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5. A scarab of Queen Hatshepsut (1479-1457 BC)¹

Ingrid Gamer-Wallert

The scarab (Figs 19 and 20) is made of bone and it is 18.5 mm long, 14 mm wide and 8.5 mm high². It is pierced lengthwise and remains of a metal mounting are visible at the drill-holes. Just from the photograph, it is difficult to give an exact description of the underside.

The wing cases are indicated by a vertical line. They are separated from the prothorax by a slight vertical line. The head is crescent-shaped, a broad plumed clypeus runs along the upper contour. It is not clear whether the eyes are represented on the sides or whether the extremities are given.

The upright oval field on the underside is surrounded by a single frame and lavishly filled with incisions. A cartouche is placed vertically in the center. It shows the throne-name of Queen Hatshepsut, Maat-ka-Ra. Four erected cobras with inflated chest are arranged in a vortex around the cartouche as if the tail ends were growing out of the contour.

Bertrand Jaeger has a good comparison showing the name of Tuthmosis III, Neb-Maat-Ra, for some time co-ruler and immediate successor of Queen Hatshepsut (Jaeger 1982: 101, 450 (3)^o). Examples with two uraeus snakes alternating with two double spirals are more frequent (Jaeger 1982: 100, 447 (14)^o). They are known for all rulers of the first half of the 18th dynasty, from Ahmose to Tuthmosis IV and there are eight examples for Hatshepsut alone. They suggest a manufacture in the 15th century BC. According to Jaeger ((Jaeger 1982: 136, 1068), the rather negligent engraving of our piece does not argue against a date in the times of the said queen. «Une certaine irrégularité, gaucherie dans l'exécution des signes et leur disposition respective» within the cartouche, which we see at our example as well, is rather typical for that time (Jaeger 1982: 137, 1073).

Notes

1- After v. Beckerath 1997

2- For the find spot see above part 3.3

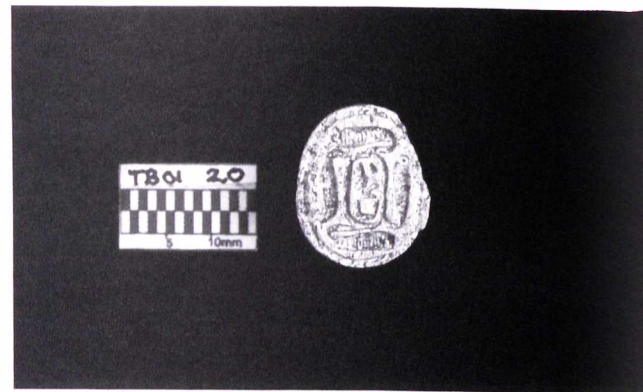


Fig. 19 - Tell el-Burak. Scarab of queen Hatshepsut from the test trench in square 31/22 (cf. Fig. 15).

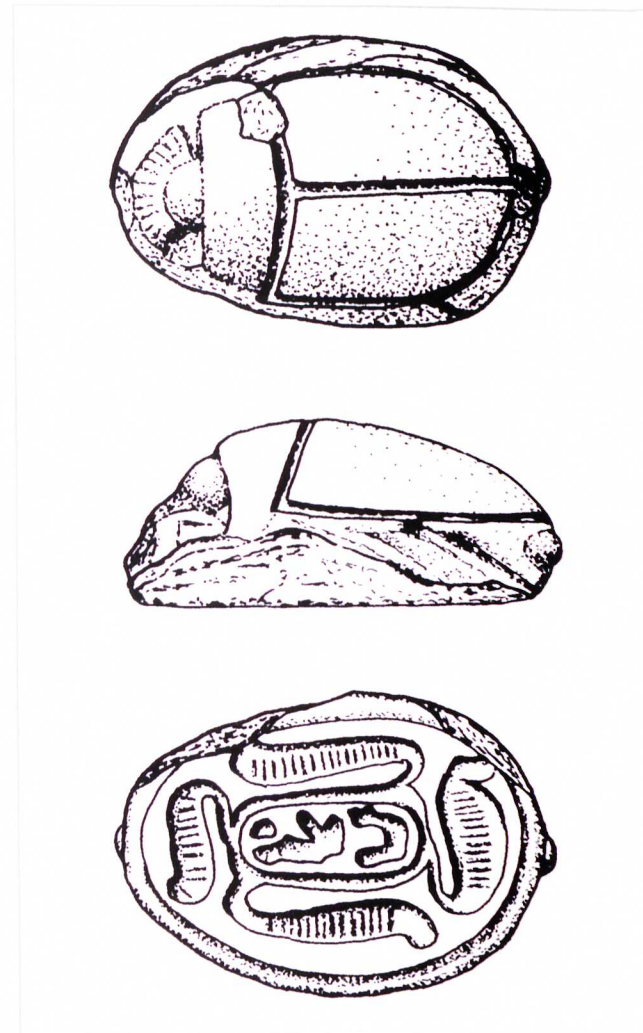


Fig. 20 - Tell el-Burak. Scarab of queen Hatshepsut from the trench in square 31/22 (scale 2:1). (Drawing: D. Wicke; final drawing: J. Englert).

