in 1435 and 1447, respectively¹³.

From the side of the Sea of Marmara, the depiction becomes more detailed since the point of view from which the

12 Magdalino, *Neighborhoods* 209-226.

13 Drakoulis, Buondelmonti 209. It is interesting though, that even in the Düsseldorf's manuscript where the walls of Pera are presented with the additions of the 15th c., the sea gates of Pera are not recorded.



Fig. 6 Cristoforo Buondelmonti, Constantinople. Ms Rossiano 702, Biblioteca Apostolica Vaticana, f. 32^v. – (From Manners, Constantinople).



Fig. 7 Cristoforo Buondelmonti, Constantinople. Ms 15, Biblioteca Correr (Venice), f. 37^r. – (From Manners, Constantinople).

map has been drawn has that side in the foreground. As has been often discussed, the depiction includes a representation of the city as seen from the air, from a specific SW point of view, from the opposite Asian shore, using the technique known as »bird's eye view«¹⁴.

From the east to the west the first harbour to be depicted is the one with the inscription *Portus di Palati Imperator (olim palatii ipatou)*, which is identified as the Imperial Harbour, outside of the sea walls, in front of the Palace of Boukoleon¹⁵. The harbour was artificial and thus it was called the »man-made harbour« (χειροποίητος λιμὴν), in certain sources and according to Anna Komnene it featured a »marble and limestone-paved quay« (δὲ ἐγχορήγου καὶ μαρμάρων)¹⁶. All depictions show that the harbour was delimited by two jetties forming a semicircle and protecting the inner basin where the imperial fleet was concentrated. The only exception in the

Florentine monk's manuscripts is the Rossiano 702 manuscript of the Vatican Library (fig. 6), according to which within the palace walls there was another semi-circular structure, which was adjacent to the walls themselves¹⁷.

Next to the harbour of Boukoleon, halfway along the coastline, there is the second harbour in the form of a closed bay, joint to the sea walls. It is the Harbour of Julian known mainly since the 9th century as the *Harbour of Sophia / Sophiae / Sophianon*¹⁸ after the wife of Justin II who had it renovated (565-578). This harbour is the one more often mentioned in Byzantine sources for transporting passengers between the 7th and 10th centuries. It was at this harbour that Herakleios disembarked in 610¹⁹ and from which Eustratios, the abbot of the Monastery of Agavrou on Bythinian Olympus, disembarked in the mid-9th century²⁰, whilst in 996 Leon of Synada departed from there on a diplomatic mission

14 Manners, Constantinople 73.

15 Guiland, Boukoleon 187-206. – Heher, Bukoleon 67-90.

16 Anna Komnene, Alexias III 1. 5.

17 Barsanti, Buondelmonti 203-204.

18 Heher, Julianoshafen 51-66.

19 Georgios Kedrenos, Chronicon I 712 (Bekker): καὶ πολέμου συρραγέντος εἰς τὸν λιμένα τῆς Σοφίας μετὰ Φωκά καὶ Ἡρακλείου, ἡττηθεὶς ὁ ἀλιτήριος ἔφυγεν εἰς τὰ βασίλεια.

20 The historical sources give a detailed description of the entry of the ship to the harbour. It seems that the ship was damaged due to the existence of a reef, which caused an opening to the vessel. Vita Eustratii 37 (391-392 Papado-

