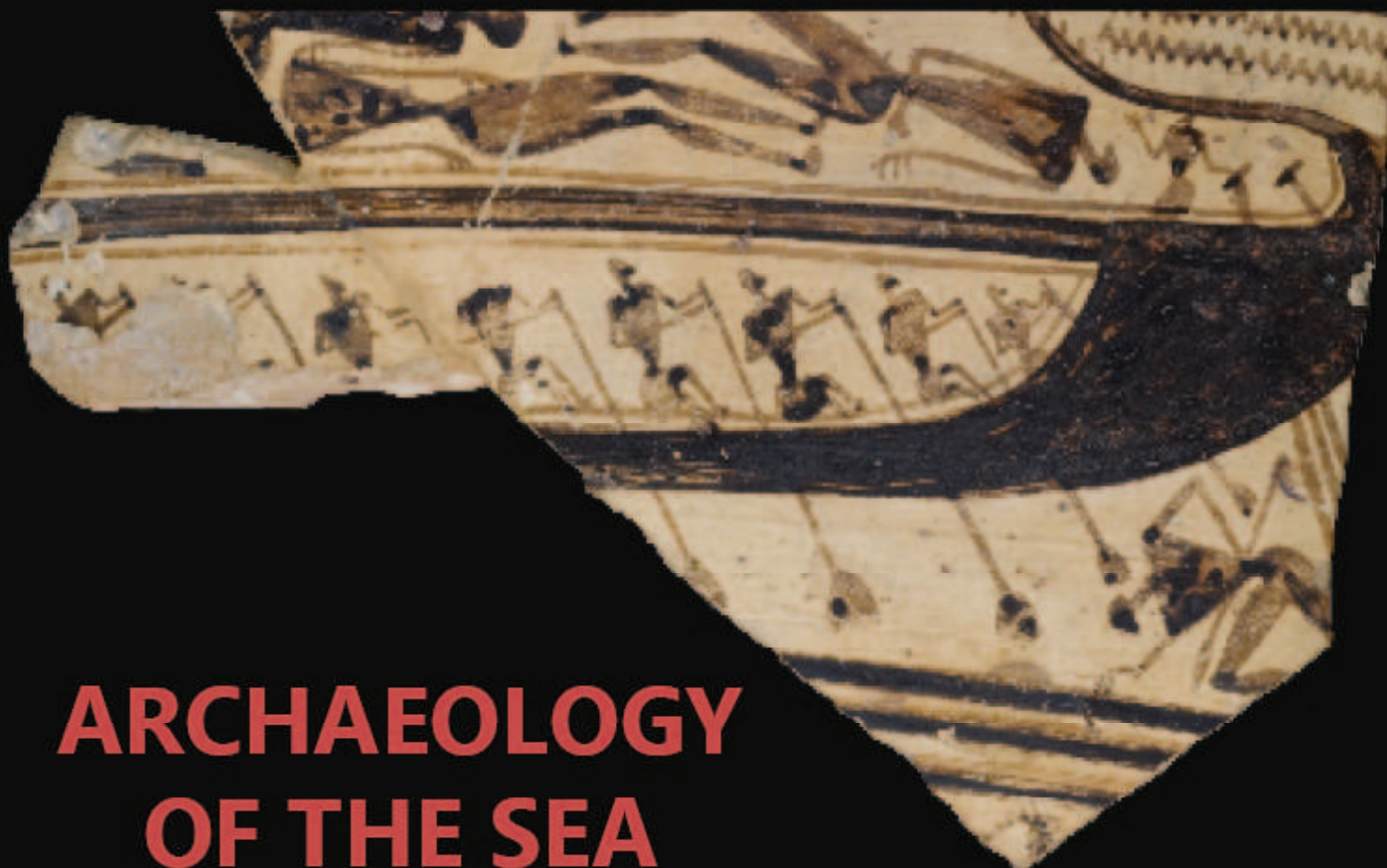


# Archaeology of the Sea

## An International Conference organised by

Hellenic Ministry of Culture and Sports  
Belgian School at Athens,  
BCAOG/CBRAG,  
CREA-Patrimoine, ULB  
ARC- CRISIS 13c BC-UCL



