

AN APPROACH OF REUSING ANATOLIAN SELJUK CARAVANSERAIES - A SUGGESTION PROJECT ON A SELECTED CARAVAN ROAD

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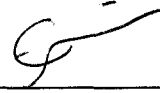
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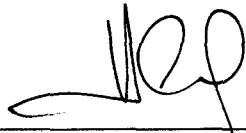


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ABSTRACT

Anatolian Seljuk caravanseraies appeared as the followers of historic buildings for accommodation in previous ages, completed their progress in time and attained their original character. Caravanseraies were located on the caravan roads in Anatolia and made up a route of The Historic Silk Road which secured the continuity of the world trade from the east to the west, in the Middle Age. They were significant buildings that obtained the accommodation and security of caravans. The present ruined and deserted states of the XIIIth century caravanseraies contradict with their historic, esthetic and documentary values. It is essential to deal with these unique historic buildings by a straight determined conservation approach and restoration principles in order to save them. In this study, firstly it is aimed to investigate the issue of Anatolian Seljuk caravanseraies extensively, and then to bring out the conservation approach and take the relevant decisions towards preserving these buildings and evaluating them in today's conditions. Conserving and revitalizing Anatolian Seljuk caravanseraies together with the caravan roads they are located on by refunctioning them, have been accepted as the basis. Within this framework, the determined conservation approach and the relevant restoration decisions together with the refunctioning possibilities of these buildings in present conditions, are examined in the model of the selected Antalya-Burdur caravan road where the selected caravanseraies of which Evdir Khan, Kırkgöz Khan, Susuz Khan and İncir Khan are situated.

The first chapter is concerned with the subject, aim and method of the study.

In the second chapter, firstly ribat, caravanserai and khan concepts in historic process are discussed. The historic caravan roads where Anatolian Seljuk caravanseraies took place, have also been studied in this chapter.

In the third chapter, the progress of Turkish caravanserai architecture in the historic process, and the place of Anatolian Seljuk caravanseraies within this sphere are examined. Different periods have been compared with respect to the social, cultural and historical characteristics as well as the architectural and structural properties.

The fourth chapter, deals with forming a conservation approach towards preserving and reusing Anatolian Seljuk caravanseraies. First of all, the conditions of the buildings in historical process and at present are studied. Current conservation conditions concerning the historic buildings, are investigated according to the contemporary conservation understanding and relative procedures in Turkey. The issue of determining the present conservation and refunctioning conditions regarding caravanseraies, is examined with respect to the inclinations of the competent associations, current suggestions related to reusing these buildings, and relative restoration applications. In the light of the previous evaluation, a certain conservation approach and restoration principles are determined. The refunctioning potentials of the caravanseraies are investigated according to the accepted approach, and appropriate functions to be given are defined, considering the documentary and esthetic values of the buildings.

The fifth chapter is related with the conservation of the selected caravanseraies on the selected caravan road by way of refunctioning them, and as a result revitalization of the historic road, in accordance with the conservation approach and the restoration principles, predetermined in the previous chapters. The historical, architectural and structural properties of the selected buildings together with their present conditions are studied and evaluated. Consequently, an appropriate function for each building is suggested and the compatibility of the suggested functional requirements with the building characteristics is examined.

ÖZET

Anadolu Selçuklu kervansarayları, daha önceki dönemlerdeki tarihi konaklama yapılarının bir takipçisi olarak ortaya çıkmış ve zamanla kendi içindeki gelişimini tamamlayarak özgün karakterine kavuşmuştur. Orta Çağ'da, doğudan batıya doğru olan dünya ticaretinin sürmesini sağlayan Tarihi İpek Yolu'nun bir güzergahını oluşturan Anadolu'daki kervan yolları üzerinde yer alan kervansaraylar, kervanların konaklamasını ve güvenliklerini sağlayan çok önemli yapılarıdır. XIII. yüzyıl kervansaraylarının bugünkü bakımsız ve terk edilmiş durumları tarihi, estetik ve belgesel değerleriyle çelişki içindedir. Benzersiz nitelikteki bu tarihi eserlerin doğru belirlenmiş bir koruma yaklaşımı ve restorasyon ilkeleri doğrultusunda ele alınması ve kurtarılması gereklidir. Bu çalışmada, öncelikle Anadolu Selçuklu kervansarayları konusunun geniş kapsamlı olarak araştırılması, sonrasında da yapıların korunması ile günümüzde değerlendirilmesine yönelik yaklaşımın oluşturulması ve ilgili kararların alınması amaçlanmaktadır. Anadolu Selçuklu kervansaraylarının yeniden işlev kazandırılarak üzerinde bulundukları kervan yolları ile beraber korunması ve yaşatılması esas olarak kabul edilmiştir. Bu çerçevede, belirlenen koruma yaklaşımı ve ilgili restorasyon kararları ile yapıların günümüz koşullarında yeniden işlevlendirilme olasılıkları, XIII. yüzyıl kervansaraylarından Evdir Han, Kırkgöz Han, Susuz Han ve İncir Han'ın üzerinde bulunduğu Antalya-Burdur kervan yolu örneğinde irdelenmektedir.

Birinci bölüm çalışmanın kapsamı, amacı ve yöntemine ilişkindir.

İkinci bölümde, öncelikle tarihi süreç içindeki ribat, kervansaray ve han kavramları tartışılmaktadır. Selçuklu kervansaraylarının üzerinde yer aldığı Anadolu'daki tarihi kervan yolları da bu bölümde incelenmiştir.

Üçüncü bölümde, Türk kervansaray mimarisinin tarihsel süreç içindeki gelişimi ve Anadolu Selçuklu kervansaraylarının bu gelişim çizgisi içindeki yeri incelenmiştir. Sosyal, kültürel ve tarihi özelliklerin yanında mimari ve yapısal özellikler açısından da farklı dönemler arasında karşılaştırma yapılmıştır.

Dördüncü bölüm, Anadolu Selçuklu kervansaraylarının yeniden kullanılarak korunmasına yönelik bir yaklaşımın oluşturulmasına ayrılmıştır. Bunun için öncelikle, yapıların tarihsel süreçteki ve günümüzdeki durumları incelenmiştir. Tarihi yapılara ilişkin günümüzdeki koruma koşulları, çağdaş koruma anlayışı ve Türkiye'deki uygulamalar açısından araştırılmıştır. Kervansaraylara ilişkin mevcut koruma ve yeniden işlevlendirme koşullarının belirlenmesi konusu ise ilgili kurumların eğilimleri, yapıların günümüzde yeniden kullanımına ilişkin öneriler ve restorasyon uygulamaları olarak ele alınmıştır. Önceki değerlendirmelerin ışığında, belirli bir koruma yaklaşımı ve restorasyon ilkeleri belirlenmiştir. Kabul edilen bu koruma yaklaşımı doğrultusunda da, kervansarayların yeniden işlevlendirilme potansiyelleri araştırılmış, yapıların belgesel ve estetik değerleri göz önünde tutularak verilebilecek uygun işlevler tanımlanmıştır.

Beşinci bölüm, önceki bölümlerde kararlaştırılan koruma yaklaşımı ile restorasyon ilkeleri doğrultusunda, seçilmiş bir kervan yolu üzerindeki seçilmiş kervansarayların yeniden işlevlendirilerek korunmasına ve yolun da böylece tekrar canlandırılmasına ilişkindir. Seçilmiş yapılara ilişkin tarihi, mimari ve strüktürel özelliklerin yanında mevcut durumları da incelenmiş ve değerlendirilmiştir. Önceden belirlenen prensipler doğrultusunda her yapı için uygun bir işlev önerilmiş ve önerilen işlev ihtiyaçları ile yapının özelliklerinin uygunluğu araştırılmıştır.

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GLOSSARY

- Eyvan : Vaulted space that is closed at three sides and open at the front.
- Köşk mescid : Small mosque raised on four arches from the ground in the middle of the courtyard.
- Kûfî : A style of Arabic script.
- Mescid : Small mosque without a minaret.
- Mukarnas : Small prismatic stone pieces that overlap one another to connect a vertical surface with a projecting surface over it.
- Namazgâh : Place for public worship in the open air, at the stages on the caravan roads.
- Nesih : A style of Arabic script.
- Ribat : Building established on a frontier for religious and military purposes providing shelter for warriors.
- Seki : Stone or wooden bench to sit or lay on.
- Vakfiye : Document related to certain stipulations of a pious foundation.
- Zaviye : Dervish lodge without including accommodation.

CHAPTER ONE

INTRODUCTION

1.1 Subject

Most of the Anatolian Seljuk caravanseraies belong to the XIII th century and the number of these buildings is supposed to be about 200. Eight of these caravanseraies were built especially by sultans. Formerly these buildings were set on the important trade roads connecting the east to the west, and the distance between two caravanseraies was about 30 to 40 kilometers. Most of the buildings are reached from today's roads which took place of the old trade roads. Today the caravanseraies have lost their original function and they are in unused condition depending on the fact that the economical and social conditions have changed due to the technological progress. These buildings resembling castles with their firm appearances and palaces with their monumental features, are completely suffering the destruction of men and nature. They are also damaged by the experience of inappropriate repair treatments and refunctioning interventions. All these negative effects should be prevented, and Anatolian Seljuk caravanseraies having certain historic and cultural values, should be passed on to the future by way of straight and reasonable attitude.

These Middle Age caravanseraies are considered to be conserved and revitalized together with the caravan roads on which they are set, by way of being reused. A certain conservation approach and relative restoration principles regarding caravanseraies will be determined on the basis of this mentioned concept. Within this scope, the refunctioning possibilities of the caravanseraies with respect to the present circumstances will be tried out on the selected caravanseraies which are Evdir Khan, Kırkgöz Khan, Susuz Khan and İncir Khan, set on the selected Antalya-Burdur caravan road.

1.2 Aim of the study

The main purpose of this study is to bring out a certain conservation approach and relative restoration principles to secure the continuity of Anatolian Seljuk caravanseraies which carry the specific traces of the social, cultural and economical circumstances of their

time. The accepted approach and the principles will constitute the basis for the XIII th century caravanseraies which have similar architectural and structural characteristics together with historic, documentary and esthetic values, to be reused in the contemporary contexture by way of refunctioning.

It is accepted that the basic general decisions regarding the conservation of the numerous Middle Age caravanseraies, sharing a lot of similar features in common, should be taken as a starting point. Thus, the original building properties such as the architectural, structural and historical characteristics should be examined widely, in order to determine the features to be preserved and conceive the significant values of these buildings. This is to be followed by an extensive research about the caravanseraies with respect to the effects which they have been exposed to since the beginning such as their preservation states, inclinations of the competent associations, present refunctioning suggestions, restoration applications and all other determinant factors. The whole of these mentioned examinations will lead to the formation of the conceptual basis regarding the conservation and reusing of the caravanseraies.

Anatolian Seljuk caravanseraies should be dealt with as a group of buildings, instead of a single building. On the contrary that these caravanseraies were set in deserted areas with a distance of about 30 to 40 km. between them, they were related with each other due to their unique function in common. Therefore the original relation between these caravanseraies should be preserved. Although the ones situated on the same caravan road will be refunctioned separately, the proposed new uses would better be in relation with each other. This way, the revitalization of the caravan roads will be obtained due to the refunctioning of the caravanseraies that took place on them.

The refunctioning potentials of the caravanseraies are to be examined and stated with respect to the existing possibilities within the scope of contemporary circumstances, in accordance with the predetermined conservation approach. The event of tourism which appears to be an appropriate probability for the refunctioning of the caravanseraies is to be searched extensively for this purpose. Within the framework of this study, cultural tourism is proposed as the most coherent event for the caravanseraies to be reused. Thus the refunctioning alternatives in the sphere of cultural tourism are to be put forward. Travelers are thought to make use of the refunctioned caravanseraies in the XX th century as in the XIII th century. The mentioned travelers of today are accepted especially as researchers and tourists.

The buildings originally contained various activities and this character is considered to continue in the new function as well. The economic income gained from the new uses would better be used for continuous conservation of the buildings. The new function must be selected appropriate to the original building characteristics while the relation between the building and its surroundings should be preserved. The caravanseraies would be used for social, cultural and touristic purposes according to the environmental requirements.

The accepted conservation approach and the restoration principles together with the refunctioning possibility of cultural tourism are considered to be experimented on the selected caravan road, between Antalya and Burdur.

1.3 Methodology

The method followed in this study consists of three phases:

The first phase deals with the search of the original features of Anatolian Seljuk caravanseraies to form a basis for the effectiveness of further decisions about these buildings. The evolution of Turkish caravanseraies in the historical process have been searched. The place of the Anatolian Seljuk caravanserai architecture in comparison with other periods have been determined. This special building type has been examined with respect to the social, cultural and historical features as well as the architectural and structural characteristics. The required information for this phase is obtained from the written sources and has been supported by the investigations of some buildings made on site. Twenty of numerous Turkish caravanseraies belonging to different periods have been examined on the prepared tables, with respect to their historic, architectural and structural characteristics. Thus the various characters of different periods will be conceived and compared. The knowledge gained in this first phase will be evaluated and made use of in the forthcoming phases.

The second phase is concerned with the formation of a certain conservation approach and restoration principles by way of examining all the effective factors to which the caravanseraies have been exposed as well as their preservation states. Within this framework, the buildings available for refunctioning are planned to be reused in today's conditions. In the end of this phase, the reusing potentials in accordance with the predetermined building properties to be preserved and relative refunctioning alternatives have been put forward and evaluated. In the light of the whole knowledge gained in this phase, cultural tourism which is a branch of tourism, has been put forward as the most

coherent event for the revitalization of the Middle Age caravanseraies. As a matter of fact, the new functions are considered to be selected in connection with this phenomenon. The knowledge in this phase, has been obtained from the written sources and earlier researches about the case. The documents in the archives of the competent associations and the investigations made on site have also been helpful in this process. The drawings of the restored khans and the maps related with the event of tourism have also been offered to support the written material.

In the last phase, a suggestion project is brought out with respect to the evaluations made in the previous phases in accordance with the accepted conservation approach together with the relative restoration principles. This project consists of giving new functions to the selected caravanseraies on the selected caravan which is aimed to be revitalized. This study is not concerned with the examination of a single building, instead it is related with a group of buildings which are planned to be conserved by being reused. The detailed restitution and restoration projects for each selected caravanserai, are considered to follow this study which will constitute the basis for further conservation decisions as well as the restoration interventions. The selected caravanseraies to be conserved by way of refunctioning will be searched and evaluated with respect to their historic, architectural and structural characteristics besides their preservation states. The survey of each selected caravanserai will be handled by making use of the information gained from the relative previous researches and all kinds of documents together with the observations made on site. An appropriate new function will be derived and suggested specifically for each caravanserai, in accordance with the predetermined principles. Consequently, the requirements of the proposed function and the original building characteristics of each caravanserai will be analyzed and indicated on separate tables, and their compatibility with each other will be searched this way. The refunctioning proposal for each caravanserai that is brought out due to the original building characteristics and its surroundings will be explained in the written text and then will be indicated on the relative plan drawing to be conceived better and to form the basis for further decisions.

Three of the four selected caravanseraies are decided to be refunctioned in consequence of the research done. The measured drawings of Susuz Khan and Kırkgöz Khan have been obtained from General Directorate of Wakfs in 1/50 scale. The measured drawings of İncir Khan have been supplied and derived both from the excavation report of R. H. Ünal obtained from The Directorate and from C. Ş. Binan, and also from the investigation made on site. These measured drawings are reduced to 1/200 scale and drawn from the beginning in order to examine the refunctioning possibilities of the selected caravanseraies.