oulos-Kerameus): Ὁ μέντοι ἡγιασμένος οὗτος πατήρ ἐν τῷ πλοίῳ εἰσεληλυθὼς, αἰσίῳ τοῦ πλοῦτος γεγονότος, διὰ τάχους τὴν Βασιλείουσαν κατέλαβεν· καὶ δὴ ἐν τῷ τοῦ Ἰουλιανοῦ λιμένι, ὃν δὴ Σοφίας καλεῖν ἢ συνηθεῖα εἴωθεν, εἰσερχομένου τοῦ πλοίου, βραχεῖ τι νι ὑφάλῳ ἐπιδραμόντος, ὅπῃ ὑπέστη δυναμένην αὐθωρὸν αὐτὸ καταποντίσαι. Τῶν οὖν ἐν αὐτῷ εἰσπλεόντων ἀγνοησάντων τὸ συμβῆναι αἰσθόμενος ὁ σημειοφόρος πατήρ εὐχὴν κατὰ διάνοιαν τῷ ἐτοιμῶς ἔχοντι ὑπακούειν τοῖς γησίσι δούλοις ἐποίητο πολυτρόπως ἀσινεῖς πάντας τοὺς ἐκεῖσε εἰσπλέοντας διασωθῆναι. Διαφυλαχθέντος οὖν ἀσινούς τοῦ πλοίου καὶ μήτε μικροῦ ὕδατος ἐκ τῆς γεγενημένης ὀπῆς εἰσελθόντος ἐν αὐτῷ καὶ τῇ γῆ προσορμισθέντος ἐκβάλλεσθαι τοὺς ναυτικούς πάντα διὰ τάχους τὰ ἐν τῷ πλοίῳ ὄντα παρεκελεύσατο σκύλα....

to Rome²¹. It seems that the harbour remained in operation at least until the fall of the city and was used, according to Doukas, during the defence of Constantinople on May 27th 1453 »They reached down to the Grand Palace, crossed the harbour and formed a ring as far as Vlangas / καταβάντες τό μέγα παλάτιον καί διαβάντες τόν λιμένα περιεκύκλωσαν ἄχρι τοῦ Βλάγκα«²².

In the inscriptions accompanying the maps, the harbour is usually referred to as *Contoscalie*²³, as the harbour of Sophia and since the 13th century as *Kontoskalion* or *Kontoskelion*, because it was near the gate, which had been named after army official Aggalianos Kontoskelis who had supervised the harbour's construction, or deepening works²⁴.

The sources contain interesting information regarding the maintenance works performed throughout the centuries at the *Contoscalie*, which are mainly attributed to Michael Palaiologos VIII. Moreover, the *Patria* mention that Andronikos II (1282-1328) constructed iron gates at the entrance of the harbour to protect the ships: »[...]ὁ Σοφιανῶν καλοῦμενος λιμὴν· ὄν δὴ καὶ ἀναχωσθέντα τῷ χρόνῳ ἀνῶρυξε καὶ ἀνηρέωσε τοῦτον νῦν ὁ ἐν τοῖς βασιλεῦσι διαφανέστατος, ὁ τῆς ὀρθοδοξίας ὄντως λιμὴν, ὁ αὐτοκράτωρ ἡμῶν κύριος Ἀνδρόνικος Κομνηνός ὁ Παλαιολόγος· ἀνακαθήρας γὰρ τὸν τοιοῦτον λιμένα καὶ εὐρύνας καὶ βαθύτατον ποιήσας καὶ θριγγεῖον τοῦτο ἀξιεπαινετώτατον ἤγειρε καὶ τὸν λιμένα διὰ πυλῶν σιδηρέων κατησφαλίστατο, τὰς βασιλικὰς τριήρεις ἀνεπιβούλους ἐν τούτῳ μείναι θεσπίσας > καὶ μὴ< σαλεύεσθαι[...]«²⁵. We do not know for how long these iron gates were preserved in the harbour, but in some of the Buondelmonti's team manuscripts they are depicted²⁶ (fig. 7).

In the mid-14th century, in 1348, and to face the Genoese of Galata, Emperor Ioannes VI Kantakouzenos ordered ships to be built in the shipyard of Contoscalie²⁷. According to the Russian pilgrim Stephan of Novgorod, who visited Constantinople between 1348 and 1349, the site had still very large gates with iron lattices and could hold up to 300 merchantman and warships²⁸. After the fall of Constantinople, the harbour continued its military function, and new arsenals were built to host the Ottoman navy during the campaign of Mehmet II²⁹ (fig. 8). It is probably these arsenals that are shown on 16th-century maps, starting from the woodcut by Andrea Vavassore³⁰ (1520), Sebastian Münster's *Cosmographia*³¹ (1550) (fig. 9) and the map of Georg Braun and Frans Hogenberg³² (1572).