# ARCHAEOLOGY OF THE SEA

Friday 21 and Saturday 22 March 2014

Brussels, Royal Museums of Art and History (MRAH/KMKG),  
Auditoire/Auditorium



# Archaeology of the Sea

March 21-22, Royal Museums of Art and History, Brussels

The aim of this conference is to explore to what degree the sea served both as a barrier and as an enabler of interactions between Mediterranean communities since the earliest prehistory till the end of the Hellenistic period. We also aim to stress how, at different times, the sea and coastal places were at the origin of meaningful traditions through which individuals and communities constructed multiple relationships. The 17 lectures that make up this conference are organized in the framework of the Greek Presidency of the European Union Council from January 1st, 2014, onwards and represent the academic angle of the exhibition 'Nautilus: Navigating Greece', which takes place in the Palace of Fine Arts in Brussels, BOZAR (<http://www.bozar.be/b3/mgt/mailings/view4.php?id=8948>) from January 14 to April 27, 2014.

## Organised by

The Hellenic Ministry of Culture and Sports, Belgian School at Athens, the Committee for Belgian Archaeological Research in Greece, Université Catholique de Louvain – ARC project: 'A World in Crisis'? Archaeological and Epigraphical Perspectives on the Late Bronze Age (13th c. B.C.) Mediterranean Systems' Collapse: a case study approach, Université Libre de Bruxelles – Centre de Recherches en Archéologie et Patrimoine (CReA-Patrimoine)

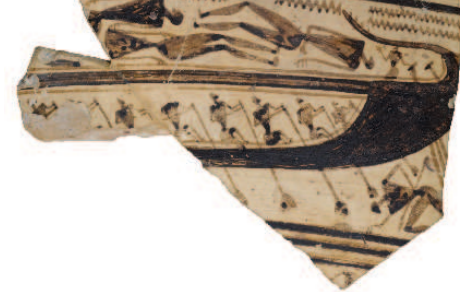
## Scientific & Organising Committee

Dr. Lina Mendoni, Prof. Jan Driessen, Dr. Maria-Xeni Gareizou, Prof. Athina Tsingarida, Panagiotis Iossif, Ianna Venieri

The organizing committee also wants to thank the following for their valuable assistance:

Dr. Cécile Evers, M. Alexander Rabadan y Arroyo, Dr. Eric Gubel, M. Nicolas Kress, Mrs. Virginie Housiaux

# Preliminary Program



## Friday March 21st

09:30-10:00: Registration

10:00-10:15: Welcome addresses by **Dr. L. Mendoni, Prof. A. Tsingarida**

### *1st Session:* Travelling the Prehistoric Mediterranean: chair **J. Driessen**

10:15-10:45: **Nena Galanidou,**

The Quaternary sea: a linking thread in early human travels in the Aegean Basin

10:45-11:15: **Colin Renfrew,**

Cycladic seafaring from the palaeolithic to the world's first maritime sanctuary

11:15-11:30: Coffee Break

11:30-12:00: **Maria Andreadaki-Vlazaki,**

Minoan Thallasocracy: Myths and Finds

12:00-12:30: **Diamanthis Panagiotopoulos,**

Maritime Entanglements. Bronze Age Crete in its Mediterranean Context

12:30-13:00: **Tom Tartaron,**

Recovering the Maritime Coastal Communities of Mycenaean Greece

13:00-14:30: Lunch Break

### *2nd Session:* Travelling in the Dark Ages: chair **A. Tsingarida**

14:30-15:00: **Shelley Wachsmann,**

The Gurob Ship-Cart Model

15:00-15:30: **Nikos Stambolidis,**

Touches on the canvas of the Homeric Wine Dark Sea

15:30-16:00: **Jan Paul Crielaard,**

Towards an archaeology of the sea. Making sense of the Aegean seascape in the Early Iron Age

16:00-16:15: Coffee Break

16:15-16:45: **Anastasia Gadolou,**

Shedding further light on the sea route from the northern Peloponnese to "Magna Grecia" during the 8th c. BC.