CHAPTER TWO

THE PHENOMENON OF ACCOMMODATION IN HISTORIC TIMES

2.1 KHANS, CARAVANSERAIES AND RIBATS THAT OFFERED ACCOMMODATION

In the old ages, khans which served as historical accommodation buildings, were firstly situated on trade roads, and later they appeared in small towns and cities. The common purpose of these halting places built on the roads between cities, was to secure the lives and possessions of passengers. Today hotels and motels fulfill this aim. In the west, the buildings performing the same duty were called with different names, as Gasthoff by the Teutons, inn by the Anglo-Saxons, hospitium by the Latins, fondaco by the Genoese and mansion by the Romans. In the Middle East and in the Western Asia they were named as ribat, caravanserai and khan in turn (Güran, p.1).

The Roman villa plan scheme was applied to the Roman inns. The sections to eat, to stay and the stables were arranged around one or more courtyards. European inns of the Middle Age have developed from those Roman khans. The inns in England consisted of two main sections as lying which is called *caupona* and entertaining which is called *taberna*. At the beginning of the Middle Age, travelers could only stay in monasteries. However, because of the progression in trade, the increase in pilgrimage travels and the start of pilgrimage wars, places to stay the night were built by personal enterprising people. As a result, monasteries lost their former importance. As traveling by carriage became widespread, the number of inns increased in a very short period of time. At the end of the XVIth century, European

inns were multistoried arcaded buildings and they included a courtyard in the middle (Ana Britannica, 1992, p.355).

2.1.1 Determining The Characteristics of Khans, Caravanseraies and Ribats

In historical progress, khans and caravanseraies are divided into two groups, according to their location in or between the cities. At first they were built between the cities, and as the commercial regions developed, they appeared in the cities as well.

Caravanseraies were the buildings to accommodate caravans which ran between the cities while khans were built in the cities to stay the night. Later khans were used for commercial purposes (Ana Britannica, 1992, p.211). Ribats that are accepted as the first examples and the origin of khans and caravanseraies, were the foundations used for religious and military purposes.

Although khan and caravanserai are two expressions which are often used in place of each other, there are significant architectural and functional differences between them (Güran, pp. 1-2). In Anatolia, khan was accepted as the general expression for the buildings to stay the night. Later the term caravanserai was found appropriate to use instead of khan (Altun, 1988, p.61).

2.1.1.1 Ribat

The word “ribat” originated from the Arabic root “rīt”. Ribats which served for religious and military purposes, were used during the war as shelter and reinforcement centers by the fighters for religion and the army. The first examples of ribats were official foundations. Although some of the fortified monasteries in the west could be given as examples to ribats because of their similarity, they did not serve for military purposes (Güran, p.2). The concept of ribat could be related to Roman military camps (Kuban, 1982, p.72).

Ribats constituted a defense system that secured the boundaries of Islamic world. Volunteered soldiers from all the Islamic countries would take shelter in these buildings to fight for the sake of Islam. The sections to eat and to stay, storehouses, mescid, baths and stables were situated inside ribats, and the interior was surrounded by defensive walls equipped with towers. Towers were used to watch the enemy, and they would communicate with signals given by fire far away between the boundary banks. The ribats as the foundations established by the government and the rich people, lost their military function as Islamic boundaries extended and they became caravanseraies which served for travelers only (Turan, 1946, p.489).

2.1.1.2 Caravanserai

The term originates from the Persian word “kârbansaray”. They are generally located on deserted roads, between the cities in order to let caravans to stay the night and to keep their security. They served for defense purposes and keeping the safety of the travelers’ lives and possessions; for this reason they had characteristics similar to castles. They included sections as the bath, market, stable (Güran, p.1). Some of the buildings having this particular function were also named as khan. Some buildings located in the cities were named as caravanserai. How the term caravanserai came into existence is not known definitely, but it is obvious that these buildings very well fit their names for they look like palaces with their monumental and splendid characteristics (Altun, 1988, p.87).

2.1.1.3 Khan

The word is in Persian but there are different claims as its origin could be Turkish, Arabic or Mongolian. Khans are found in the cities. They do not have similar characteristics to castles because of differences in their architecture and in measure. This is related to the decrease in the number of caravans after they reached the cities. Sections as the bath, market and stable are partially or completely nonexistent. Stables are sometimes found in reduced forms in the khans built in the cities (Güran, p.1). Khans between the cities have features as caravanseraies.

2.1.2 Historical Evolution of Khans, Caravanseraies and Ribats

Ribats could be accepted as the source of khans and caravanseraies. İbn-i Hallekan mentions that only in Maveräünnehir, there are a thousand ribats. Although some western art historians present Byzantium ksenedokion as their origin, there is no proof to support this thought for no example of this building type has remained today. Karl Müller indicates that Seljuk caravanseraies of Iran have originated from the East Roman kastrums for they have similar interior courtyards and corner towers. For Kurt Erdmann, the origin of these buildings is the caravanserai in Kasr-ül Hayr-ül Garbi and of the Sassanids. Strzygowski indicates that Sultan khans in Anatolia have originated from a building in Kâşgar called Taşribat (Güran, p.2).

Castles dated from the VI th-VII th centuries which were located many in number in Turkistan, can be seen as the prototypes of caravanseraies. These old Turkistan Feudal castles consisted of high walls surrounding spaces arranged as a single row around a courtyard. Some of them had dimensions as small as 25x30 m (Kuban, 1965, p.47).

Before the X th century, ribats in Maveräünnehir were the most important buildings of the defense system against the Turkish attacks. There were about 1000 ribats only around Buhara. These buildings functioned as caravanseraies and also served for military purposes against nomad attacks. After the Turkish invasion, they were used for the same purposes by Turks.

Byzantium ksenedokion, which is said to be the origin of caravanseraies is a type of building that only its name has remained. On the other hand, ribats are seen very often in the Middle Asia, Iran and Near East. Thus it is thought that they are the origin of Anatolian caravanseraies. The caravanseraies in Anatolia which are related to the East in respects of function and scheme, have differences with respect to the plan arrangement. Caravanseraies were formed around a courtyard in Iran and Turkistan while in Anatolia they were often formed of two different sections as open and closed (Kuban, 1965, pp. 157-159).

While ribats, the origin of khans and caravanseraies were formerly the strengthened positions of the boundaries, later they became zaviyes in some regions. Traces of the first

ribats belong to the VIIth century as to the notes of some historians and travelers. Later during the time of Abbasis, the ribat built in Tunisia in the year of 795 and another ribat located near Şam around Kasr-ül Hayr-ül Garbi which belongs to the VIIIth century, can be indicated as the oldest examples for ribats that have reached to the present time. The ribat near Şam has one portal and it is a square building with an arcaded courtyard, and there are parts for the animals on three sides of the courtyard. The plans of these first ribats which have courtyards shaped as a regular rectangle close to square, remind of Byzantium castles. These buildings with flat roofs were strengthened with massive cylindrical pillars, and had the aspect of a castle with their walls and corner towers to watch the enemy with 20 m. height. The buildings having this plan type were used often in the period of Emevis (660-750), and disappeared during the period of Abbasis (750-1258). Between the VIIIth and the Xth centuries a few of them were built (Güran, pp. 2-5). The plan arrangement of these ribats was the source of the khans and the caravanseraies that developed during the following periods. This main plan arrangement consisting of a massive structure surrounding a central courtyard with arcades continued until the XIXth century except for the caravanseraies built without a courtyard during the periods of the Anatolian Seljuks and the Ottomans.

As Islam boundaries extended, ribats lost their military function and became caravanseraies serving for travelers. The tradition of building caravanseraies for travelers to stay the night for free, without any military purposes, mostly developed in Turkistan among the Islamic Countries. The Anatolian Seljuks spread this tradition they took from Turkistan all through their country according to the rules of the state they established (Turan, 1946, p.490).

The first Turkish ribats and caravanseraies belong to the Gaznelis, Karahanlıs and Great Seljuks. Turkish ribats and caravanseraies during the period starting from Turkistan to Anatolia, indicate very few planning and construction differences. The common characteristics of these buildings belonging to the XIth century are as follows:

According to the plan, they consist of a block with eyvans and arcades surrounding a central courtyard. As for the construction material, adobe and brick were used and in the

period of the Great Seljuks stone-brick technique was started to be used. Their portals and front walls supported by massive pillars and towers give the appearance of a castle.

In Anatolian Seljuk caravanseraies, the courtyard scheme with arcades and eyvan of the former periods continued. The construction technique changed into stone. The new plan arrangements occurred in Anatolia are the types as closed section without a courtyard or with the courtyard joining the closed section in the form of aisles.

2.2 THE CONTEXT OF THE HISTORIC CARAVAN ROADS THAT ENABLED TRADE IN THE ANATOLIAN SELJUK PERIOD

In the antiquity and the Middle Age, the main trade road was between the Far East and the Mediterranean Region. The trade roads passing through Anatolia developed in Roman and Byzantine periods, however, they lost importance because of Islamic attacks began in the VII th century. Thus Islamic countries controlled many international trade roads. After Seljuks dominated Anatolia, they started to provide security on the caravan roads and reactivate trade, and they were successful in doing this.

Anatolian roads have experienced many migrations and conquests throughout the history and many different nations have settled here. The road system has changed from time to time but generally followed the same route. A great part of the Anatolian Seljuk roads followed the same routes which were formerly used. The Anatolian Seljuk roads, which were both migration roads, commercial roads and military roads constituted a significant part of international trade roads. Seljuk sultans had also taken some precautions to support this commercial activity. For this reason, important harbors of Anatolia were captured, caravanseraies were built, native and foreign traders were supported and military campaigns were arranged to provide security on roads. Depending on the commercial activities in the XIII th century Ayas, Trabzon, Sinop, Samsun, Antalya and Alanya harbors developed. Caravan roads on which animals were used for travel and transport were most probably smooth, plain and soil roads (Özergin, 1959, pp.27, 38-54, 146-148).

Caravan is a group of merchants that travel all together in order to defend themselves against thieves and brigands. The word originates from the Persian word “kârban” and means “that secures”. Camels, horses and mules are the pack animals of the caravan. The camel driver on his donkey leads the convoy that usually consists of seven camels. A caravan could travel only seven hours a day. Travelers would stay in their tents by the roads. In the Middle Age, playing the drum was the signal for departure. Each worker in the caravan would look after ten or twelve horses. Only after they reached the stage, these workers would unload their belongings, check the animals, feed them and afterwards eat their supper themselves (İslam Ansiklopedisi, 1948, p.597). Caravanseraies between the cities would be built in every 30-40 km. of distance so that the caravans could arrive there before the night came.

In his study, M.K. Özergin has examined Anatolian Seljuk roads in groups as diagonal roads from East to West, North to South and Southeast to İstanbul. Roads from East to West is divided into two main groups as to West from Tebriz, Dicle and Fırat. The roads from North to South is divided into main groups as from Blacksea ports to Mediterranean ports, to Aegean coasts and to Elcezire (Mesopotamia). Diagonal roads from Southeast to İstanbul are mainly from Mesopotamia and Mediterranean Coasts to İstanbul. These main groups are also divided into subdivisions (Özergin, 1959, pp.55-56).

In the past, architectural works related with roads were khans, caravanseraies, ribats, fountains, wells, namazgâhs, bridges, smooth cart roads made from cut stones, distance markers and trees showing the direction of the roads. Certain components regarding roads in Anatolia in the Seljuk period were caravanseraies and bridges.

In the Islamic world, caravanseraies were built between stages in isolated places to accommodate caravans and to meet all sort of their needs. Caravanseraies as castles, made from cut stones, protected caravans against attacks and helped them spend the night away from danger. They met all the needs of food, heating, medicine, animal and repair without any charge (Özergin, 1959, p.8). Seljuk caravanseraies in Anatolia were built for both social help and in order to make Anatolia an important transit region in the world trade. Additionally, bazaars used to be formed in the places of caravanseraies and sometimes these places used to become new dwelling centers (Özergin, 1959, pp.8-9).

CHAPTER THREE

EVOLUTION OF TURKISH CARAVANSERAIES IN HISTORICAL PROCESS

3.1 TURKISH CARAVANSERAIES IN VARIOUS PERIODS

Turkish caravanserai architecture has occurred in various Turkish periods both before and after Anatolia since the XI th century. Although the buildings of each period have been effected by specific cultural conditions to which they were exposed uniquely, they share characteristics in common which were passed from one period to the other. In historic process, works have always been affected from the preceding ones and have evolved to influence the forthcoming ones. Thus the continuity in the creativity of Turkish caravanserai architecture is obtained (figure 3.1).

Caravanseraies have significance in the Turkish architecture and the earliest samples belong to the periods of the Gaznelis, the Karahanlıs and the Great Seljuks. The architectural and social evolution of caravanseraies has been continued in the Anatolian Seljuk period. The process has been concluded with the buildings in the Ottoman period when a stylistic attitude had been reached due to the cultural homogeneity.

Anatolian Seljuk caravanseraies of the Middle Age, set on the caravan roads of Anatolia, are the significant indicators of the period they were built. Although these buildings have certain characteristics in common with the samples of the earlier Turkish periods, they have evolved and differed in some ways from the previous ones. The caravanserai concept and the relative features, brought to Anatolia by the Seljuks from the Central Asia, have been effected by the special conditions of this new country. Therefore the architectural and structural characteristics have differentiated here.

The important caravanseraies of the earliest period are Ribat-ı Mahî (1019-20) from the Gaznelis and Ribat-ı Melik (1078-79) from the Karahanlıs together with the ones from the Great Seljuks that are Ribat-ı Zafaranî (XI th century), Ribat-ı Anuşirvan (1029-1049) and

Ribat-ı Şerif (1114-15). The Anatolian Seljuk and the Ottoman caravanseraies followed these first buildings (Cantay, 1989, pp.1381, 1383).

3.1.1 Turkish Periods Before Anatolia

Karahanlis dominated over Transoxiana and East Turkistan between 999-1212. Gaznelis had authority over Khorasan, Afghanistan and East India between 963-1186. The Great Seljuks had power over Persia between 1038-1194. Meanwhile these three states have created the Turkish architecture in Asia in continuous connection with each other (Altun, 1988, p.12).

Turkish caravanserai architecture which had been developed by the Karahanlis and the Gaznelis, have been continued by the Great Seljuks resulting in monumental works. The first Turkish caravanseraies that have remained from the Gazneli and Karahanlı periods are in a state of ruined traces and some of their plans have influences of Omayyad mansions. Certain elements which had been used in the Karahanlı and Gazneli Architecture such as the dome, eyvan, wall niche and portal with pointed arch also took place widely in the Great Seljuk architecture. The caravanserai type which has the arrangement of the courtyard with eyvans around, initially appeared in the architecture of the first Turkish-Islamic states. This specific plan type similar to the house plan with courtyard in Turkistan, was used in the Great Seljuk period as well (Güran, pp. 3-4).

The Gazneli, Karahanlı and Great Seljuk ribats which were endowed with the foundations formed by the government and rich people, all acted as caravanseraies and meanwhile they served for defense as well. Turks who had adopted Islam, kept soldiers in these buildings surrounded by firm walls, who were ready to fight for Holy War. As the borders widened, these buildings, used as frontier border barracks, lost their military task and as a matter of fact they only served for commercial purposes (Cantay, 1989, p.1382).

3.1.1.1 The Period of Gaznelis

The first largest Turkish-Islamic state was founded by the Gaznelis (963-1186). The center of the empire was Afghanistan and it also included a part of both Persia and northwest India. The state of Gazne was founded in 977, and they were defeated by the Seljuks in 1040 who governed the Gaznelis from then on (Aslanapa, 1989, p.43). The Gazneli architecture and decoration constituted a base for the Seljuk art. It is very important

for the Turkish architecture that the plan with four eyvans firstly came out in a palace named as Leşker-i Bazar (Yetkin, 1970, pp.17-20).