Since Kontoskalion became the major harbour along the shoreline of the Marmara Sea and the principal basis of the



Fig. 8 George Braun, Franz Hogenberg, *Byzantium Nunc Constantinopolis*, Hand Coloured map, Cologne, 1572, detail from fig. 5).

imperial navy after the restoration of Byzantine rule following the Latin occupation, it is the main harbour depicted in the early maps. One very distinctive representation is preserved in the extremely significant manuscript housed in the Universitäts- und Landesbibliothek Düsseldorf (fig. 10). The manuscript reproduces Buondelmonti's depiction of Constantinople in an enriched edition that also includes the most striking representation of Pera with commercial vessels, galleys and wooden jetties projecting into the water from the shoreline, as well as with buildings of the early Ottoman city, such as the two castles at the Bosphorus Anadolu Hisar («Eastern Fortress»), erected in 1395/1396, and Rumeli Hisar («Western Fortress»), erected in 1452, Yedikule and others (mosques, palaces, cemeteries, markets etc.). Even in this map, which seems to have been produced in the second half of the 15th century, and more specifically at the end of the reign of Mehmet II³³, the Kontoskalion is presented as a very well protected harbour with walls and towers.

21 Magdalino, *Neighborhoods* 214.

22 Doukas, *Chronographia* XXXIX, 6 (ed. Reinsch 494, 7-8); transl. Doukas, *Decline and Fall* 222 (with modifications).

23 In the Gennadius Ms 71 it is written: »Receptaculu dictu contiscali« (Drakoulis, Buondelmonti 204).

24 Stavridou-Zafraka, *Κοντοσκάλιο* 1326-1327.

25 *Patria Konstantinupoleos* III 230. 11-20.

26 Ms Vat. Urb 270. – Biblioteca Apostolica Vaticana, f. 45^v, Ms Rossiano 702. – Biblioteca Apostolica Vaticana, f. 32^v, Ms 15 Fondo Dona delle Rose della Biblio-

teca Correr di Venezia, f. 37^r, Ms. G. 13 Düsseldorf Universitäts- und Landesbibliothek (Barsanti, *Costantinopoli* 204).

27 καὶ πρὸς τῷ λεγομένῳ Κοντοσκαλίῳ νεωρίῳ αἱ τριήρεις ἐναυπηγοῦντο (Ioannis Kantakouzenos, *Historia* III, 71.10-72.8; 80.4).

28 Majeska, *Russian Travelers* 38.

29 Müller-Wiener, *Bildlexikon* 63.

30 Berger, *Vavassore* 350.

31 Wessel, *Die Cosmographia*.

32 Braun/Hogenberg, *Cities*.

33 Manners, *Constantinople* 75. 87. – Balard, Buondelmonti 392.



Fig. 9 Sebastian Münster, Constantinopel des Griechischen Keyserthumbs Hauptstatt im Land Thracia am Møre gelegen. Coloured woodcut. – (Sebastian Münster, *Cosmographie Oder beschreibung Aller Länder herrschafftenn vnd fürnemesten Stetten des gantzen Erdbodens: sampt jhren Gelegenheiten, Eygenschafften, Religion, Gebreuchen, Geschichten vnnnd Handthierungen, etc.*. Basel 1578 p. 1246f. c. 1550.)



Fig. 10 Cristoforo Buondelmonti, Constantinopel. Ms G 13, Universität und Landesbibliothek (Düsseldorf), f. 54r. – (From Effenberger, *Konstantinopel*).

All the maps by the Buondelmonti team depict in the area west of Kontoskalion a pier next to an embankment outside the city walls. The area is often referred to by the inscription *Portus Vlanga*³⁴. It is the well-known *Harbour of Theodosius*, which due to recent works is currently considered Constantinople's most well-studied harbour.