*3rd Session: Masters of the Mediterranean: chair **A. Tsingarida***

16:45-17:15: **Bjørn Lovén,**

The Athenian naval bases in the Piraeus - the backbone of Europe's first Democracy

17:15-17:45: **David Blackman,**

Emblems of naval power

17:45-18:15: **Vassilios Lambrinouidakis,**

The element of the sea in the cult and the myths of Classical Athens

18:15-20:30: Reception

## **Saturday March 22nd**

*4th Session: Travelling throughout the Oikoumène : chair **Dr N. Valakou***

10:00-10:15: Registration

10:15-10:45: **Roland Etienne,**

La politique portuaire de Délos sous Nicias

10:45-11:15: **Sebastiano Tusa,**

The First Punic war revisited after the recent underwater discoveries in Sicily

11:15-11:30: Coffee Break

11:30-12:00: **Pavlos Triantafyllidis,**

The Radiance of Hellenistic Rhodes in the Mediterranean

12:00-12:30: **Giorgos Koutsouflakis,**

"The Unharvested Sea": a century of underwater exploration in the Hellenic archipelago


12:30-13:00: **Cyprian Broodbank,**

Makings of a Middle Sea: A comparative Perspective?

13:00-13:15: Closing words: **Prof. J. Driessen**

13:15-14:30: Lunch break

14:30-17:00: Visit by bus to exhibition: Archaeology of the Sea in BOZAR by speakers

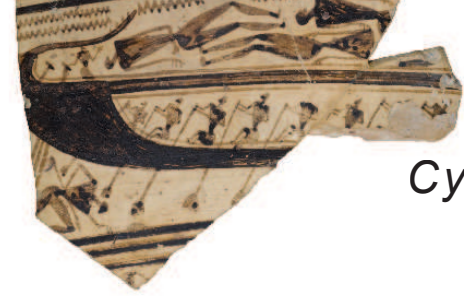


## *The Quaternary sea: a linking thread in early human travels in the Aegean Basin*

Nena Galanidou

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Humanity's history is a long tale of mobility and travel: by hominins leaving Africa for the world, by hunter-gatherers socializing with kin or searching out food, by farmers desiring new lands, by merchants for goods, by refugees escaping war and famine. Travel is a social reality, and travel is affected when sea-level fluctuations change land-access routes. With movement goes the transfer of culture, knowledge, memories, diseases, genes and more. Travel and stasis are used here to discuss Palaeolithic and Mesolithic archaeology in the Aegean, a land-locked sea whose geography is shaped by eustatism, isostasy and tectonic activity. Set at the continental crossroads and rich in diverse life and subsistence possibilities, the Aegean Basin is a unique environment with active geodynamics and plate movements – on-going geological processes fashioning new relief and dynamically changing landscapes, above and below sea-level. During Pleistocene low sea-levels many present islands were part of the Eurasian mainland, offering to hominins much more land to inhabit than now. Those parts now beneath the sea offer chances of precious palaeogeographic and archaeological material concerning humanity's early history. High sea-levels in the Pleistocene and the Holocene flooded previous coastal landscapes; the Aegean became an archipelago, and new insular adaptations emerged. The archaeological record produces multiple strands of evidence about early travel and stasis in the Aegean. Seen against its changing landscape history, they shape new narratives about Palaeolithic and Mesolithic dispersals and travels, on adaptations to the mainland and the islands, about abandonment and recolonization. The linking thread is the Quaternary sea, now fragmenting the Aegean landscapes, now rejoining them.