The Gazneli ribats have mostly disappeared in time. The oldest Turkish caravanseraï Ribat-ı Mahî on Tûs-Serahs road, dated from 1019-20, is one of the Gazneli buildings that has reached today (Table 3.1). This building has a plan scheme consisting of four eyvans around a courtyard and an early application of the eyvan-dome joint takes place here. Another building from this period is the ribat near the tomb in Sengbest (Altun, 1988,p.87).

3.1.1.2 The Period of Karahanlıs

Karahanlıs established the first Turkish-Islamic state in Asia. They prevailed from the midst IX th century until the beginning of the XIII th century (842-1212) (Aslanapa, 1989, p.27). The Karluk Turks, attached to the Gökturks, took the name of Karahanlıs after adopting Islam. They dominated in the area of Transoxiana and East Turkistan area until 1212 (Altun, 1988, p.8).

The architectural forms of the ribats of this period have been developed in the Great Seljuk and the Anatolian Seljuk caravanseraïes. The caravanseraïes of this period are Ribat-ı Melik on Buhara-Semerkant road dated from 1078-79 (Table 3.2), the caravanseraï on Semerkant-Hocend road, Dahistan Caravanseraï dated from the XI th century (Table 3.3), Akçakale Caravanseraï on Merv-Amul road dated from the end of the XI th century (Table 3.4), Day Hatun Caravanseraï dated from the end of the XI th century (Table 3.5), Başane Caravanseraï dated from the end of the XI th century or the beginning of the XII th century (Table 3.6). Akçakale Caravanseraï having two courtyards with four eyvans and arcades, is alike Ribat-ı Şerif of the Great Seljuks dated from 1114-15. Başane Caravanseraï, with its wide open courtyard at the front and smaller closed section at the back, is similar to the Anatolian Seljuk caravanseraïes and especially to Sultan khans. The others are generally arranged around a single courtyard, though they vary in some ways (Altun, 1988, p.88).

3.1.1.3 The Great Seljuk Period

The Great Seljuks, originating from the Oğuz clan of the Gökturks, founded a state in Khorasan and the city of Rey became the center in 1040 (Aslanapa, 1989, p.59). The Great Seljuks (1038-1194) took the place of the Gaznelis in Eastern Persia. In 1071, they defeated the Byzantines in Malazgirt and this occurrence led the way to Anatolia for Turks. They

established a large empire during the times of Alpaslan and Melikşah, rulers of the Great Seljuks, and they conquered Persia, Mesopotamia, Syria and Anatolia. After the death of Melikşah, the Seljuks separated (Yetkin, 1970, p.23).

The Great Seljuk architecture effected the forthcoming Eastern Islamic architecture with respect to the plan schemes as well as the architectural forms (Altun, 1988, p.24). The Great Seljuk caravanserais are (Aslanapa, 1989, pp.86-89) Ribat-ı Anuşirvan on Damgan-Simnan road in Ehvan dated from the beginning of the XI th century (Table 3.7), Ribat-ı Zafaranî between Nişabur and Sebzevar (Table 3.8) together with Ribat-ı Şerif between Nişabur and Merv dated from 1114-15 (Table 3.9). Ribat-ı Anuşirvan and Ribat-ı Zafaranî have the typical plan scheme with an arcaded courtyard and four eyvans around it. Ribat-ı Şerif consists of a main square like arcaded courtyard with four eyvans and another rectangular courtyard takes place at the front.

3.1.2 Turkish Periods In Anatolia

Before 1071, Turkish clans were settled especially in the eastern part of Anatolia while Muslims had conquered certain centers in Southern Anatolia. After Alp Arslan, the sultan of the Great Seljuks, defeated the Byzantines in Malazgirt in 1071, Turks became dominating in Anatolia. Anatolian Turkish Art developed as a synthesis in consequence of bringing about the architectural traditions of the first Turkish states from the east and becoming acquainted with the works of the previous civilizations in Anatolia. Thus Turks created their own products here which were enriched by the effect of the earlier samples both in and out of Anatolia (Aslanapa, 1989, p.101).

In the XIII th century, Anatolian Seljuk works began to appear and the imposing style of Anatolian Seljuk Art was created this way. The Seljuks weakened in the second half of the XIIIth century and this led Turkmen clans to become independent and establish their own small states. One of these governments, the Otomans, became stronger and thus Anatolia regained its unity at the end of the century (Altun, 1988, pp.47, 66).

Anatolian Seljuk architecture generally depended on Turkish art which the Uigurs, Karahanlıs, Gaznelis and The Great Seljuks formed in Central Asia and West Turkistan. However it has contributed different features as well. Portals, pointed arches and arrangements with courtyards which are the important elements of caravanserais also took part in the architecture of this important period which connected the previous Turkish architecture in Turkistan to the forthcoming Ottoman architecture. Anatolian caravanserais

have differentiated due to their plan types although they functioned similarly with the Eastern samples. In the historical development, new samples were always effected by the ones before them and effected the ones coming after them. Thus they formed continuity in Turkish caravanseraï architecture (Güran, pp.2-5).

Seljuks brought the ribat and caravanseraï occurrences from Central Asia to Anatolia. They dealt with these establishments in order to advance them with respect to a certain governmental policy. The same situation was continued in the Ottoman period as well and caravanseraies were constructed systematically. In these periods, Anatolian caravan roads that connected the caravanseraies with each other were used by the state for the purposes related to the military, communication and running of the postal services. The public used these same roads for the purposes related to trade, work, travel, and religion (Cantay, 1989, p.1382).

The Anatolian Seljuks and the Ottomans built caravanseraies for travelers and caravans to shelter (figure 3.2). These caravanseraies were either near by the capitals or on the roads between trade centers, and they were built on distances which a vehicle of that period would go in one day that was about 30-40 km. With these buildings providing safety on roads, trade caravans traveled long distances in confidence. Although they serve for different purposes, today's fuel oil stations and motels also have a similar function. The caravanseraies which were designed to stand against raiders, developed by time and started serving for many needs other than accommodation. There were blacksmiths and vehicle repairers in the building, and the bath offered visitors to get cleaned. Most of the caravanseraies were managed by regular foundations. Some sultan khans worked as social security organizations, and they gave food and clothes as well as treatment to sick people free of charge from the income of these foundations (İlter, 1969, pp.5-6).

3.1.2.1 Anatolian Seljuk Period

The state founded by Anatolian Seljuk sultans lasted independently from 1077 to 1243, and then became dependent upon the İlhanlıs until 1308. Meanwhile the state continued to be ruled by Seljuk sultans (Yetkin, 1970, p.37).

Anatolian Seljuk caravanseraies are very important monuments which document the economic condition, trade life and the state politics of their period (Turan, 1946, p.471). These buildings as the most interesting institutions of the Middle Age, resemble palaces and look like castles with their appearances. They carry all the characteristics of the period with

their space features and stone decoration on portals. As in the previous periods, the inscriptions of certain caravanseraies include the term "ribat", but the ribat function could be considered only for the early periods. In Anatolia, the common term used for these buildings is "khan", and "caravanserai" is later ascribed (Altun, 1988, p.61).

For more than 200 years, a regular network of roads around the big cities was established, and on these roads caravanseraies that provided the security were built. The center of the road system was Konya, and the center of the roads towards the east was Kayseri. Since Anatolia did not have a permanent political balance, many caravanseraies were built on the roads directed towards the capitals and these offered security besides accommodation. Another important factor is the transport of the east and west trade possessions on this regularly running road system. The government provided the security of these roads and big caravans were protected by defenders along the way. A type of insurance was implemented, and the loss was paid by the government of the merchant who suffered harm because of the lack of security on these trade roads (İlter, 1969, pp.7-9).

These caravanseraies that offered security and accommodation for the continuity of trade in times of peace, were used as castles in times of war. Turkish ruler İlyas who made war with the Mongol commander İrincin, took shelter in Sultan Khan situated between Konya and Aksaray, not to suffer defeat. He resisted here the Mongol army of 20000 people for two months against all their weapons of the period and the Mongols did not succeed (Turan, 1946, pp.477-478).

Caravanseraies indicating Anatolian Seljuks' high level of culture were located on the most important caravan roads all over Anatolia which extended from Denizli to Erzurum, Kars and Iğdır, from Kütahya to Malatya, Bitlis and Ahlat, from Antalya to Sinop and Samsun, in the Middle Age (figure 3.3). These buildings resembling palaces with their large dimensions were institutions of trade, social charity and culture in the XIII th century. While these caravanseraies depended on the ribats of the former Turkish states in aspects of plan and ornamentation, the ones called sultan khan or khan in Anatolia had an improved cut stone architecture (Aslanapa, 1991, p.112).

Forms and layouts which were brought from out of Anatolia have changed much in Anatolia. This is proved by the similarity between the old Christian buildings covered with vaults and consisted of one, two or three aisled rectangular spaces in Central Anatolia with the later Seljuk caravanseraies. The building type of caravanserai having a totally different evolution, had an important change in Anatolia and was separated from the ones in Turkistan and Persia (Kuban, 1965, pp.73-74).

In most of the buildings bath, mescid and library took place while staff such as the doctor, veterinary surgeon and various repairmen to meet the travelers' needs were found as well (Aslanapa, 1991, p.112). In Anatolian Seljuk caravanseraies, there are places for camels, horses, carriages, possessions and products of commerce as well as rooms and halls for travelers. Caravanseraies designed to contain these sections indicate three basic plan types. The first is the open type with a courtyard for summer while the second is the closed type for winter, and the third one is the mixed type formed by joining the first two types together. Among the buildings having the same plan type, certain differences occur. The arrangement of the hall and rooms changes while the number of divisions joined to each other with arches on one side of the courtyard also differs. The mescid and the portal may be arranged in various places and directions while the pier rows of the closed section may differ as well (Yetkin, 1970, p.79).

In most Anatolian Seljuk caravanseraies, contrary to the plainness of the interior spaces, the buildings are entered through magnificent portals made of cut stone. Ornaments on portals are composed of writings as well as, geometrical and plant motifs (Bakırer, 1985, p.49). Various ornaments containing figures are also found and inscriptions take place which give much information about the historic features of the buildings. The wealthy ornamentation also contradicts with their appearances that look like castles. Anatolian Seljuk caravanseraies are very significant artistic works with stonework decoration on their portals as well as the effectiveness of the interior spaces (Altun, 1988, pp. 64, 89).

The exact number of caravanseraies belonging to the Anatolian Seljuk period is not known. K. Erdmann has presented the catalogue of Anatolian Seljuk caravanseraies which he prepared in 1961 (Erdmann, 1961). M. K. Özergin has also published a catalogue in 1965 and he mentioned 132 khans which is 35 more than Erdmann's, 19 khans that need to be examined and 23 settlements named after khans on Seljuk period caravan roads (Özergin, 1965, pp.144-170). In the further researches, at least 15 more khans have been added to the already identified ones, and today it is accepted that least 200 caravanseraies existed in Anatolia (Yavuz, 1994, p.40).

Anatolian Seljuk caravanseraies were mostly built in between 1204 and 1243 when trade had improved a lot. Most of these buildings have fallen into ruin by time or great parts of them have vanished. Yet there are some caravanseraies which kept their original forms and today they stand to show their monumental values (Yetkin, 1970, p.78).

Eight caravanseraies were built by sultans and one of them did not include an inscription. Among them, Alay Khan was built by Kılıçarslan II (1156-1192), Evdir Khan by İzzeddin

Keykâvus I (1210-19), two Sultan Khans and Alara Khan by Alâeddin Keykûbad I (1219-36), İncir Khan, Kırkgöz Khan and Eğridir Khan by Gıyaseddin Keyhüsrev (1236-46) (Aslanapa, 1991, p.112).

The oldest of the sultan khans is Alay Khan (1192) on Aksaray-Kayseri road. Its courtyard has demolished, and it has the classic plan scheme with its closed section and inner portal with mukarnases that protrudes outwards. On Konya-Beyşehir road, Altınapa Khan, Kızılören Khan and Kuruçeşme Khan take place. Altınapa Khan (1201) has a simplified plan consisting of a courtyard and a closed section with equal dimensions. It has a small mosque placed on the left of the façade rising over an eyvan. Kızılören Khan (1206) consists of a three aisled wide closed section and an arcaded wide courtyard with eyvans at the front. The two storied front façade protrudes forward, and on the second story the mescid, set on four arches, takes place on the left of the entrance. There are two vaulted rooms next to it. Kuruçeşme Khan (1207) is made up of a courtyard and a closed section. Its vaulted mescid is on the left of the entrance (Aslanapa, 1991, pp.113-114).

In Evdir Khan (1214-18) located on Antalya-Isparta road, arcades in two rows surround a large courtyard with four eyvans. There is no closed section. Hekim Khan (Taş Khan) (1218) on Sivas-Malatya road is appropriate to sultan khan plan scheme with its three aisled closed section and large square like courtyard. Kadın Khan (1223) on Konya-Akşehir road, is ruined except for its three aisled closed section while its courtyard has demolished. Ertokuş Khan (1223) on Eğridir-Konya road has a three aisled closed section supported by triangular towers. Various rooms are situated on both sides of the narrow courtyard entrance, and after these arcades extend on the right and left sides (Aslanapa, 1989, p.172).

The first of the two buildings which clearly indicate the classic plan scheme of Anatolian Seljuk caravanseraies is Sultan Khan (1229) on Konya-Aksaray road. The closed section was built together with its arcaded courtyard. There is a lantern tower with a dome and mukarnases in the middle of the closed section and vaults are set on piers inside. Stone ornaments on the portals and the köşk mescid, rising on four piers in the center of the courtyard, are significant. The other building is Sultan Khan on Kayseri-Sivas road has the same plan with smaller dimensions (Altun, 1988, pp.62). Its köşk mescid in the center of the courtyard is in good condition.

Alara Khan (1232) on Antalya-Alanya road exhibits a different plan and together with Tercan Khan and Eshab-ı Kehf Khan constitute a group of concentric khans. Alara Khan which is completely covered by vaults, includes open and closed divisions in the middle that are surrounded by the closed sections (Altun, 1988, p.62). The narrow and long courtyard

has four rooms and three eyvans on both sides, and closed stables take place on the three sides of this central section. On the left of the entrance, a fountain takes place and the mescid is situated over this part. Eshab-ı Kehf Khan (1232-1234) near the town of Afşin has a simplified plan diagram of Alara Khan with its courtyard. Halls surrounding the courtyard on three sides do not exist here and only there is a L shaped stable section on the west side. The building having a courtyard with four eyvans does not function as a caravanserai, but rather accommodates visitors of the region which is a religious center (Aslanapa, 1991, pp.118-121).

Çardak Khan (1230) located on Eğridir-Denizli road is similar to two Sultan Khans with its square courtyard and five aisled closed section. Today only its walls have remained (Aslanapa, 1991, p.121). Zazadin Khan (1236-37) on Konya-Aksaray road, has its portal on the side with the mescid situated over it. It is consisted of a long courtyard and a small closed section. The other two caravanseraies having the classic scheme are Karatay Khan on Kayseri-Malatya road and Ağzıkara Khan on Aksaray-Kayseri road. Karatay Khan has relief on its entrance eyvan, and its bath, mescid and tomb are well preserved. Ağzıkara Khan (1231-1237) has a köşk mescid and its portal is on the side (Altun, 1988, p.63).

Eğridir Khan (1237-38) which is in the fourth place with respect to its largeness, has the classic sultan khan plan scheme and it is in a ruined condition. İncir Khan (1238-39) with its fluted rampant vault over the portal niche, has sultan khan plan scheme though its courtyard has demolished. Kırkgöz Khan on Antalya-Isparta road, differs from the classic scheme. It has an arcaded courtyard with three eyvans and the closed section consisting of only one aisle is attached to the open section on one side. Şarapsa Khan (1236-1246) on Antalya-Alanya road consists of a long one aisled closed section (Altun, 1988, pp.63-64).