6. The “Seven Captains” Reef - An archaeological under water survey off the coast of Tell el-Burak

Martin Mainberger

10 km south of Saida (ancient Sidon) and 25 km north of Sur (ancient Tyros) lies an under water reef known to local fishermen as [written in Arabic] «Sabaa Rayyis» («Seven Captains», see Fig. 21). These shallows, situated 1 km west of the coast, are a renowned danger for boats and ships. When divers informed the Lebanese antiquity authorities of archaeological structures in this area, German and Lebanese institutions were asked to include an under water survey in their investigation programme planned for Tell Burak during the summer of 2001. The *Deutsches Archäologisches Institut* (DAI) carried out this survey during that summer, in close cooperation with the American University of Beirut

(AUB) and the *Altorientalisches Seminar* of the University of Tuebingen.

Tell el-Burak lies to the northeast of the reef, directly on the shoreline, less than one kilometer from the rough waters of «Seven Captains». An archaeological survey of submerged structures so nearby would therefore not only include the relocation and identification of the reported remains but also their possible relation to the Tell. Both time and technical facilities were however limited, to such an extent, that the survey had to be restricted to a very rough analysis of the general character of the reported structures and could not be a thorough investigation. Unfortunate weather conditions, strong southerly winds, high waves and poor visibility under water, restricted the number of dive hours to only fourteen, from the 2nd to the 10th of September. For water transport and as a working platform, a seagoing fishing boat was used, directed by an experienced crew including Ali Sleem and Hassan Sleem. Tanks and diving gear were organized by the brothers Mohammed and