## *Cycladic seafaring from the Palaeolithic to the world's first maritime sanctuary.*

Colin Renfrew


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The early evidence for seafaring in the Aegean afforded by the characterisation of obsidian (from Melos) is considered, with reference to Early Cycladic longships which may have transported pilgrims to the world's first maritime sanctuary on the island of Keros from c. 2750 BC.

## *Minoan Thallasocracy: Myths and Finds*

Maria Andreadaki-Vlazaki

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## *Maritime Entanglements. Bronze Age Crete in its Mediterranean Context*

Diamanthis Panagiotopoulos

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It is a truism that the sea is one of the most vital forces of cultural change shaping to a large extent the historical trajectory of Mediterranean societies. Bronze Age Crete undoubtedly provides one of the most prominent case studies for exploring the cultural significance of the maritime element. In the past decades, this significance has been extensively studied in a vast and still growing body of academic literature. While traditional research has been focusing for quite a long time on pinpointing the imports' land of origin, mapping their distribution and explaining most cases of cultural interaction by using the generic term 'influence', new theoretical approaches have significantly expanded our research methods and questions and opened totally new horizons for understanding the special character of maritime contacts in the Bronze Age.

Based on these recent theoretical advances, the basic aim of this paper will be to explore the significance of the maritime element in Minoan Crete by discussing some of its key aspects. These include the interaction between environmental, social and political structures, the channels and agents of contact and finally the circulating commodities, (life)styles and knowledge. This conceptual matrix of Mediterranean connectivity may contribute to a better understanding of the sea as geographical space, scape, economic factor, network link and source of inspiration and evaluate the influence of these determinants on the history of Bronze Age Crete.



## *Recovering the Maritime Coastal Communities of Mycenaean Greece*

Tom Tartaron

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For several reasons, the locations of Mycenaean harbors are poorly known. They are not explicitly identified in Linear B texts, and they are not easily detected archaeologically because of pervasive coastline change coupled with the fact that the Mycenaeanans apparently did not build durable harbor constructions. Even less well known are the communities that lived on Aegean coasts and the networks of maritime connectivity in which they participated. The aim of this paper is to outline an integrated approach for recovering Mycenaean anchorages and the people who used them, drawing concepts and methods from archaeology, geoarchaeology, and ethnoarchaeology. An example from Korphos in the Saronic Gulf demonstrates the approach in practice.





## *The Gurob Ship Model*

Shelley Wachsmann

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Petrie's 1920 excavation at Gurob, in middle Egypt, revealed a remarkable disassembled and broken wooden ship model in an unmarked New Kingdom tomb probably dating to the XIXth or the XXth Dynasty now housed at the Petrie Museum of Egyptian Archaeology in London. Despite the fact that Petrie and his assistants published descriptions and reconstructions of it, the model has missed further scholarly attention in the ongoing discussion on ancient seacraft. Although found in Egypt the prototype of the Gurob model was clearly an Aegean-style galley—possibly a pentacenter of a type used by both the Mycenaeans and the Sea Peoples.

This model is the most detailed representation presently known of this vessel type and is unique among all known depictions in its polychrome painted decoration: as such it contributes to our understanding of Homer's epitaphs regarding his heroes' ships. The vessel bears a typical Helladic birdhead decoration topping the stempost while holes along the sheerstrakes confirm the use of stanchions that have been postulated based on other representations. The boat was found with four wheels and other evidence for a wagon like support structure, which connects it with European prototypes. A number of the model's pieces are missing, indicating that it had been broken, probably intentionally, prior to having been deposited in the tomb. Textual evidence for Sherden living in and around Gurob raises the possibility that the model represents a galley of that Sea People. Comparative materials permit the tentative reconstruction of a virtual reality replica of the model.