Hatun Khan (1238-39) on Amasya-Tokat road, has a simplified form of the classic plan scheme on a small scale. On the façade, a fountain in the form of a niche takes place as a novelty on the left of the portal. Although Susuz Khan on Antalya-Isparta road was planned according to sultan khan scheme, its courtyard was not finished after completing the closed section. Horozlu Khan on Konya-Akşehir road is similar to Susuz Khan except it does not have ornaments. Ishaklı Khan on Akşehir-Çay road, is appropriate to the classic scheme and it contains a köşk mescid in its courtyard which is placed crooked. The building is in a very ruined condition. Sarı Khan on Kayseri-Aksaray road in Avanos is also appropriate to the classic plan scheme and it is supposed to be built by İzzeddin Keykâvus II. The mescid with a dome is situated over the entrance vault (Aslanapa, 1991, pp.125-127).

Akhan (1253-54) on Eğridir-Denizli road in Goncalı, suits the sultan khan scheme with its three aisled small closed section and wide courtyard close to a square. The mescid with a dome takes place on the left corner and over the vaulted space attached to the closed section. The two storied rooms are seen here for the first time. Durak Khan (1266) between Boyabad and Vezirköprü is also appropriate to sultan khan plan scheme with its three aisled closed section and rectangular courtyard surrounded by arcades and rooms. Kesikköprü Khan (1268) on Kırşehir-Aksaray road, also has the classic scheme on a small scale. Çay Khan (1278-79) on Akşehir-Afyon road, differs with its five aisles and a diagonal aisle which is perpendicular to the others. The walls of the courtyard are as remains. Öresun Khan (end of the XIII th century) on Aksaray-Nevşehir-Kayseri road is small and does not have a courtyard. The high cross vault intersects at the lantern in the middle. The building is in a ruined condition. Iğdır Khan (end of the XIII th century) in Iğdır consists of a large closed section and it does not have a courtyard (Aslanapa, 1991, pp.127-131).

Location: Caravanseraies were set up on the caravan roads of the XIII th century which connected Anatolian cities with the trade roads extending towards Far East. At the beginning, the important Seljuk cities in Anatolia were Konya, Kayseri, Sivas, Amasya and Malatya. Afterwards Sinop, Antalya and Alanya joined them (Güran, pp.5, 8). On the trade roads of the period, a caravanserai was built at almost every distance of 30 to 40 kilometers. Today the remains of these buildings document the characteristics of the Middle Age as well as the historical roads (Turan, 1946, p.471).

Function: The caravanserai with an appearance of a castle, included an organization that compensated all the needs of caravans for shelter. Caravanseraies which were used for accommodation in time of peace, functioned as castles during war. Khans which took place in cities and towns, had commercial purposes, and they accommodated caravans and passengers receiving pay. Caravanseraies were established by sultans, high administrators and rich people as foundations. Passengers could stay in a caravanserai for three days without being charged while the maintenance needs of caravans were compensated free (Güran, pp.5-6). Anatolian Seljuk caravanseraies were built due to two significant commercial purposes. The first purpose consists of providing safe staging posts for caravans in order to protect them from raids of brigands; thus the buildings were built strongly with their surrounding ramparts having towers and bastions as well as iron doors. The second purpose was to meet every kind of needs of passengers who accommodated in these buildings. Therefore caravanseraies included sections such as the place for sleeping, the kitchen, the warehouse, the stable, the storage, the hayloft, the bath, the mescid, the fountain, the infirmary and the pharmacy. The staff consisting of doctors, veterinarians and

repairmen served passengers while officials managed all the tasks of caravanseraies (Turan, 1946, pp.477-479).

Plan Type:

- **Open type with a courtyard:** This type of a caravanserai could be defined as a central open courtyard surrounded by arcades and eyvans. Evdir Khan is the sample of this type.
- **Closed type without a courtyard:** This type firstly appeared in Anatolia. It consists of a section containing parallel aisles separated by piers, arches and vaults. The number of aisles vary from one to five. The samples of this type are Şarapsa Khan, Susuz Khan and Horozlu Khan.
- **Mixed Type:** This type, being the different arrangements of the previous two types, is divided into two groups due to the way they combine. In the first group, the open section containing the courtyard and the closed section are placed end to end; Sultan Khan on Konya-Aksaray road is the typical sample of this group. In the second group, the open section containing the courtyard and the closed section are combined one within the other; Alara Khan is the typical sample of this group (Güran, pp.6-8). A. Tükel Yavuz states this type with the term of concentric which means the open courtyard and the closed section have the same center point.

As stated before, there are certain differences between the caravanseraies of the same type, though they are alike in general. The number of the eyvans around the courtyard and the number of aisles in the closed section varies (Altun, 1988, p.89). In the samples of the mixed type, the sections set end to end could be square or rectangular. The place of the mescid in the building could be different. Sometimes it is in the form of köşk mescid set on four arches in the middle of the courtyard, as in the samples of two Sultan Khans, Ağzıkara Khan and Ishaklı Khan. Sometimes the mescid is placed on the side of the façade projection as in Kızılören Khan, or over the portal as in Zazadin Khan, Sarı Khan and Alara Khan. The axis of outer and inner portals are not always on the main axis of the building; in Ağzıkara Khan and Kesikköprü Khan, the outer portals are on one side of the open section with the courtyard (Güran, pp.6-8). Yet general schemes stay the same.

3.1.2.2 Ottoman Period

The conditions of the Seljuk period had changed in the Ottoman period when the internal security was obtained as the political unity had been established. As a new age began, new types of transportation occurred and maritime traffic gained importance. For these reasons, in the Ottoman period, khans and caravanseraies were built less in number in comparison to the Anatolian Seljuk period. The ones that were built mostly took place in cities and they aimed to serve the empire trade instead of the intercontinental trade. The Ottoman khans (figures 4.3-4.11) differing from the Seljuk caravanseraies, did not function as buildings enabling security on roads and meeting passengers' needs, but rather they dealt with commercial cases. Most of the khans were established as the foundations of mosques in the form of külliye, and their income was spent for these complexes (İlter, 1969, p.9). In the city khans, manufacturing and trade labors were done while the city caravanseraies functioned as places for exchange matters.

In the Ottoman period, the terms of "caravanserai", "ribat" and "road-post khan" all have the same meaning. As formerly, caravans and merchants would accommodate temporarily in caravanseraies, and they would exchange the goods they have brought. This exchange procedure was carried on depending on certain rules. Every possession could be changed only in the special halting place it belonged to. This feature provided the order and continuity of trade life (Cantay, 1989, 1382-1383).

Location: The Ottomans set up caravanseraies and frequently city khans on their large land. They continued Anatolian Seljuk order, and they arranged khans and caravanseraies between cities according to the topographic conditions. The distance among two halting places could be passed in the daytime as in the previous period.

Function: In this period, caravanseraies did not serve military purposes any more and as a matter of fact they did not function as castles. These buildings continued to accommodate passengers and caravans. Although they provided the requirements for travels, they did not offer any comfort. Moreover they supplied the requirements of city life and trade. Some khans became important centers of trade and markets in those cities that developed. The only function they served was not accommodation any longer, but they also included offices of trade and business life. They were even named according to the type of trade, such as rice or fur, which was carried out within the building (Güran, pp.8-12).

Plan Type:

Ottoman halting buildings, with respect to the plan type, are divided up in two groups, as caravanseraies and city khans.

- **Caravanseraies:** Caravanseraies, with respect to the plan type, are divided up in two groups as the closed type without a courtyard and the open type with a courtyard.

- **Closed type without a courtyard :** It generally has a square or a rectangular plan, and consists of a single space with only one door. The parts, raised from the ground, on two sides of the entrance axis were for the passengers to lie down while the central part was for goods and animals to be kept. There are fire places and niches in the walls, and windows are high, narrow and small. The roofing elements are the dome, the vault or a timber roof. The central dome is sometimes as a lantern. The outer façades are made of stone or combination of stone and brick.

- **Open type with a courtyard:** This type is a great architectural advance due to the fact that the needs of the human being with respect to health, comfort, and social life, have been taken into consideration. There is only a single entrance and the closed section is on the main entrance axis. The small spaces on two sides of the entrance were for the management and staff of the building. A fountain usually takes place in the center. Every passenger had a sofa, a fireplace and a niche in the closed section. The main square or rectangular courtyard is surrounded by the closed section on one side and by the stable, bath and service parts on three sides. The small courtyard separated for animals and services are isolated from the space passengers stayed.

- **City Khans:** These buildings, having a much more developed plan than the others, are usually two storied. There are also three storied ones. The ground floor is separated for the services such as the storage, stable, repair shop while the upper floors are completely for the passengers to stay. The supporting axis system is the same on all floors, and in front of the spaces, an arcaded gallery surrounds the square or rectangular courtyard. City khans are divided up in two groups, as passenger and trade khans.

- In the passenger khans, the ground floor is separated only for the storage, and the upper floor consists of the spaces both for passengers and trade. These khans appear in two different plan types. The first one has a single courtyard, and the stable is a separate section attached to the courtyard. The other plan type includes a second courtyard in the section separated for animals, attached to the section for passengers with the main courtyard.

- Trade khans which firstly appeared in Bursa and later developed in İstanbul, do not have the function of accommodation. In the first floor of these two storied buildings, spaces opening to the arcaded courtyard were used as storage and did not have any windows. In the upper floor, the rooms with windows were used as offices and again they opened to the arcaded gallery around the courtyard (Güran, pp.16-18).

3.2 ARCHITECTURAL AND STRUCTURAL EVOLUTION OF TURKISH CARAVANSERAIES

3.2.1 Architectural Evolution

3.2.1.1 Plan Layout

In the caravanseraies of the Gaznelis, the Karahanlis, the Great Seljuks, the Anatolian Seljuks and the Ottomans, the plan scheme consisting of arcades surrounding a square or square like courtyard, and behind these the arrangement of the closed spaces always existed. The plan scheme with four eyvans around the courtyard was used in the caravanseraies of the Gaznelis, Karahanlis and the Great Seljuks. Though this plan scheme has disappeared in Anatolian Seljuk caravanseraies, the eyvan still took place at the entrance. In the Ottoman period, this scheme was completely disused. All caravanseraies before the Ottoman period could meet their own needs without receiving help from the outside. These one storied buildings were isolated from the exterior, and the only opening directed outwards was the portal.

The Anatolian Seljuks applied the sultan khan plan scheme widely which is completely different from the schemes of the previous periods. In the sultan khan plan scheme, a closed section joins along one side of the square or alike square courtyard, surrounded by arcades and spaces around them. This feature also effected the Ottoman caravanserai architecture, and combining with the architectural mentality of the period, caused the formation of monuments (Cantay, 1989, pp.1384-1385).

The Anatolian Seljuks implemented other different plan schemes as well in Anatolia while they also used the general scheme consisting of a square open courtyard of the previous periods. One type which was not seen before, has appeared in Anatolia by the arrival of Turks, and it is composed of a closed section with aisles differing in number

between one to five, without a courtyard; Şarapsa Khan is the sample for this type. Another different type is obtained by the combination of the open and closed sections one within the other, and Alara Khan is the sample of this type. In this period, the courtyard is surrounded by arcades only along one or two sides (Güran, pp.58, 61-62)

In Anatolian Seljuk caravanseraies of the closed type, the portal leads into a closed section that is formed of aisles and covered with a flat roof set on vaults supported by piers. At a higher level, two rows of stone or wooden bench with fireplace which is called *seki*, extended along the wall and were for passengers to sleep. The lower parts between the *seki*s are for tethering of animals. The buildings of the mixed type, have spaces around the arcaded courtyard, and these vaulted spaces are the stores for goods, hay and oats, private rooms with fireplaces, dormitories, bath and lavatory. A *mescid* which is a small mosque takes place in the middle of the courtyard, raised on four arches. The rooms on the sides of the entrance hall leading into the open courtyard, are for the inn-keeper and janitor; also in this area there are repair shops for the vehicles, a coffee room, a smithy and the stables. The closed section attached to the courtyard, is entered through another entrance gate and it is used in winter. It has a dome in the middle which functions as a lantern providing light and ventilation (Ünsal, 1959, p.47).

The plan and space mentality in the Ottoman period differentiated from the previous periods. The priority was given to the idea of arranging spaces which serve for the social and economical needs, though the plan scheme with arcaded square courtyard was kept. The scheme had been evolved according to the topographical conditions (Cantay, 1989, pp.1384-1385). The previous plan arrangements which are the square or alike square courtyard surrounded by arcades and the closed section formed of aisles continued. The differentiation of plan and space mentality, especially in city khans, appears in a way that the closed section loses its regular rectangular form and is shaped with respect to the road. Around the arcaded courtyard, the spaces for the passengers take place. The covered space formed of aisles takes place as the stable for animals. The accommodation of men and animals is separated and this is an important improvement. Thus an advanced mentality is constituted (Güran, pp.8-11).

In the Ottoman khans, the rooms arranged around the courtyard are well lighted, and equipped with fire places and shelves. The buildings are built single storied or poly storied. They are usually two storied, and on the lower floor shops and storage take place, and the upper floor includes rooms for passengers. The courtyard is surrounded by arcaded galleries on both floors (Ünsal, 1959, pp.49-50). The *mescid* which was disappeared at the beginning, later appears in some of the city khans having two stories.

3.2.1.2 Façade Arrangement

Primarily, the monumental façade architecture with characteristics like a castle began with the Karahanlıs and the Gaznelis, and continued with the Great Seljuks. On the entrance façade the pointed arched monumental portal, semi-cylindrical buttresses and stepped arches, and on other façades cornered or semi-cylindrical stiffening towers take place. Kûfî inscription bands, geometric joining brick decor and ornaments constitute the decoration. The decoration is widely used on the outer façades and especially on the inner façades facing the arcaded courtyard.

The Anatolian Seljuks continued this monumental façade architecture by building sultan khans available for defense. The caravanseraies were made of smooth cut stone and had an appearance like a castle. In sultan khans, the stiffening buttresses existing along the exterior walls and on the corners keep on with the old traditions. All the decoration is concentrated upon the arched stone portals which project outwards in the form of eyvan. The outer portals are worked into the ornaments of geometric joining stars, kûfî and nesih inscription borders. The façades of the courtyard is much more lively than the outer façades (Güran, pp.5, 65). The façades were blank, and the causes of this feature are the necessity of security, construction techniques of the period and climatic conditions. Slit windows, in the form of battlements, were small and seldom. The symmetrical planning dominating the façades depends on the plan layout (Cantay, 1988, pp.225-226).

In the Ottoman period, especially, the façade architecture was handled completely with a different mentality than the previous periods, and an original style was created. The monumental castle appearance and the big dimensions were left. Plainness is essential. The dimensions are closer to human measures. Though the loftiness and projecting outwards appearance of the portal does not continue, it is still the most important element of the façade. In two storied khans, horizontal and vertical lines of the façade were applied in an equilibrated manner. The horizontal lines of the façade are especially brick beams in the walls, and the vertical lines are the windows, the arches and the portal. The fringe frieze forms the highest horizontal line of the building and it is the finishing element. The connection between the building and outside increased, and sometimes stores took place on the façades. In the Ottoman khans where the spaces for the passengers are separated from the section for animals, windows take place on the second floor opening both to the exterior and interior (Güran, pp. 9, 13-14).