As it is well known, the Harbour of Theodosius, which in written sources of the 6th-7th century also referred to as *Caesaron*, after its destruction which is thought to have been brought on by severe storms which caused the river Lykos³⁵ to overflow, covering the ships with sand at the beginning of the 11th century, was abandoned because of erosion and silting. During the 12th and 13th centuries, a church was built on the eroded harbour area, whilst in 1261 Jewish tanners populated it. According to Eremya Celebi Kumurciyan, the majority of the area's residents were non-Muslim, and the area was named *Buyuk Vlanga Bostani*³⁶ (fig. 8).

The interesting thing about the depiction of Vlanga Harbour is that in the manuscripts of the Buondelmonti family describing the phase of erosion of the harbour, a rectangular stairway/pier for ships to dock is depicted instead, with part of the coastline to the side. The length of the stairway varies, but in two of the manuscripts preserved in the Vatican

34 Berger, *Langa Bostani* 467-477.

35 It should be noted that in most of the maps of the Buondelmonti family, the Lykos river is depicted to flow into the Kontoskalion harbour, whereas a small tributary is shown to flow into the Theodosius Harbour.

36 Berger, *Langa Bostani* 467.



Fig. 11 Cristoforo Buondelmonti, Constantinople. Ms Vat. Chigi F.V. 110, Biblioteca Apostolica Vaticana, f. 43^v. – (From Manners, Constantinople).

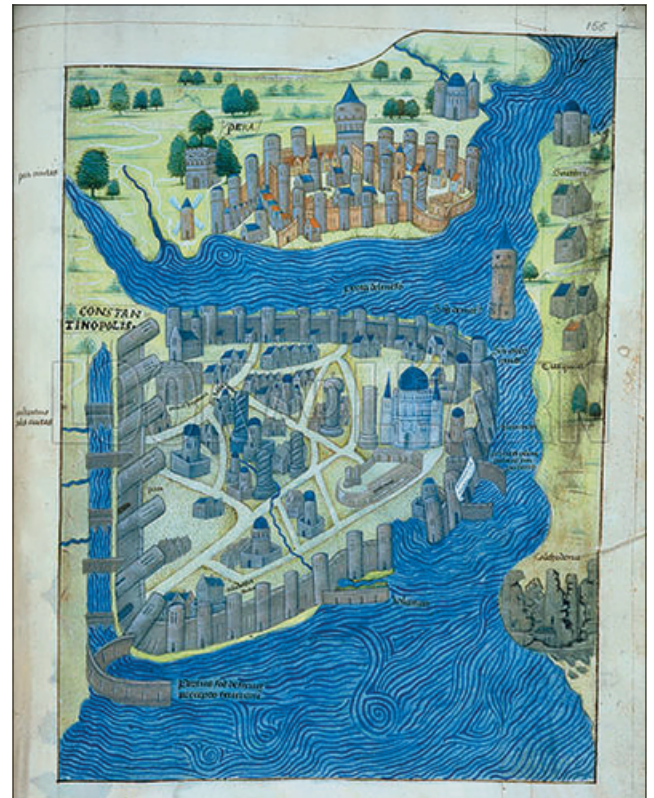


Fig. 12 Cristoforo Buondelmonti, Constantinople. Ms Arundel 93, British Library (London), f. 155^r. – (From Manners, Constantinople).

Apostolic Library (fig. 11) and Pennsylvania³⁷, the use of the harbour is emphasised, as the pier is depicted as very large and wide, almost square. Perhaps the creator of the map wanted to restore the memory of dozens of piers in this way, because for years the harbour served a large number of merchant ships carrying goods to Constantinople, but also occasionally navy vessels³⁸.

The excavations in recent years have verified the idea of a large harbour we have from the sources; they have brought to light not only 37 shipwrecks but also more than 25 piers³⁹. We are not sure of the state of the harbour in the 15th century, but it seems that its use has been limited since then; all that remained was a narrow strip of land outside the walls where ships could dock.