*Touches on the canvas of the Homeric Wine Dark  
Sea*

Nikos Stambolidis

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*Towards an archaeology of the sea. Making sense of the Aegean seascape in the Early Iron Age and Archaic period*

Jan Paul Crielaard

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In my contribution I will focus on the time span between ca. 1100 and 500 BC. For the Greeks of this period land and sea formed a continuum, which alone justifies the need for an archaeology of the sea. I will give archaeological and literary examples showing how land was perceived from a maritime perspective, and discuss evidence for the existence of maritime communities sharing communalities in material culture. A large part of my paper will be devoted to the cultural maritime landscape of the Aegean. As a point of departure, it is acknowledged that the sea is a knowable, textured place that through senses, observations, skill and mythology can be described and mapped. I will provide examples of stories and myths that give meaning to and make sense of the seascape. The spatial information stored in these narratives forms an important element of cognitive mapping that also served practical purposes when it came to spatial orientation and wayfinding across the seascape. These narratives also give useful insights into sea routes, maritime interconnections and decision making processes in seafaring.



*Shedding further light on the sea route from the northern Peloponnese to “Magna Grecia” during the 8th c. BC.*

Anastasia Gadolou

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Certain works of art, dated to the 8th c. BC, the time of Greek colonization to the west, stand as “spoken symbols”, and reflect the sociopolitical, religious and historical information of the wider chronological Era they are assigned to. Their interpretation may be a matter of dispute amongst scholars, but a combination of the archaeological evidence with the written texts of Homer and Hesiod allows to throw some light on these questions.

A journey through a number of archaeological sites from which certain artifacts with special meaning have been derived will sail us from the northern Peloponnese, via the Ionian sea, to the eastern coast of “Magna Grecia”.

Archaeological sites and artifacts expressing symbolic values as far as landscape planning and representational art are concerned, will enable us to represent people’s values, needs and desires during the organization of the Odysseys of the Early Historical Era.

*The Athenian naval bases in the Piraeus – The backbone of Europe’s first Democracy*

Bjørn Lovén

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Athens in the 5th and 4th century BC was preeminent because of her naval power, and with the navy’s importance came that of her harbour city, the Piraeus, where naval bases housed the hundreds of triremes that served as the primary arm of Athenian power. According to an unknown Athenian writer, the architectural glories of the Acropolis stood in second place to her naval bases: “O Athens, queen of all cities! | How fair your naval base! | How fair your Parthenon! | How fair your Piraeus!”.

This paper presents an overview of the most significant results of the Zea Harbour Project, which has uncovered the development of the Athenian naval bases from their beginnings in the late 6th or early 5th century BC, until the defeat of the Athenian fleet at Amorgos in 322 BC, when Athenian naval supremacy gave way to Macedonian hegemony.



## *Emblems of naval power*

David Blackman

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From the end of the sixth century possession of shipsheds became an emblem of power in the Greek world. They ensured the conservation and availability of warships, and demonstrated the power of individual maritime cities (and not only Greek cities). They also attest the existence of naval bases by which powerful cities could protect their borders and commercial interests, and dominate their neighbours. Sometimes we can see evidence of the extent of an empire – as can be seen also from other archaeological evidence.

## *The element of the sea in the cult and the myths of Classical Athens*

Vassilios Lambrinoudakis

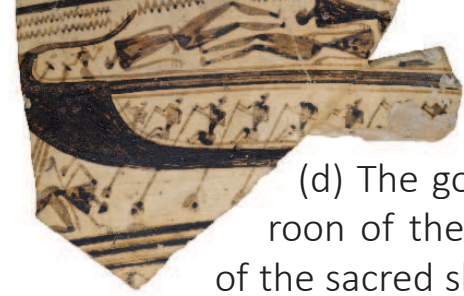
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Strabo characterizes Attica as a landmass with the sea on both sides (ἀμφιθάλαττος). The sea played a capital role in the life and mentality of its inhabitants long before Athens became a strong naval power and maritime empire. The eternal function of the sea in the cosmos of the Athenians is recorded in the myths and the cults of the city-state:

(a) The sea is tightly linked with attic myths and cults related to the first inhabitants of Attica and the origin of the city-state of Athens (offerings at the chasm where the sea water receded following the flood of Deucalion, the “sea” of Poseidon on the Acropolis, the myths and cults referring to Theseus’ shipbuilding, his journey to Crete, his shipwreck off Skyros, and the synoecism of Athens), as well as to Athenian civic institutions (the origins of the Areopagus council: the trial of Ares for killing Halirrhothios, son of Poseidon who personified the sound of waves coming out of the “sea” on the Acropolis).