3.2.2 Structural Evolution

3.2.2.1 Material and Building Technique

The earliest Moslem Turkish states of Karahan and Gazne as also of the Great Seljuks had used adobe and brick as the building material in almost all their caravanseraies. Brick is used as a building and decoration component in this primary period of Turkish caravanserai architecture. Though the first works were built of adobe, afterwards the best samples of brick architecture were given (Altun, 1988, p.8).

A stronger and much more permanent building material, stone is used in all Anatolian Seljuk caravanseraies. The walls of these caravanseraies were made of rubble stone and faced with squared slabs of stone. With this advance in material and technique, the walls were smaller in width and more resistant. The façade, piers and arches faced with cut stone blocks brought about a more imposing and certain architectural effect (Ünsal, 1959, pp.47,79). Stone was the basic material of decoration as well as the walls. Especially stone portals are carved in a detailed way.

In the Ottoman period, the façade walls were made of stone and more often stone walls with brick crossbeams were built. Rubble stone walls usually took place at the inner parts, secondary sections, and places such as the basement and stable. The stone type of köfeki is mostly used. In the Ottoman khans, brick again became important besides stone. Brick was preferred because of its lightness and facility in working, and especially it had been the only material of the roof system. It was used in the construction of domes, arches, as crossbeams in courses of stone, and floors. Brick is a material which took place both in construction and decoration of the façades. Though marble was experimented as a novelty, only in a few samples it was used. It took place just in decoration and mostly on the portals. Khans having timber roofing covered with facing tiles were rarely built. Formerly the roof covering material is tile, and later lead is used. Although there are not any wooden doors or windows that have remained today, it is thought that oak is used because of its firmness (Güran, pp.15, 53-54).

3.2.2.2 Construction System

• Supporting Elements

Depending on the material used in the samples of the first period of Turkish khan architecture, pillars and supporting walls are the elements which together conduct the load of the building to the ground. These elements are either stone or usually brick according to the structure of the building. This specialty lasted in the periods of Karahan, Gazne, the Great Seljuk and the Anatolian Seljuk (Güran, p.54).

The Anatolian Seljuks built their closed sections, generally, on pillars or piers of squared blocks and they rarely used columns. Small stone columns as colonnettes with ornaments engraved on their shafts, are placed in the angles at the sides of the doors.

The supporting elements of the Ottoman khans are pillars, columns and wooden posts; pillars are more frequently used than the others. A pillar, having a square or a rectangular cross section, often rises on a short base, and above the pad stone it supports two or four arches. They are generally made of cut stone blocks, and sometimes of brick.

Supporting arches conduct the load coming from the roof to the walls and pillars. They separate aisles and connect them together perpendicularly, or form a projecting framework which prevents the openings on the vaults of the aisles (Güran, pp.15-16). In both Seljuk and Ottoman periods, the broken pointed arch is preferred from different forms of arches. This pointed arch is originated from the Sumerians, and it is used at Samarra and the Uyğur city of Hoço in the XIX th century. Gothic architecture has taken this arch type and used it. From the XI th century onwards, it has become one of the basic building elements, and took place in arcades and all important openings. The arches were formed by plain and flat-faced blocks (Ünsal, 1959, pp.79-80).

• Roofing Elements

In Turkish khan architecture, coverage of spaces continues in the same manner from the beginning to the end. The basic elements of this roofing system are vaults, domes, timber framed roofs and terrace roof. The vault which is appropriate for the coverage of spaces, is most often used, and it is applied in the forms of barrel vault, cross ribbed vault and mirror vault. While rectangular spaces are easily covered with barrel vaults, in the coverage of square spaces cross ribbed vaults or mirror vaults are used appropriately.

In the roofing system, the placement of the dome with the vault is seen since the first Turkish works. The vault and the dome occupied an important place in the architecture of the states of Gazne, Karahan and the Great Seljuk (Güran, p.57).

The Anatolian Seljuks used vaults widely and together with this they have used domes for some purposes other than roofing function. Domes covering the center aisles of winter spaces are set on high, polygonal drums with windows providing lighting, and functioned as lanterns.

In the Ottoman khan architecture, as the two storied khan samples increased in number, also the dome was used frequently together with the vault. Timber roofing that was not used in the previous periods, was rarely applied in this period. Primarily a sloping roof is placed over the existing vaults or domes, and afterwards the intermediate space is filled with rubble stone (Ünsal, 1959, pp.82-83).



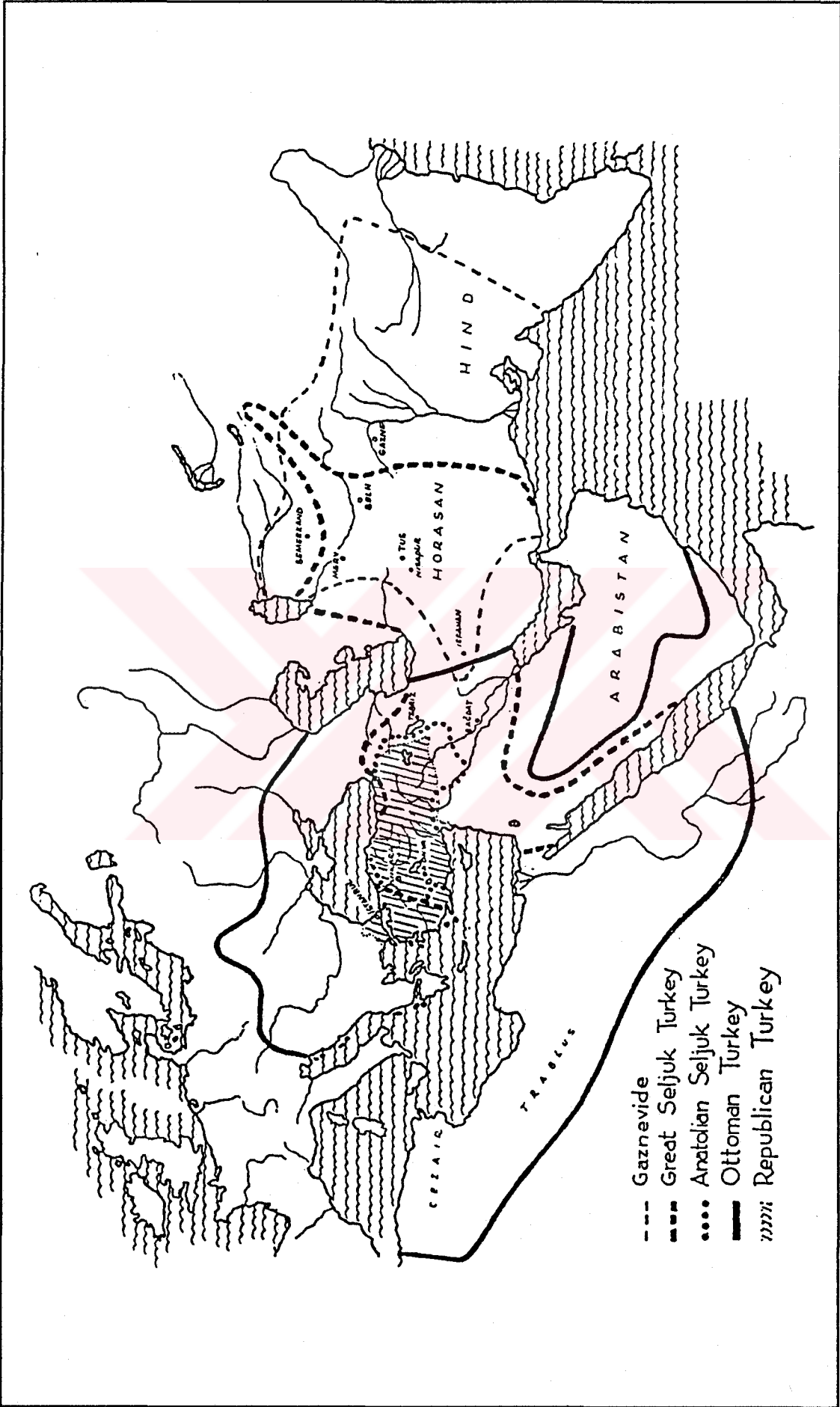
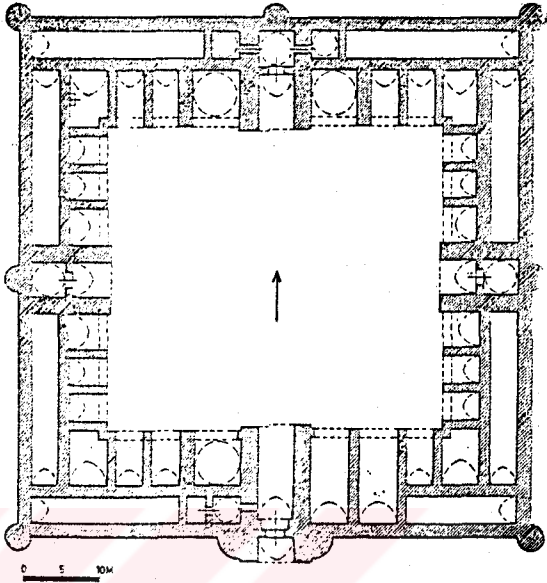


Figure 3.1 Geographical Setting Where Turkish Caravanseraies Took Place in Historical Process

Table 3. 1 Ribat-ı Mahî

NAME	RİBAT-I MAHÎ	
PERIOD	Gazneli	
DATE	410 (1019-20)	
DONOR	Gazneli Sultan Mahmud	
LOCATION	100 km. east of Meşhed, Tûs-Serahs road	
HISTORY	This caravanserai was built by the name Ribat-ı Çahê, but it is known as Ribat-ı Mahî. It is built in the memory of Firdevsi, the author of Şehname. Godard had found the building by making use of the written historical issues.	

ARCHITECTURAL & STRUCTURAL CHARACTERISTICS

This building has a square plan (70.68x71.92 m.). There are semispheric bastions on the façade and spheric towers at the corners. It consists of spaces which are lined up around a wide courtyard with four eyvans (Aslanapa, 1989, pp.52-56). The vaulted spaces with arches, opening to the courtyard take place in the building instead of the arcades. As an important progress, the spaces with domes exist behind the eyvans. The joint between the eyvan and the dome was used here by the Gaznelis before the Great Seljuks. The Karahanlı tradition continued with the plan of the courtyard with four eyvans and ornamentation made of brick. As the leader of the forthcoming ones, the caravanserai assures the connection between the Karahanlı and the Great Seljuk architecture (Altun, 1988, pp.15-16). The side walls and the inner parts of the eyvan arches are decorated with geometrical ornaments. The building is in ruined condition. Its plan is similar to the plan of Day Hatun Caravanserai which was built later by the Karahanlıs (Güran, p.3).

Table 3. 2 Ribat-ı Melik

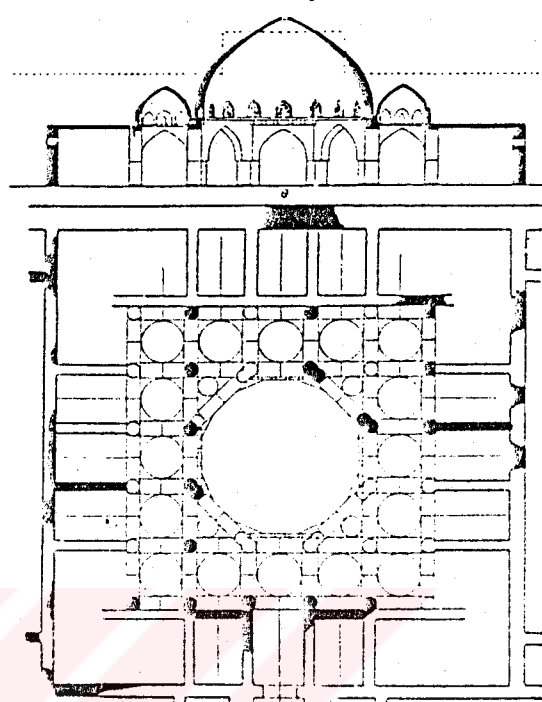
NAME	RİBAT-I MELİK	
PERIOD	Karahanlı	
DATE	471 (1078-79)	
DONOR	Şems ül Mülûk Nasr bin İbrahim	
LOCATION	Buhara-Semerkant road	
HISTORY	This caravanserai was built by Nasr Bin İbrahim, ruler of the Karahanlıs, who married the daughter of Alp Arslan.	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This is a caravanserai with a square plan (86x86 m.). It consists of two storied spaces with vaults that surround the central courtyard. The adobe walls, covered with bricks, are 12 m. high (Güran, p.3). The façade with spheric support towers on the corners, has big semispheric brick grooves, and the pointed arches on the top are connected to each other, in a stepped way. Its façade architecture is as the castle architecture style of Merv Region. The cylindrical tower of 15.5 m. height, is located on the left corner of the façade, and it is considered to be a minaret. The monumental portal (12x15 m.) with a pointed arch, rises in the middle of the façade, and it has the classic portal style of Turkish architecture (Aslanapa, 1989, pp.38-40). The main space, covered with a big dome of 18 m. in diameter, is set on arches supported by eight pairs of pillars on an octagonal plan. This is surrounded all around by sixteen small domes. This dome architecture evolved in Anatolia, and obtained its last form in Edirne Selimiye Mosque. The building is in ruined condition. Only the south façade and the portal are standing. It is the leader of the later Turkish caravanserai plan scheme with its open and closed spaces (Altun, 1988, pp.11-12).</p>		

Table 3. 3 Dahistan Caravanserai

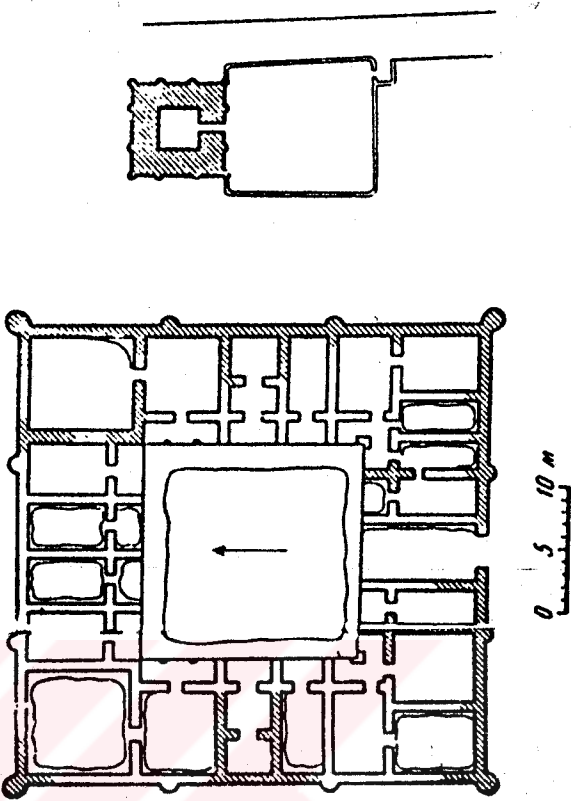
NAME	DAHİSTAN CARAVANSERAI	
PERIOD	Karahanlı	
DATE	XI. century	
DONOR		
LOCATION	Turkmenistan	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This building has a square plan (37x36 m.) and it includes an arcaded courtyard in the middle (11.40x11.40 m.). It has towers on the sides and corners, and in the entrance one eyvan takes place (Aslanapa, 1989, p.40). This caravanserai is similar to the ones of the Great Seljuks', as Ribat-ı Zafaranî and Ribat-ı Anuşirvan from the XI th century with respect to its plan, but those have four eyvans. Because of the single eyvan in the entrance, it is considered as an earlier building than the others (Güran, p.3). It is in a state of ruin.</p>		