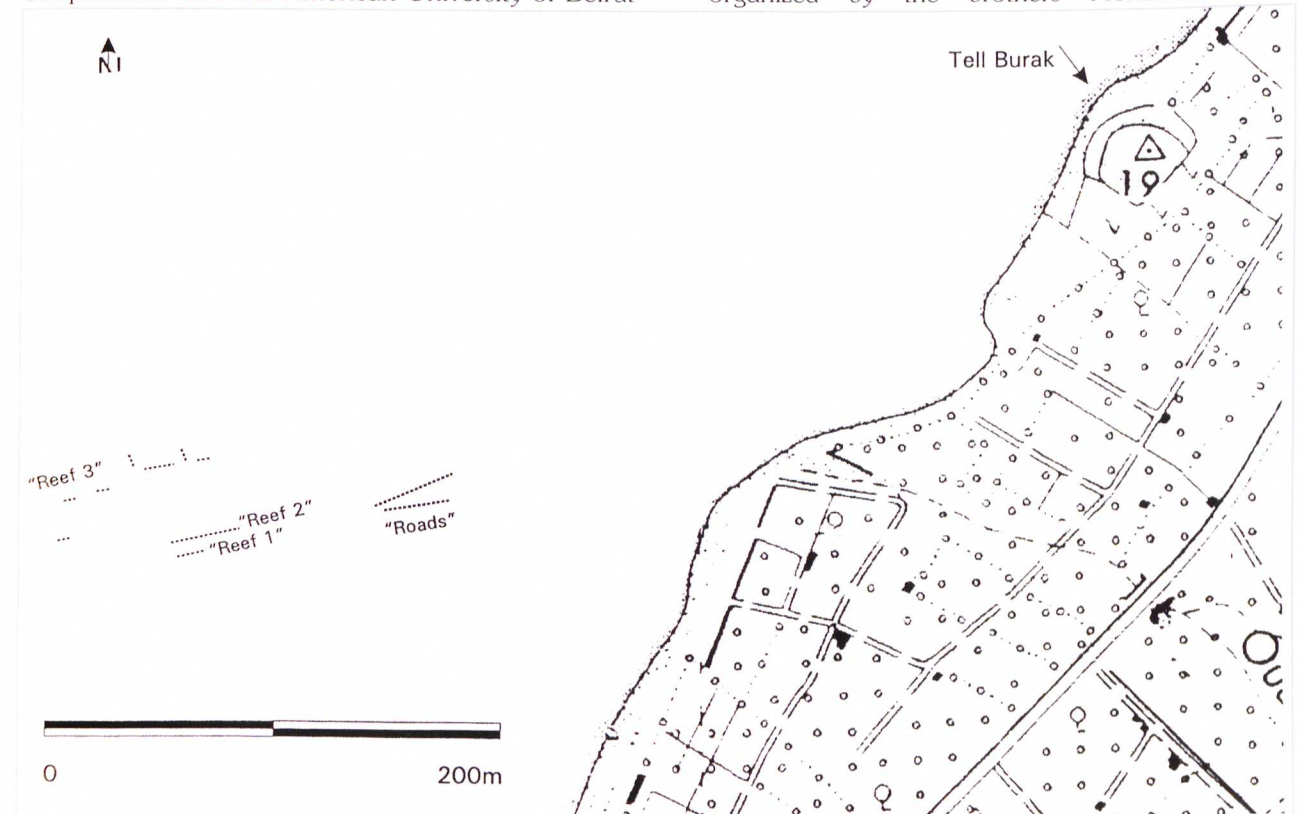


Fig. 21 - «Seven Captains Reef», plan of the site (M. Mainberger).

Mustapha Sarji, the diving professionals who initiated our activities with their observations. From the water-surface measurements were made using a 12-Channel GPS but due to poor visibility and high waves, measurements under water were not taken and photography underwater was minimal. Most of the dives, all done with SCUBA equipment, were guided by Mohammed Sarji who led the team to structures he had previously observed. Both for diving safety and for archaeological documentation Can Gündem, a member of the University of Tübingen excavation team, was on board.

By boat, the reef is easily located by waves breaking off the rocks directly below the water surface. Anchoring south of it and swimming north towards the shallows, the diver crosses a sandy seabed, occasionally interrupted by a solitary rock or stone. The ground rises gradually from about 5 m to a depth of 2.5 m. At this level large rocks appear, forming a massive stone barrier. Three such formations, separated from each other by sandy ground, can be identified. Behind them to the north the water deepens, again reaching depths of 5m.

The two southernmost ridges are situated more or less parallel, about 10 m wide and 50 – 100 m long, lying E to NE (**Fig. 21**). At their seaward end they consist of the rugged rocks of a natural reef. Towards the shore however, more regular composed structures appear, in some areas resembling the remains of stone pavements. The structures were reported as potential «roads». There are at least five apparently parallel lines, again in an E-NE alignment, the longest measuring over 60 m in length. Their widths vary between 1.5 m and 2.5 m. They rise slowly landwards and incline considerably northwards (approx. 10 to 25 degrees). At some places on the heightened southern edges several rows of stones lying on top of each other were observed. The «pavement» itself consists of flat, polygonal and sometimes, almost rectangular stones. Two samples were taken, both of flint.

Although the surface of this structure in some areas greatly resembles the remains of a submerged road or jetty, one cannot at all be sure that it is of human origin. Being an extension of the main axis of the natural ridges, it is more likely that both have the same origin. A few hundred meters away on

land, formations of a similar character can be found. The exposed sections, also inclined towards north, clearly show limestone layers alternating with globular flint inclusions. The flint-stones are reminiscent of the «pavements» on the so-called «roads». It seems quite possible that the «pavements» are washed out remains of such flint banks and both the cliffs on land and the ridges under water belong to the same geological formation.

At «Reef 2» there is another structure that cannot so easily be explained as a natural phenomenon. It also looks like a pavement. Unlike the «roads», however, it is perfectly horizontal at a depth of 2.5 m. It winds round the seaward foot of the massive rock needle at the end of «Reef 2». It is approximately one meter wide and made of round pebbles, 10 - 25 cm in diameter. An interesting parallel to this structure at the base of a jetty, has been identified in the ancient harbour of Atlit, where it has been interpreted as part of a protection of the mole against currents caused by reflected waves (Raban 1985: 38.31.).

Further suggestion of building activity was observed at «Reef 3», the northernmost of the three mapped ridges. In contrast to the linear formations of «Reef 1» and «Reef 2» the general alignment of this ridge is not yet clear. The southern front is broken by deep gaps, leading into a bewildering system of rock-needles, sloping stonewalls, accumulations of boulders, shallow grooves, channels and basins. Observing one of these openings, we made a surprising discovery: at the base, at its eastern edge and at a depth of 4.5 m, we found an alignment of apparently rectangular stone blocks, 60 - 80 cm long, 40 cm high and at least 20 cm wide. Although a thorough investigation could not be made, it is very likely that this structure is man-made. Very good parallels can be found at several ancient harbours along the Levantine coast, the most prominent of these being the inner harbour of ancient Sidon, where artificial passages through a natural reef are fortified by heavy stone blocks of about the same size (Poidebard 1951: pl. IV).