(b) Traditional cults suggested that everything that is good for life comes from the sea (the offerings by the Hyperboreans to Apollo Delios via the harbor of Prasiae, the arrival of Dionysos by ship, the Oschophoria and Theseus’ march to Phaleron).

(c) The sea was considered a fundamental purifying element (the Plynteria festival in honor of Athena, cleansing in the sea during the Lesser and the Great Eleusinian Mysteries etc.).



(d) The gods always extended their protection over sea affairs (the he-roon of the Homeric steersman Phrontes at Sounion and the anchoring of the sacred ship Paralos at the sanctuary of Poseidon, the ritual sea-battles during the festival of Artemis Munichia, who assisted the Greeks at Salamis, the veneration of Artemis Aristoboule [“of the best decision”] by Themistocles for the inspiration to confront the Persians at sea, etc.).

(e) In classical times, the marine element functioned as a symbol of the naval character of Athens (the Peplos of Athena suspended from the mast of a ship during the Panathenaia, the Attic theoria to Delos onboard the sacred ship Delias, the bridge of Nikias).

(f) The adventures and calamities, frequent in seafaring, are also reflected in the mythical world of Athens (Theseus’ shipwreck off Skyros, Erysichthons’ death during his return journey from Delos).

## Le port de Délos et la théorie de Nicias en 425 av. J.-C.

Roland Etienne

Un texte célèbre de Plutarque concernant la grande théorie de Nicias en 425 av. J.-C. amène à s'interroger sur ce que l'on pourrait appeler la logistique des sacrifices, surtout quand il s'agissait d'amener 100 bœufs dans l'île de Délos.

On aimerait savoir où l'on achetait un tel troupeau, comment les bêtes étaient transportées, - dans des bateaux de ligne ou des cargos spécialement adaptés-, comment et où elles étaient stockées avant l'abattage. On peut se demander si le passage de la théorie de Nicias par Rhénée en 425 av. J.-C. était destiné à manifester le pouvoir d'Athènes sur l'île ou si il répondait à des impératifs techniques.

L'enjeu est de mesurer dans quelle mesure le port de Délos, que l'on décrit trop souvent comme un «grand» centre de redistribution méditerranéen, était adapté à ce genre de trafic lourd dès le Ve s. av. J.-C.. De nouvelles recherches franco-helléniques dans le port de Délos permettent de restituer la ligne de côte, la profondeur des eaux et les possibilités d'accessibilité des bateaux demandant un certain tirant d'eau.

Τῶν γὰρ χορῶν, οὓς αἱ πόλεις ἔπεμπον ἄσομένους τῷ θεῷ, προσπλέοντων μὲν ὡς ἔτυχεν, εὐθὺς δ' ὄχλου πρὸς τὴν ναῦν ἀπαντῶντος ἄδειν κελευομένων κατ' οὐδένα κόσμον, ἀλλ' ὑπὸ σπουδῆς ἀσυντάκτως ἀποβαινόντων ἅμα καὶ στεφανουμένων καὶ μεταμφιεννυμένων, ἐκεῖνος, ὅτε τὴν θεωρίαν ἦγεν, αὐτὸς μὲν εἰς Ῥήνειαν ἀπέβη τὸν χορὸν ἔχων καὶ τὰ ἱερεῖα καὶ τὴν ἄλλην παρασκευὴν, ζευγμὰ δὲ πεποιημένον Ἀθήνησι πρὸς τὰ μέτρα καὶ κεκοσμημένον ἐκπρεπῶς χρυσώσσει καὶ βαφαῖς καὶ στεφάνοις καὶ αὐλαίαις κομίζων, διὰ νυκτὸς ἐγεφύρωσε τὸν μεταξύ Ῥηνείας καὶ Δήλου πόρον, οὐκ ὄντα μέγαν· εἶθ' ἅμ' ἡμέρᾳ τὴν τε πομπὴν τῷ θεῷ καὶ τὸν χορὸν ἄγων κεκοσμημένον πολυτελῶς καὶ ἄδοντα διὰ τῆς γεφύρας ἀπεβίβαζε,