Table 3. 4 Akçakale Caravanserai

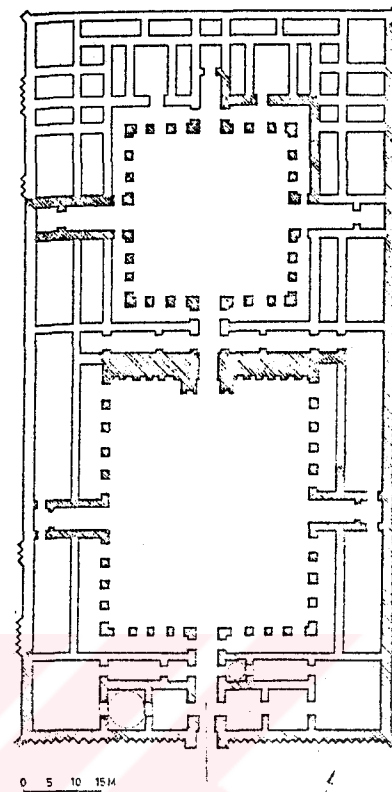
NAME	AKÇAKALE CARAVANSERAI	
PERIOD	Karahanlı	
DATE	End of XI. century	
DONOR		
LOCATION	Merv-Amul road	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>There are two courtyards which are nearly square, surrounded with four eyvans and arcades. The spaces are lined up around these courtyards. Two spaces next to the entrance are covered with domes while the other parts are covered with vaults. The building is made of adobe and bricks. With respect to the plan and outer appearance this caravanserai is the leader of the Great Seljuks' Ribat-ı Şerif Caravanserai dated from 1114-15 (Aslanapa, 1989, p.40). It is buried in sand and only a small part of it is on the ground. In comparison to the others, this is in good condition.</p>		

Table 3. 5 Day Hatun Caravanserai

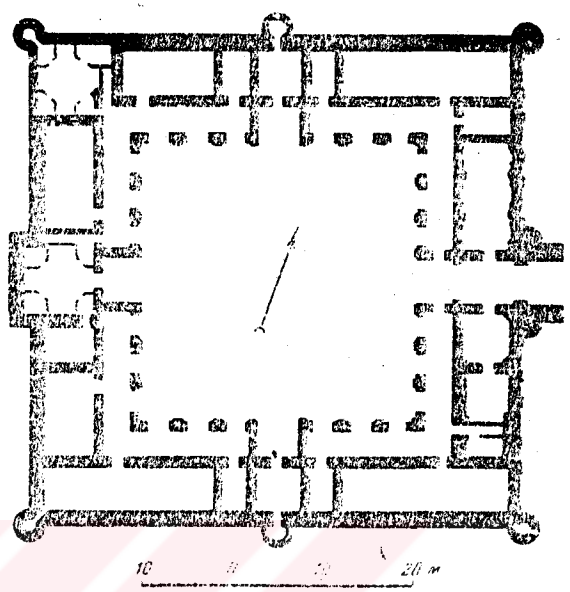
NAME	DAY HATUN CARAVANSERAI	
PERIOD	Karahanlı	
DATE	End of XI. century	
DONOR		
LOCATION	Near Amuderya, Amul-Harzem road	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This caravanserai with a square plan includes an arcaded courtyard with four eyvans. There are towers on the corners, and the exterior walls are supported by cylindrical pillars on sides. It has a solid brick architecture (Aslanapa, 1989, p.40). The plan of two rooms located behind the west eyvan on the northwest corner, is the same with the spaces in Ribat-ı Şerif. It is similar to the Emevi castles with respect to its plan and façade characteristics (Güran, p.4).</p>		

Table 3. 6 Başane (Kurtlu Tepe) Caravanserai

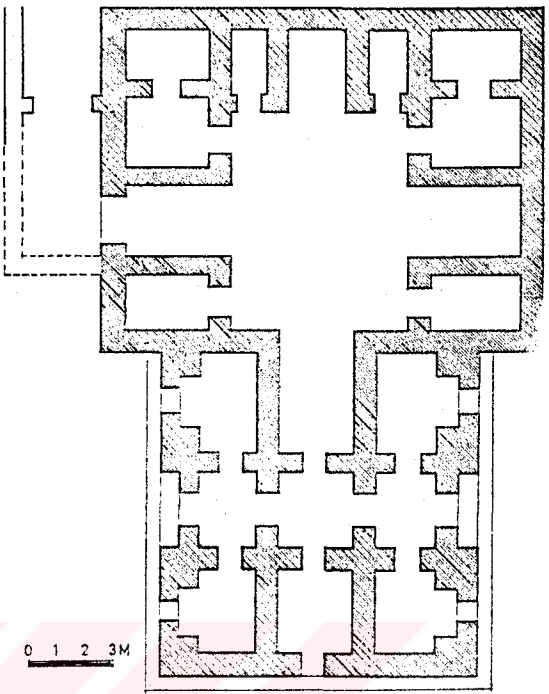
NAME	BAŞANE (Kurtlu Tepe) CARAVANSERAI	
PERIOD	Karahanlı	
DATE	End of the XI. century or the beginning of the XII. century	
DONOR		
LOCATION	In the city ruins of Kurtlu Tepe	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This caravanserai has the basic plan scheme of the sultan khans with its open courtyard at the front and the closed section at the back. Its plan is different from the other ones belonging to the same period. It is the leader of the later sultan khans of the Anatolian Seljuks (Aslanapa, 1989, p.42).</p>		

Table 3. 7 Ribat-ı Anuşirvan

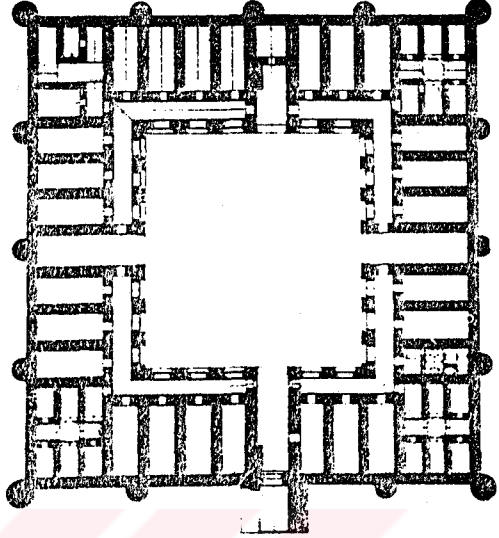
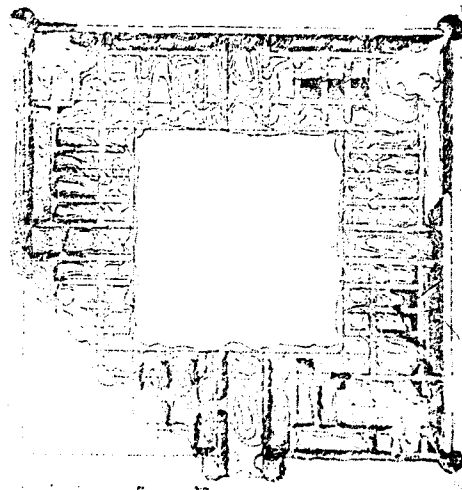
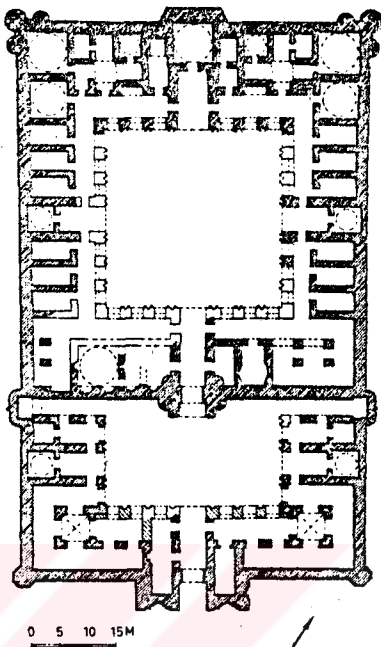
NAME	RİBAT-I ANUŞİRVAN	
PERIOD	Great Seljuk	
DATE	Beginning of the XI. century	
DONOR		
LOCATION	At Ehvan, Damgan-Simnan road	
HISTORY	The name of the building comes from Şeref-ül Maâli Anuşirvan who is from the Ziyarîs (1029-1049). It was built in the period of Tuğrul Bey.	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This is a building with a square plan (72x72 m.). It has a courtyard with four eyvans. There are rectangular spaces, covered with barrel vaults, around the courtyard with arcades. In the sections located on three corners, the spaces situated in the middle where four eyvans join, are covered with domes (Güran, p.57). The bath is on the side. It could be considered that the square space behind the eyvan on the opposite of the entrance, was covered with a dome. The entrance eyvan is not exactly on the central axis (Aslanapa, 1989, pp.86-87). The walls are strong like a castle, and are supported by cylindrical towers on the sides and corners. It was made of brick and stone. The sections on the corners with four eyvans and small domes were used at the first time, by the Abbasis in Samerra. It has some features in common with Day Hatun Caravanserai and Dahistan Caravanserai of the Karahanlıs.</p>		

Table 3. 8 Ribat-ı Zafaranî

NAME	RİBAT-I ZAFARANÎ	
PERIOD	Great Seljuk	
DATE		
DONOR	Melikşah	
LOCATION	Between Nişabur-Sebzevar	
HISTORY		

ARCHITECTURAL & STRUCTURAL CHARACTERISTICS
<p>According to Herzfeld's plan sketch, it was formed by the spaces located around a courtyard with four eyvans. It had a square plan (75x75m.), and towers took place at the corners. There was a mosque on the right side of the entrance. Its walls of adobe were situated on a high base of brick. It was in ruin because of the removal of its bricks. It has totally disappeared according to the notes of Godard in 1940.</p>

Table 3. 9 Ribat-ı Şerif

NAME	RİBAT-I ŞERİF	
PERIOD	Great Seljuk	
DATE	508 (1114-15)	
DONOR		
LOCATION	Between Meşhed-Serahs	
HISTORY	It was made in the period of Ebu Şüca Mehmet, son of Melikşah. It was destroyed together with Ribat-ı Mahî in the riot of the Oğuz. Then it was repaired by Terken Hatun, wife of Sultan Sencer in 1154-55 (Altun, 1988, p.23).	

ARCHITECTURAL & STRUCTURAL CHARACTERISTICS

It is a well known Great Seljuk caravanserai. The exterior appearance is like a castle, though it is wealthy inside. There is a courtyard with four eyvans in the main part and its plan is nearly square. There is a second rectangular courtyard in front of the first one. This is an important caravanserai with the spaces that surrounded the arcaded courtyard of the main part, its mosque with a dome and private chambers that took place on both sides of the eyvan at the back. Four eyvans of these chambers joined together in square spaces covered with domes. The rectangular part is plainer than the main part (Aslanapa, 1989, pp.87-89). The building had façades with niches, wealthy brick decoration and kûfi inscriptions in its original condition, in 1114. The building had been repaired in 1154-55, and some additions such as the inscription and plaster decoration were made during this treatment. The portal is similar to the one in Day Hatun Caravanserai of the Karahanlıs, and its plan is similar to Akçakale Caravanserai (Güran, p.4).

Table 3. 10 Alay Khan

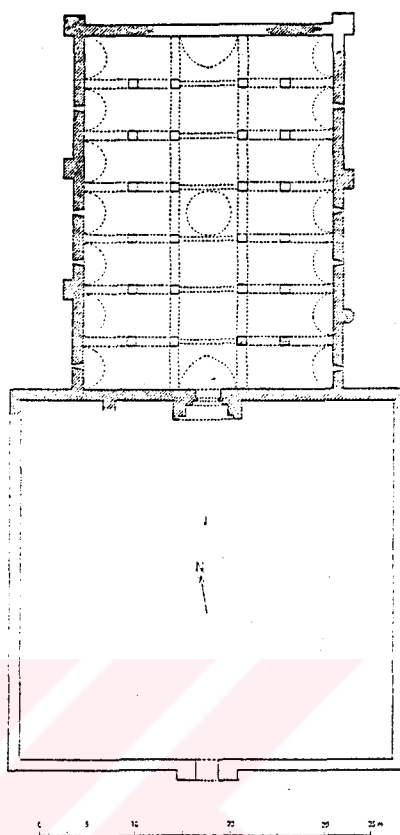
NAME	ALAY KHAN	
PERIOD	Anatolian Seljuk	
DATE		
DONOR	Kılıçarslan II. (1156-1192)	
LOCATION	Ankara-Kayseri road	
HISTORY	This is the first sultan khan in Anatolia. This caravanserai is considered to be completed in 1192. The name Alay Khan could be given afterwards.	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This building has all the architectural characteristics of the classic Anatolian Seljuk caravanseraies. These characteristics are the inner portal niche with mukarnases, the dome as a lantern, the vault located in the middle and seven vertical vaults on both sides (Aslanapa, 1989, pp.170-171). The portal has a plain and strong appearance. The stone decoration is formed of the geometric patterns, and certain features exist that enable the continuity of the old Turkish decoration. The symbolic lion figure is located at the bottom of the mukarnas rows of the portal. This figure has two bodies and its head is indicated from the front side, and it is considered to be an armorial related to Kılıçarslan. Its courtyard is demolished. The inner façade and the portal that projects, are in good condition. It is the classic leader of the forthcoming sultan khans.</p>		

Table 3. 11 Evdir Khan

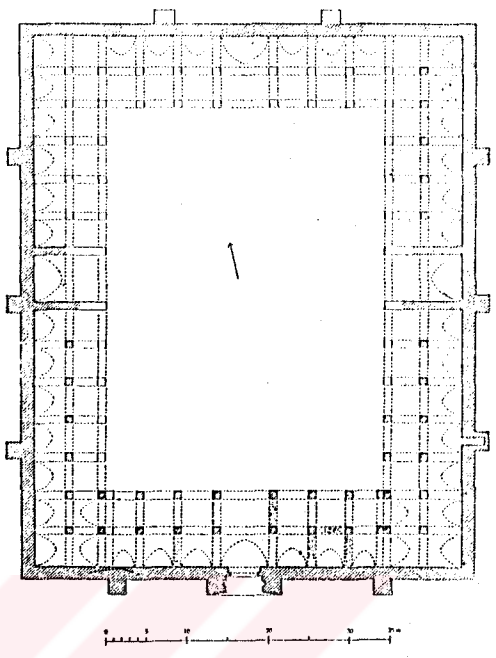
NAME	EVDİR KHAN	
PERIOD	Anatolian Seljuk	
DATE	About 611-615 (1214-18)	
DONOR	İzzeddin Keykâvus I.	
LOCATION	Antalya-Korkuteli road	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This caravanserai has dimensions of 78.80 x 45.30 m. and it does not have a closed section. There are arcades with 7.30 m. height consisting of pointed arches and barrel vaults around a wide courtyard (52x71 m.). The bay located in the middle of each side is wider than the others, within these arcades in two rows. These bays were used by passangers to put their goods and to tie their animals. Also there are separate rooms for passangers (Yetkin, 1970, pp.79-80). It is in the third place in largeness with an area of 3800 m². The main walls are strong and made of cut stone. There are three square support towers on the each side wall, and two on the front and the back walls (Aslanapa, 1989, p.172). The monumental portal with the pointed arch is decorated with magnificent mukarnas. On both sides of the portal façade, there are colonnettes rising up to a height where the arch launches. There is a small niche with mukarnas on each inner side of the portal niche. It has fallen into ruin and mostly has collapsed.</p>		