This is the clearest positive indication of the use of the reef by man. There are some others, for example, accumulations of boulders on top of the ridges or the discovery of a sherd of an amphora

under a stone at the seaward end of «Road 1». But the best argument for human usage of the reef is its spatial relation to the Tell. Facing onto prevailing winds, the reef would have been a natural barrier against wind and waves, thus protecting the settlement on the leeward side from erosion and wave-damage. The calmer waters behind the reef may have been the only possible anchorage for ships aiming for the ancient settlement at Tell el-Burak. It is logical that the local inhabitants would have tried to optimise these natural conditions by additional fortification.

Also to be taken into account is the fact that the water level in most ancient periods was much lower than it is today. During the Neolithic period one has to count on 9-10 m below current levels (Raban 1985: 12; Pirazzoli 1991, 99, pl.26). After fluctuating levels in the Bronze Age, water levels reached in the Iron Ages 1 – 2 m below today's level (Raban 1985: 14f). Phoenician harbours give indications to buildings founded on constructions situated more than 2 m, in one case about 5m, below today's water level (Poidebard 1939: pl. XII.XIV; Raban 1985: 31), which is surely not only the result of sophisticated building techniques (Raban 1985: 31.38; see also fig.17). In periods with low water levels the coastline would have lain more to the west, and what today are submerged reefs, would then have been rocky islets, clearly protruding from the water surface.

Another aspect to be considered is erosion activity, which may have greatly changed the shape of the coast. There are clear signs that even during the last few centuries, erosion has had a devastating effect. An ancient building, originally situated on top of one of the chalk reefs south of Tell el-Burak, is already almost destroyed by weathering, and even the tell itself has suffered from the impact of wind and waves. In view of these observations it is likely that «Seven Captains» was originally higher than it is at present and the coast somewhat closer. In this case the function of the reef as part of a sheltered anchorage is even more probable. Still, all observations stay tentative. No concrete conclusions can be drawn until a systematic survey of the site has provided more detailed information. Future investigations at Tell el-Burak may aim to facilitate such an analysis.

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The Necropolis, Trench and other Ancient Remains: A Survey of the Byblian Seafront

HONOR FROST

The export by sea, to Egypt, of bulky trunks of «cedar» from Bronze Age Byblos, is well-attested by both Pharaonic texts and archaeological finds. The harbour of mediaeval Jbeil is, however, too small to have contained either stacks of bulky timber or ships large enough to have carried them. Furthermore this mediaeval harbour lies outside the fortifications of the Bronze Age town on top of the headland whose cliffs have been obscured by earth thrown down over them in the course of a century of archaeological excavation. All connection between the Bronze Age town and its sea-front having been lost, this survey of the headland's rocky base was proposed.

Introducing the Text and Picture-Story

The people of Jbeil still bathe from its beaches and fish at water's edge, while on top of the headland archaeologists (starting with Ernest Renan) have gone on excavating ancient Byblos. Maurice Dunand dug there for some 40 years amassing a wealth of information which is recorded in detail in numerous, excellent plans. How then could the rock-cut necropolis and other large and striking features of the present survey have escaped attention for so long ? and what suddenly justified surveying them in 2001 ?

The existence of a *terra incognita* around the base of the headland's cliffs is partly due to the lie-of-the-land and partly to social-history (Figs 1 to 3).

This terrain which lies beyond the Bronze Age fortifications of ancient Byblos may already have become useless to mediaeval Jbeil. By 2001, the rocks fringing the headland had certainly become so jagged and rough that the surveyor who had to walk over them tore-to-pieces two pairs of stout shoes in two weeks. Even the rocks which still rise well above sea-level, like Jziret el-Jasmine and Ras Byblos, have become deformed (the Ras is nicknamed «*jameliyé*»), because when seen from Jbeil looks like a couchant camel (Fig. 4).

The brunt of the predominant on-shore wind affects the whole headland, so that wave action has flattened the rock that borders it into a wide shelf (or «*trottoir*») which is slippery, broken, treacherous and awash. The fissures running through it are difficult to see, since the water washing over the rock hides them too. The seaward edge of this shelf is pock-marked by