« Les chœurs que les villes envoyaient pour chanter en l'honneur d'Apollon abordaient l'île tels qu'ils se trouvaient pendant le voyage, et aussitôt, comme la foule se précipitait à la rencontre du navire et les invitait à chanter sans aucun apprêt, les choreutes mettaient leurs couronnes et changeaient de vêtements en toute hâte et dans le désordre. Quand ce fut Nicias qui conduisit la théorie, il débarqua à Rhénée avec son chœur, ses victimes et tout son matériel. Il avait fait construire sur mesure à Athènes un pont magnifiquement orné de dorures, de peintures, de guirlandes et de tentures, et il l'avait apporté avec lui ; pendant la nuit, il le jeta sur l'étroit chenal qui sépare Rhénée de Délos, puis au point du jour, conduisant la procession en l'honneur du dieu et le chœur splendidement paré et chantant, il les fit traverser le pont. »

Plutarque, *Vie de Nicias*, 3, 5-6



## *The First Punic war revisited after the recent underwater discoveries in Sicily*

Sebastiano Tusa

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This paper briefly presents the story of my search for the Battle of the Aegates Islands. It begins with Cece Paladino, a great spear fisherman and “the last of the Florios” (a famous dynasty of Sicilian entrepreneurs), who in the 1960s and 1970s, reported hundreds of lead anchor stocks on the seabed along the eastern part of Levanzo Island, in front of sheer cliffs. After hearing these reports from Paladino, I suspected that they belonged to the Roman fleet of C. Lutatius Catulus and gave important information about the location of the famous Battle of the Aegates Islands (241 B.C.E.).

With this possibility in mind, I reread Polybius’ account of the battle and concluded that the action made more sense if the Carthaginian fleet (which was loaded with supplies for their troops on Mount Erice) had set a course north of Levanzo Island toward Bonagia Bay, just north of Trapani (ancient Drepanum). In 2004, we found a further piece of evidence that helped refine the possibilities. In that year, we recovered a bronze rostrum from a local dentist, who had received it from trawler fishermen, who in turn had dragged it from the seafloor in their nets somewhere northwest of Levanzo.

After further preliminary investigations, I entered into a research partnership with RPM Nautical Foundation to survey the entire region around Levanzo Island. Our work began in 2005 and led to the discovery of a concentration of artifacts that must be associated with the famous sea battle. By the end of the 2012 season, we had located nine bronze rams plus many other artifacts related to the two battle fleets. The paper concludes with a brief catalogue of the most important finds located through the 2013 season of fieldwork.





## *The Radiance of Hellenistic Rhodes in the Mediterranean*

Pavlos Triantafyllidis

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The building of the new city of Rhodes in 408 BC on the northern tip of the island («on the eastern cape» «ἐπί τοῦ ἑωθινοῦ ἀκρωτηρίου») after the sunoecism (συνουικισμός) of the three old city-states of the island, Ialysos Lindos and Kameiros, and the establishment of one unified state, lead Rhodes to a continuous upward trend culminating during the third and 2<sup>nd</sup> century BC. This was the period when the Rhodian state became a rather important and prestigious center for all kinds of transit trade in the area of the eastern Mediterranean; it was one of the main banking and shipping centers, but also a significant economic and political power, which managed to maintain neutrality and stability in an agitated and fighting world between the great Hellenistic monarchies. This policy ensured its independence, which was the prerequisite for the facilitation and development of trade and increased its prestige and validity in the universe of the Hellenistic world.