Table 3. 12 Sultan Khan

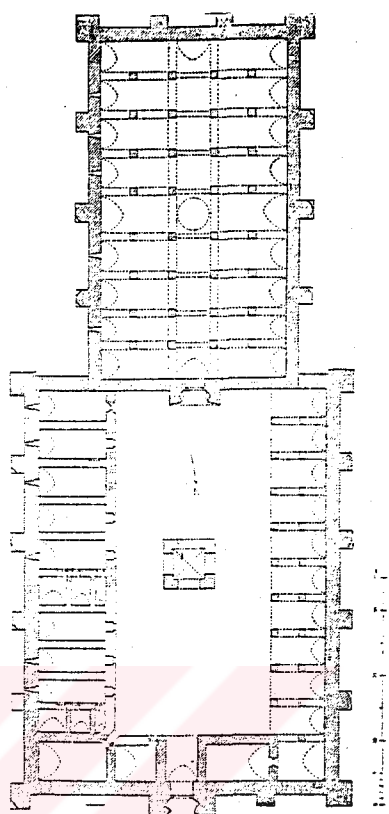
NAME	SULTAN KHAN	
PERIOD	Anatolian Seljuk	
DATE	626 (1229)	
DONOR	Alâeddin Keykûbad I.	
LOCATION	Konya-Aksaray road	
HISTORY	It was built by Alâeddin Keykûbad I, in 626 (1229), but then it was burnt in a fire. It was repaired and some new parts were added in the period of Gıyaseddin Keyhüsrev in 677 (1278).	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>This is the biggest caravanserai (4500 m²). It has seperate summer and winter parts. The part for winter is narrower and shorter. The exterior view is like a castle, and it is supported by square shaped towers. The arcades in two rows with pointed arches and vaults on the northern side of the courtyard, are reserved for the animals and goods. On the southern side of the courtyard, the rooms, halls, two baths and warehouses are situated, and they are reserved for passangers (Yetkin, 1970, p.83). The köşk mescid stands like a monument in the middle of the courtyard. All the decoration takes place on the köşk mescid and the portal. The façade has a monumental appearance with its marble portal that is projecting outwards and the towers at the corners. The portal of the closed section takes place at the inner part of the courtyard. This portal is plainer than the outer portal which contains wealthy ornamentation with geometrical patterns (Aslanapa, 1989, pp.172-175). The building, made up of smooth cut stone, was the leader of the forthcoming caravanseraies. The top part of the inner portal, the middle part of the dome and most parts of the köşk mescid are in ruin.</p>		

Table 3. 13 Sultan Khan

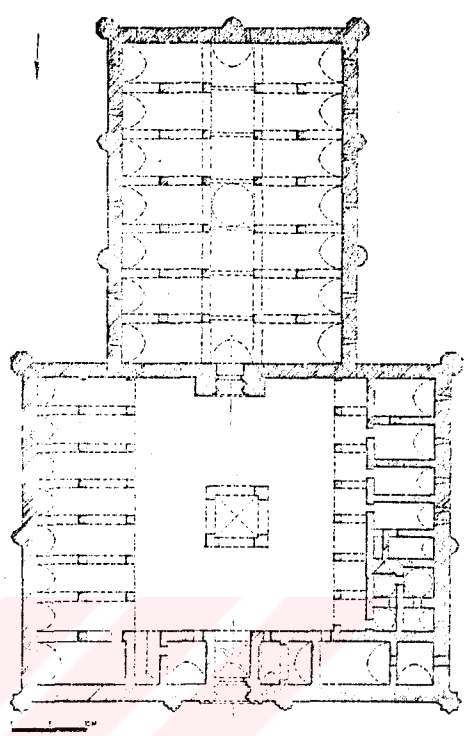
NAME	SULTAN KHAN	
PERIOD		
DATE	Between 630-34 (1232-36)	
DONOR	Alâeddin Keykûbad I.	
LOCATION	Kayseri-Sivas road, at Palas village	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>It is smaller than the other Sultan Khan (3900 m²), and the plan is the same except a few differences. The exterior view is also like a castle with its support towers and high walls. There is a bath with its domes located in the northwest corner of the courtyard. The well preserved köşk mescid is located in the middle. The portal niche contains big spheric support towers with grooves, on both sides. The marble portal of the closed section with geometric ornaments, projects outwards. The dome as a lantern is set in the central aisle that is too high. The interior of the closed section reminds of a gothic cathedral with its central higher vault and lower vaults on the sides. The portal niche is in ruin while the köşk mescid is in good condition (Aslanapa, 1989, pp.175-176).</p>		

Table 3. 14 Alara Khan

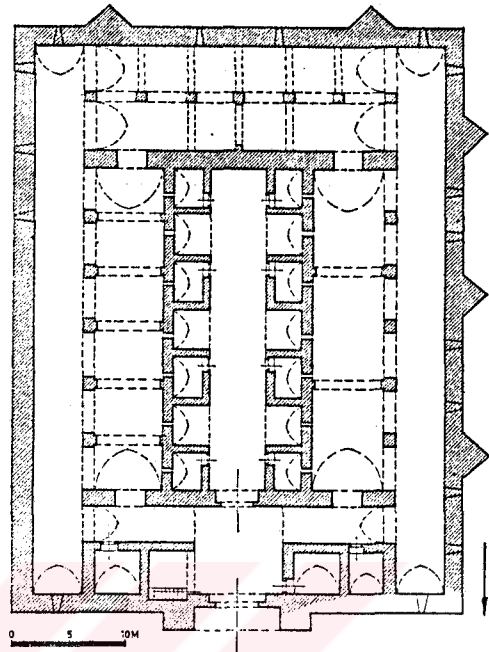
NAME	ALARA KHAN	
PERIOD	Anatolian Seljuk	
DATE	629 (1232)	
DONOR	Alâeddin Keykûbad	
LOCATION	Near Alanya, Antalya-Konya road	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>It is a combination of the closed type of caravanserai with the open type. The building has open and closed spaces around its narrow, long courtyard. There are four rooms on both sides of the courtyard which looked like an open corridor. These rooms are seperated from each other by an eyvan. This central section for passangers is isolated from the long closed section that surrounds it on three sides, at the back. The vaulted closed section is for animals and goods to be kept. There are small windows enabling the connection between the central section and the closed section (Yetkin, 1970, pp. 86-87). The part on the left of the entrance is covered with a decorated, cross ribbed vault which is open in the middle, and on the rear wall, there is a fountain. The stairs leading to the upper mescid is also situated here. It is made of firm regular cut stones. The only ornaments are the consoles in the form of stylised lion heads on the piers of the closed section and on the frame of the inscription (Aslanapa, 1989, pp.176-177).</p>		

Table 3. 15 Çardak Khan

NAME	ÇARDAK KHAN
PERIOD	Anatolian Seljuk
DATE	627 (1230)
DONOR	Esededdin Ayaz bin Abdullah el Şahabî
LOCATION	Eğridir-Denizli road
HISTORY	It was built by Esededdin bin Abdullah el Şahabi, who is a free slave and one of the commanders of Seljuk Sultan Alâeddin Keykûbad.

The architectural drawing consists of a plan view of the Çardak Khan. It shows a square courtyard with a closed section on the right side. The closed section is a five-aisled structure with a central aisle and four side aisles. The plan view shows the layout of the walls, columns, and arches. A scale bar on the left indicates a length of 20 meters, with markings at 0, 5, 10, 15, and 20. A north arrow points to the right, labeled 'N'.

ARCHITECTURAL & STRUCTURAL CHARACTERISTICS

It has a simplified plan scheme of sultan khans, consisting of the square courtyard and the closed section. The five aisled closed section is composed of six parts. Its exterior appearance looks like a castle due to its sound cut stone walls and the support towers. The portal of the closed section in the form of a semi-vault with a pointed arch, has a Seljuk lion figure located on each side of the inscription having a pointed arch. On the capitals of the piers in the central aisle, there are some plain relief figures such as cow head, fish and human head. The only parts of the courtyard that still exist are its walls (Aslanapa, 1989, p.177).

Table 3. 16 İncir Khan

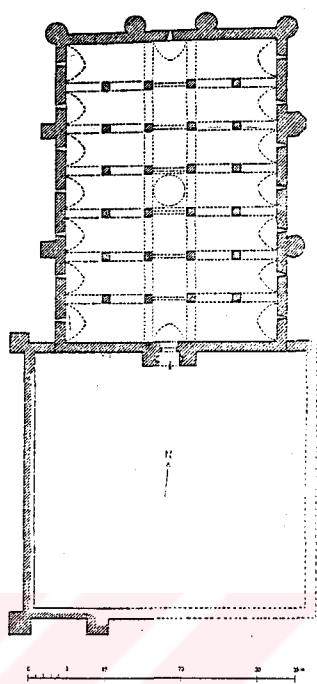
NAME	İNCİR KHAN	
PERIOD	Anatolian Seljuk	
DATE	636 (1238-39)	
DONOR	Gıyaseddin Keyhüsrev II.	
LOCATION	Antalya-Isparta road, near İncir village	
HISTORY	It was the second sultan khan made in the period of Gıyaseddin Keyhüsrev II.	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>The plan scheme is appropriate to the classic scheme of sultan khans. Its area is smaller than the others (2750 m²). There are some geometrical ornaments and rosettes on the portal. The portal projects outwards, and the portal niche is covered with a rampant fluted vault. On the portal surface, there are embossed lion figures with human faced sun symbols on them. This composition is supposed to be the armorial bearings of Sultan. The closed section remains standing, but the courtyard is destroyed except the west wall corner (Aslanapa, 1989, pp.179-180).</p>		

Table 3. 17 Kırkgöz Khan

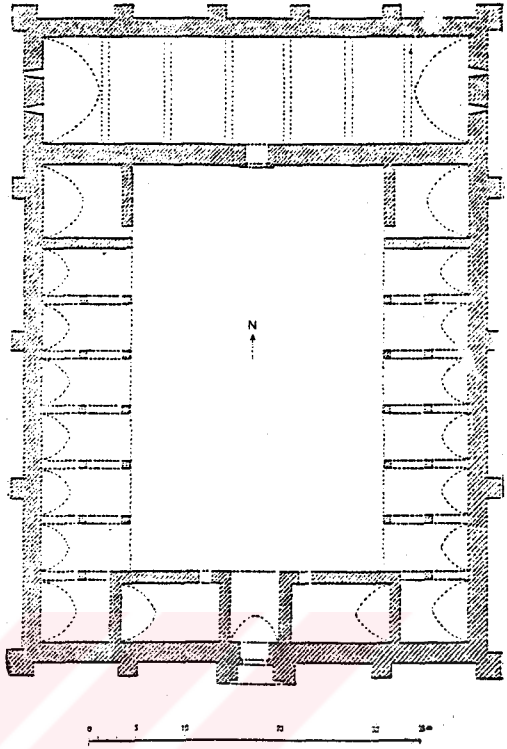
NAME	KIRKGÖZ KHAN	
PERIOD	Anatolian Seljuk	
DATE		
DONOR	Gıyaseddin Keyhüsrev II.	
LOCATION	Antalya-Isparta road	
HISTORY		
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>Its plan is different from the classic sultan khan plan scheme though it was made by a sultan. It has a large arcaded courtyard surrounded with four vaulted rooms and a long single aisled closed section. This section extends along one side of the courtyard and it is covered with a vault. Its plan is similar to the plan of Evdir Khan. The vaulted spaces situated on both sides of the entrance and next to the closed section, take place instead of the arcades in Evdir Khan. The building has no ornaments at all, even on the portal which projects outwards. The caravanserai is well preserved (Aslanapa, 1989, p.180).</p>		

Table 3. 18 Şarapsa Khan

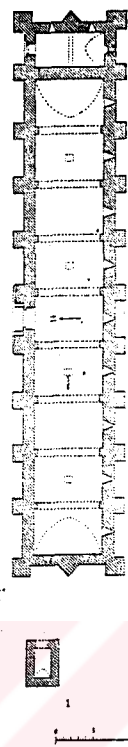
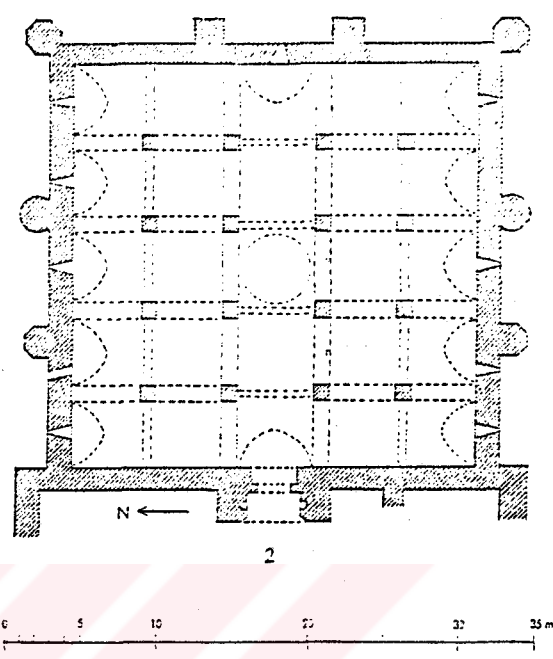
NAME	ŞARAPSA KHAN	
PERIOD	Anatolian Seljuk	
DATE		
DONOR		
LOCATION	Alanya-Antalya road, near Şarapsa village	
HISTORY	It is one of the caravanseraies that was made in the period of Gıyaseddin Keyhüsrev II (1236-46). Its name is known as Şarapsa Khan in public but its real name is Şerefzâ Khan.	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>It is composed of a long vaulted closed section (70x15 m.) supported by eight square shaped buttresses in the north and south, on the exterior. The entrance gate is situated in the middle of the south façade. The exterior appearance of the caravanserai is like a castle. The room on the left side is a mescid, and it has a separate entrance (Yetkin, 1970, p.81). There is an inscription on the portal projecting outwards. The name and the titles of Sultan are written on the inscription, but the date does not exist on it. The building has a plain stone architecture except some simple ornaments on the portal and on the mescid. This caravanserai could not actually be a sultan khan due to its features (Aslanapa, 1989, p.180). Its closed section is similar to the one in Kırkgöz Khan, but it is narrower and longer here, and also there is a mescid.</p>		

Table 3. 19 Susuz Khan

NAME	SUSUZ KHAN	
PERIOD	Anatolian Seljuk	
DATE		
DONOR		
LOCATION	Antalya-Isparta road	
HISTORY	It has remained uncompleted in the last year of the period of Gıyaseddin Keyhüsrev II. There is no inscription on it.	

ARCHITECTURAL & STRUCTURAL CHARACTERISTICS

It was planned due to the sultan khan plan scheme. The closed section is finished, then the courtyard was started to be built, but it remained uncompleted. The cover over the dome of the closed section, in the form of a lantern tower on an octagonal frame remained in the initial state. The monumental portal contains wealthy ornamentation, but the top part of it was destroyed. It is a probability that its inscription took place on that destroyed part. The decoration on it consists of geometrical and vegetal patterns. There are two embossed angel figures, located on the corner infills of the arches of the portal's side niches which are destroyed. There are dragon figures located on the face of the portal (Aslanapa, 1989, p.181).