This is attested by the fact that in 1432 the Vlanga Harbour could still take 2-3 ships anchoring at the mouth of the river at the eroded piece of land, while the testimony by

Nicollo Barbaro⁴⁰, an eyewitness of the 1453 events, according to whom the Turkish navy attacked the Jewish quarter from the side of the Sea of Marmaras, where part of the army disembarked on that coast, also leads to the same conclusion. This event could have taken place at the pier of the Harbour of Theodosius, and it may be the most tangible evidence that it was used before being abandoned as a harbour.

On the other hand, Vavassore and other 16th century cartographers render the harbour at the phase after its abandonment when there were gardens and orchards. What is also interesting when studying the area is that the eastern and western parts of Buyuk Langa Bostani were surrounded by a wall after 1453 and 1479 respectively, and this is how the area is depicted in 16th-century maps⁴¹.

Finally, on some of the Buondelmonti maps, at the point where the Marmaras' coastline meets the land walls, there is depicted the *Porta Cresea* (The Golden Gate) and next to

37 Ms Chigi F.V. 100, Biblioteca Apostolica Vaticana, f. 43. – Ms 4 Collection of Boies Penrose in Pennsylvania (see Barsanti, Buondelmonti 196).

38 For example, Theophanes informs us that, it was here, ἐν τῷ Προκλιανησίῳ τῶν Καισαρίου λιμένι, that the byzantine navy gathered galleys and dromons ahead of an Arab attack (Theophanes, Χρονογραφία 958-959).

39 For the bibliography, see Footnote 4.

40 Berger, Langa Bostani 472.

41 Berger, Langa Bostani 472-473.

it a jetty starting from the moat and stretching towards the sea accompanied by the inscription *portus sed destructus preceptu turchorum*⁴² (fig. 12). This certainly refers to the Golden Gate Harbour mentioned by Doukas in the 15th century (τότε ἐξεληθόντες τὰ πλοῖα ἴσταντο ἐκδεχόμενα τὴν ἄφιξιν τῶν νηῶν, ἐκ τοῦ λιμένος τῆς χρυσοῦς πύλης)⁴³. What is interesting is the relationship between the harbour and the Pege stairway, which was used by the emperors when they returned from Asia to make a triumphant entry into the capital. Probably, the depiction in the early maps of the jetty in a way

that resembles a stairway implies the relationship between the two locations⁴⁴.

To summarize, we could say that the maps, despite not having been drawn with the intention of reproducing Constantinople in full detail, do in fact offer lots of information that correspond to reality. As long as Constantinople remains unexcavated and archaeologically unexplored, these maps, especially the early ones of the 15th and 16th centuries will be the main testimony of the city's buildings and structure.

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Summary / Zusammenfassung

Depictions of the Byzantine Harbours of Constantinople in early Maps and Engravings

Only starting with the map of the Florentine scholar Christoforo Buondelmonti in the early 15th century, we possess detailed cartographic representations of Constantinople, its seashores, harbours and anchorages. The following decades and centuries, however, produced an increasing number of such maps and views of the city, sometimes copying earlier examples, sometimes contradicting each other. The paper selects important examples from the 15th and 16th centuries and demonstrates their value and challenges for a reconstruction of Constantinople's harbours.

Darstellungen der byzantinischen Häfen von Konstantinopel in frühen Karten und Gravuren

Erst beginnend mit der Karte des Florentiner Gelehrten Christoforo Buondelmonti im frühen 15. Jahrhundert besitzen wir detaillierte kartografische Darstellungen von Konstantinopel, seinen Küsten, Häfen und Ankerplätzen. Die folgenden Jahrzehnte und Jahrhunderte brachten jedoch eine zunehmende Anzahl solcher Karten und Ansichten der Stadt hervor, wobei manchmal frühere Beispiele kopiert wurden und manchmal diese Darstellungen einander widersprachen. Der Beitrag wählt wichtige Beispiele aus dem 15. und 16. Jahrhundert aus und diskutiert deren Wert und Probleme für die Rekonstruktion der Häfen von Konstantinopel.