The radiance of Rhodes in the Hellenistic period was so strong that it attracted not only all the locals, but also a large number of foreign craftsmen, artisans and intellectual people, creating a large and vivid cultural center for literature and art; in that way it was Rhodes which affected and transluminated a very important part of the Greek culture to Rome, the new power of the period, and from there onwards to all the West.

The current paper examines the contribution of Rhodes as a commercial, marine, cultural and artistic center in the Hellenistic universe.



## *“The Unharvested Sea”: A Century of Underwater exploration in the Hellenic archipelago*

Giorgos Koutsouflakis

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While underwater expeditions have been conducted in rivers, lakes and wells around the world, the Hellenic archipelagos can claim for the first underwater archaeological research in the Mediterranean, if not worldwide, in the open sea. It was the Greek government which undertook for the first time the “risk” to finance the costly and hazardous recovery of ancient remains, from Salamis (1889) and the Antikythera shipwreck (1901), thus demonstrating to the world what potential an underwater research could have. The early days of underwater exploration in Greece are sealed by the overwhelming presence of the helmet-spongedivers, who literally “walked across” the sea bottom of the Aegean and the Ionian seas, decades before any interest for underwater antiquities was declared. They led the way to a new promising era, they discovered new sites and were the pioneers of underwater excavation.

But operations like Antikythera were more salvage operations, aimed to retrieve lost masterpieces of art, and less of “archaeological projects”, in today’s terms. Underwater archaeology in Greece- as elsewhere- remained subject to the “salvage attitude” for more than half a century. In the late 50’s, the exemplary works of pioneers like Ph. Taillez and G. Bass, demonstrated to the world “how the job should be done”, transforming the diving operations to a discipline. Meanwhile in Greece, some of the most well-known masterpieces of art had already been raised from the deep and exhibited to the public.

Underwater archaeological projects in Greece were reattempted in the early 50’s and were greatly advanced by the new technological invention of Self-Containing Underwater Breathing Apparatus (SCUBA), provided to the public by J.-Y. Cousteau and E. Gagnan. Coastal sites connected with already known terrestrial settlements or installations, were the first to be explored. Shipwrecks and scuttled cargoes followed shortly after, with the number of underwater projects increasing considerably during the following two decades. Crucial points towards that course were the foundation of the Hellenic Institute of Maritime Archaeology (HIMA) in 1973, followed by the establishment of the Greek Ephorate of Underwater Antiquities (Ministry of Culture), in 1976.

The aim of this paper is to present a general, brief history of underwater archaeological research in Hellenic territorial waters, by providing statistical data and focusing primarily to the achievements of the last 20 years, following up previous works that have been published on the subject.

# *Makings of a Middle Sea: A comparative Perspective?*

Cyprian Broodbank

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We live on a 71% blue planet, and it was primarily contacts across these oceanic and other maritime spaces that first tied our planet's societies together. The histories of maritime culture and globalisation are therefore closely intertwined. Although later historians have explored many of these connections in their later phases, the origins of this process of emergent maritime connectivity lie much further back, and are often accessible only through archaeology. Much of the activity occurred along the oceanic margins, and especially in the encouraging environments of the world's small inland seas. This paper compares what we know about the archaeology of several of these exceptionally important maritime theatres (for example the Red Sea, Persian Gulf, Baltic, Caribbean and the several enclosed seas along the coast of East Asia), but focuses on the largest and arguably most dynamic of all, namely the Mediterranean. It examines early Mediterranean archaeology from a maritime perspective, and outlines some of the exceptional as well as generic aspects of the Aegean in particular.