Table 3. 20 Akhan

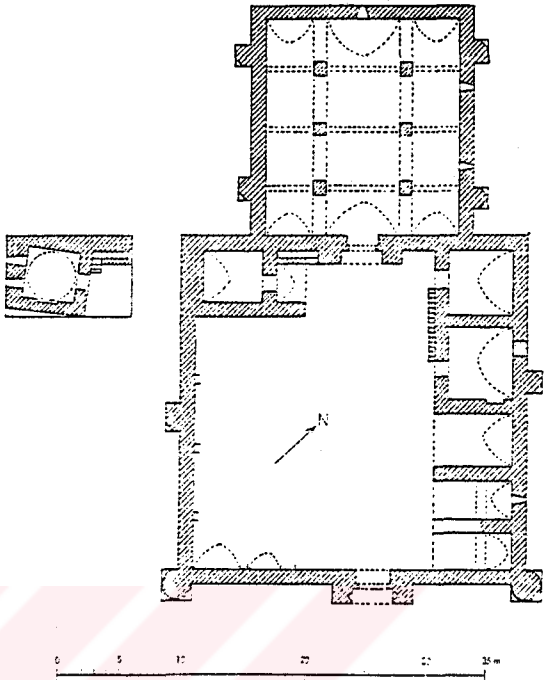
NAME	AKHAN	
PERIOD	Anatolian Seljuk	
DATE		
DONOR	Vali Seyfeddin (Karasungur bin Abdullah)	
LOCATION	Eğridir-Denizli road, at Goncalı	
HISTORY	The closed section was finished in 651 (1253) and the courtyard was finished in 652 (1254).	
ARCHITECTURAL & STRUCTURAL CHARACTERISTICS		
<p>Though it has the classic sultan khan plan scheme, it is smaller (1100 m²). It consists of a three aisled small closed section and a wide square courtyard. The closed section has plain architecture. The courtyard includes an eyvan and two storied rooms on the right side, and the mescid with its dome over a vaulted space at the corner, on the left side. The pointed arched portal niche of the closed section includes an entrance gate with a depressed arch. There are consoles as lion heads, on the entrance eyvan with a vault. The two storied room on the right of the eyvan, might have the bath on the first floor, and the front wall has demolished (Aslanapa, 1989, 183-184).</p>		

Table 3.21.a List of Anatolian Seljuk Caravanserais Set on the Caravan Roads

NUMBER	KHAN OR CARAVANSERAI	CARAVAN ROAD	COURTYARD	NUMBER	KHAN OR CARAVANSERAI	CARAVAN ROAD	COURTYARD
1	Abacılar Khan	Çankırı-Ankara		29	Dokuzun Khan	Konya-Çay	+
2	Ağlasun Khan	Antalya-Isparta	-	30	Dolayhanı	Ürgüp-Ereğli	+
3	Akbaş Khan	Aksaray-Konya	+	31	Ebul-Hasan Khan	Seydişehir-Alanya	-
4	Akhan	Aksaray-Konya	+	32	Ebul-Kasım Ahmet Khan	Niksar	-
5	Akhan (Bozhan)	Eğridir-Denizli	+	33	Ebul Mücahit Yusuf Khan	Çay	+
6	Alarahan	Antalya-Alanya	+	34	Eğret Khan	Çay-Kütahya	-
7	Alayhan	Kayseri-Aksaray	+	35	Elikesik Khan	Konya-Eğridir	+
8	Altun-Apa Khan (Selcukhanı)	Konya-Beyşehir	+	36	Ertokuş Khan	Konya-Eğridir	+
9	Altun-Apa Khan (Argıthanı)	Konya-Çay	+	37	Eshabikehf Khan	Besni-Kayseri	+
10	Atabey Khan	Sinop-Ankara	-	38	Evdır Khan	Antalya-Isparta	+
11	Bardakçı Khan	Çay-Seyitgazi	-	39	Ezine Pazar Khan	Amasya-Tokat	
12	Bor Khan	Ürgüp-Ereğli	-	40	Gaferyat Khan	Konya-Karaman	-
13	Böğet Khan	Ankara-Konya	-	41	Gıyaseddin Keyhüsrev Khan	Eğridir	-
14	Burma Khan	Seydişehir-Alanya	-	42	Hacıbekir Caravanserai	Tercan Road	+
15	Cacabey Khan	Kırşehir-Aksaray	+	43	Hekim Khan	Malatya-Sivas	+
16	Çakallı Khan	Samsun-Havza	+	44	Hoca Mesut Caravanserai	Kayseri-Aksaray	+
17	Çamalak Khan	Zile-Kırşehir		45	İbibsa Khan	Tokat-Sivas	+
18	Çandır Khan	Around Çandır		46	İncir Khan	Antalya-Isparta	+
19	Çardak Khan	Eğridir-Denizli	+	47	Kadın Khan	Konya-Çay	+
20	Çavlı Khan	Besni-Kayseri	-	48	Kargı Khan	Sivas-Kayseri	-
21	Çayırşehir Khan	Çayırşehir		49	Kalolar Khan	Malatya-Kayseri	-
22	Çekereksuyu Khan	Zile-Kırşehir	+	50	Kamereddin Khan (Derbent Ağzı Khan)	Besni-Kayseri	-
23	Çinçinli Sultan Khan	Zile-Kırşehir	+	51	Kamereddin Khan	Konya-Toroslar	-
24	Çiftehan	Konya-Toroslar	-	52	Kara-Sunkur Khan	Hacı Eyüplü Köyü	-
25	Çiftlik Khan	Tokat-Sivas	-	53	Kara-Sunkur Khan (Yeni Khan)	Denizli	-
26	Dazya Khan	Amasya-Tokat	-	54	Karatay Khan	Malatya-Kayseri	+
27	Delicesuyu Khan	Sekili		55	Karatay Khans	Konya	-
28	Diblihan	Harput-Divriği	-	56	Kargı Khan	Seydişehir-Alanya	-

Table 3.21.b List of Anatolian Seljuk Caravanserais Set on the Caravan Roads

NUMBER	KHAN OR CARAVANSERAI	CARAVAN ROAD	COURTYARD	NUMBER	KHAN OR CARAVANSERAI	CARAVAN ROAD	COURTYARD
57	Katrancı Khan	Aksaray-Konya	-	85	Ruz-Apa Khan	Konya-Çay	+
58	Kavak Khan	Konya-Eğridir	-	86	Sadeddin-Köpek Khan	Aksaray-Konya	+
59	Kılıç-Arslan Khan	Aksaray	-	87	Sahip Ata Khan (İshaklı Khan)	Konya-Çay	+
60	Kireli Khan	Konya-Eğridir	+	88	Sahip Ata Khan (İlgün Khan)	Konya-Çay	-
61	Kırkgöz Khan	Antalya-Isparta	+	89	Sarihan	Kayseri-Konya	+
62	Kızılören Khan	Konya-Beyşehir	+	90	Sarı Khan	Malatya-Kayseri	+
63	Kozak Khan	Karaman-Silifke	-	91	Sarı Khan	Niğde	-
64	Köprü Köy Khan	Kırşehir-Ankara	-	92	Sartavul Khan	Karaman-Silifke	-
65	Köprü Köyü Khan	Erzurum	-	93	Seyfeddin Ferruh Khan	Konya-Seydişehir	-
66	Köprü Suyu Khan	Antalya-Alanya	-	94	Sıra Çakıl Khan	Aksaray- Ereğli	+
67	Kuru Khan	Besni-Kayseri	-	95	Silinti Khan	Alanya-Anamur	-
68	Kuru Çeşme Khan	Konya-Beyşehir	+	96	Sultan Khan	Konya-Aksaray	+
69	Latif Khan	Kayseri-Sivas	-	97	Sultan Khan	Sivas-Kayseri	+
70	Mahperi Hatun Khan	Amasya-Tokat	+	98	Susuz Khan	Antalya-Isparta	+
71	Makit Khan	Keban	-	99	Sünnetli Khan I.	Kayseri-Aksaray	-
72	Mama Hatun Caravanserai	Erzurum-Sivas	-	100	Sünnetli Khan II.	Kayseri-Aksaray	-
73	Misli Khan	Ürgüp-Ereğli	-	101	Şahruk Köprüsü Khan	Sivas-Kayseri	-
74	Muhliseddin Khan	Zile	-	102	Şarapsa Khan	Antalya-Alanya	-
75	Mut-Beli Khan	Seydişehir-Alanya	-	103	Tahtoba Khan	Sivas-Tokat	+
76	Obruk Khan	Aksaray-Konya	+	104	Tecer Khan	Malatya-Sivas	-
77	Okla Khan	Aksaray-Konya	+	105	Tol Khan	Seydişehir-Alanya	-
78	Orta Payam Khan	Seydişehir-Alanya	+	106	Yeni Khan	Tokat-Sivas	-
79	Öresin Khan	Kayseri-Aksaray	-	107	Yenice Köy Khan	Çay-Kütahya	-
80	Pabşin Khan	Bitlis	+	108	Yunuslar Khan	Konya-Beyşehir	-
81	Pazar Khan	Antalya-Denizli	-	109	Zalmanda Khan	Ankara-Konya	-
82	Pervane Süleyman Khan	Boyabat-Vezirköprü	+	110	Zıvarık Khan	Ankara-Konya	-
83	Pınarbaşı Khan	Eğridir-Denizli	+	111	Zilli Khan	Besni-Kayseri	-
84	Pınar-pazarı Khan	Eğridir-Denizli	+	112	Zincirli Khan	Konya-Aksaray	-

CHAPTER FOUR

AN APPROACH REGARDING CONSERVATION OF ANATOLIAN SELJUK CARAVANSERAIES BY WAY OF REFUNCTIONING

4.1 CONTINUOUS ADVENTURE OF THE MIDDLE AGE CARAVANSERAIES SINCE THEY WERE BUILT

4.1.1 State of Anatolian Seljuk Caravanseraies In Previous Times

Anatolian Seljuk caravanseraies have been established as single buildings on the old caravan roads and situated in deserted areas. These roads enabled the international connection as well as the administrative, military and commercial transportation (Yavuz, 1994, p.39). The caravan roads where Anatolian Seljuk caravanseraies were located, constituted a part of The Historic Silk Road, the commercial route that made it possible to bring the rich products of the east to the west in the Middle Age. The caravan roads that connected the settlements with each other in the XIII th century, came into existence according to the topographic conditions, and today they mostly join the existent highways (Ministry of Tourism Archives).

The economic policy followed by Seljuk sultans have contributed a lot to the development of trade done through the caravan roads during the Anatolian Seljuk Period. The policies in question were decreasing the customs tax, paying for the loss of the tradesmen whose products were attacked, and no doubt most importantly building

caravanseraies on the caravan roads for accommodation resulting from the period's requirements. Appearing many in number as a continuation of the caravanseraies in Muslim countries and the Middle East, Anatolian Seljuk caravanseraies were situated by water fronts. First caravanseraies in Anatolia started to be built in the first half of the XII th century and they reached a number of 40 in the middle of the XIII th century. In the XIV th century, production had decreased and poverty had occurred because of drought and Mongol attacks in Anatolia. Economic regression started in countries like Egypt, Syria and Byzantium which had trading relations with Anatolia during the same period. As political and economic circumstances changed in Anatolia, the commercial road system also changed and lost its former significance. In the meantime, the Ottoman Principality, settled on the northwest frontier of Anatolia, continued its commercial relations with Byzantium and gained strength. Konya, Kayseri and Sivas were the busiest trade centers of the Seljuk Period, however in the Ottoman Period, Bursa and İzmit came up front. Ways of transportation have changed in the XIX th century. Meanwhile, railways and regular highways appropriate for carts has taken the place of the caravan roads (Aktüre, 1987, pp.23-32). Thus trade made by means of caravans has come to an end and the caravanseraies have lost their peculiar function.

4.1.1.1 Pious Foundations As Management Type of Caravanseraies

Foundations are established for eternal by individuals who give their own properties for the purpose of the realization of the utilities and stipulations determined by themselves. They are managed by their own units according to the essentials written in the vakfiyes (Şenel, 1994, p.233).

Historically, foundations have come out as economical and social associations in various societies. Although this establishment has appeared in the earlier periods, it took its complete form in Islamic Law. Meanwhile, foundations have played an important role in Turkish public life both before Islam and especially afterwards. In Turkish-Islamic culture, pious foundations functioned as religious, scientific, social and economical associations that enabled the realization of the conceptual, cultural, artistic and constructive activities together with public service and social work (Eker, 1994, p.31).

The first written document, belonging to a Turkish foundation before Islam, is Eti Vakfiyesi dated from 1280 BC. After Islam, the definition of foundation has changed and the relative possession has began to serve for a certain purpose. In the Ottoman period, various buildings have been constructed by means of the income gained from foundations until the empire began to weaken. In the first years after the Republic has been established, the formation of foundations have been weakened due to the changes in law. After 1960, new changes in law have been made and this enabled the formation of foundations appropriate to the Turkish-Islamic tradition. Although the number of foundations established this way has increased rapidly, most of them do not have the required qualities (Şenel, 1994, pp.233-234).

4.1.1.2 Conservation Procedures In The Past Regarding Caravanseraies

Conservation of foundation buildings carries a great importance, since it is aimed that foundations should last for a long time. Therefore the conditions related to the continuous repairing and maintenance of the building along with other essentials of the foundation are stated in the vakfiye. Thus the preservation of foundation buildings had been secured by obeying the rules of vakfiyes as much as possible until the neglects began in the XIX th century. The restoration procedure continued in the Seljuk and the Ottoman periods depending on the traditional restoration approach. This way, these foundation possessions partially reached our time though they have lost their original state (Bakırer, 1973, pp.113-126).

In the vakfiye of Karatay Caravanserai, founded by Seljuk vizier Celalettin Karatay and dated from 1245-47, firstly the estate that was donated for the income of the foundation is explained. Then it is stated that the income primarily should be spent for the construction and preservation of the foundation. Afterwards the personnel consisting of the administrator, superintendent, muezzin, innkeeper, cook, keeper of the bath, shoemaker are told to be sufficient in their jobs, and their salaries are determined. The type and amount of food to be given to each passenger is told as well as other utilities to be supplied (Turan, 1946, pp.471-496).

Caravanseraies belonging to the Middle Age needed repair since the time they were built, originating from their own properties such as the construction of the closed and open spaces in two separate phases, mistaken use of reused material, defective workmanship and other construction defects. These XIII th century caravanseraies have gone through some repairing treatments during the Ottoman period, depending on the fact that they were still used. The repairing understanding in the Middle Age and in the Ottoman period aimed at the continuity of the usage, and the interventions were generally directed towards the results of the failures, not the reasons causing them, so the same failures went on. In the repairing interventions of these periods, the fallen parts were reconstructed by using the same construction technique while other constructional defects were treated by interior and exterior chain-bonds, stone walls, piers, arches and tie rods (Binan, 1990, pp.279-282).

Sultan Khan near Niğde-Aksaray, built in 1229 by Seljuk Sultan Alaaddin Keykubad I, carries the traces of an old dated repair. It is understood from its inscription on the entrance door that the building had been used as a castle during the battle between Sultan İzzeddin Keykavus II and Kılıç Arslan IV, when its entrance door had been destroyed. The door was repaired by Hüseyin oğlu Sıracüddin Ahmed in 1278, in the period of Sultan Gıyaseddin Keyhüsrev III (Önge, 1984, pp.42-43). During the repairing procedure, the sound original stone blocks were kept in their places, and the absent parts were completed in accordance with the original, by also making use of the existing stones. The additional stone blocks are distinguished from the old ones, for differentiation was created in ornamentation. The door opening was restored as a pointed arched passage, and afterwards the repairing inscription was placed on the new arch. Y. Önge tells that the principles of this XIII th century restoration, are close to the modern restoration principles (Önge, 1984, p.48). However in reality contemporary conservation approach has appeared in Turkey after the establishment of the Republic, and the old dated restoration principles differ from the current principles in many aspects (Binan, 1990, pp.279-282).

4.1.2 Present Conditions of Anatolian Seljuk Caravanseraies

Researches are prepared and proposals are developed continuously related to the matter of conserving caravanseraies. However studies directed towards application, are not qualitatively and quantitatively in the desired level.

Today, Anatolian Seljuk caravanseraies mostly take place out of settlements. Due to the change of the road system, some buildings are hardly reached while the locations of some of them are not known at all. The Seljuk period roads and the contemporary roads partially correspond to each other. Some buildings are situated in small or large settlements (Yavuz, 1994, p.39). Caravanseraies situated around settlements are destroyed by human and nature. Meanwhile those that are set away from settlements are in deserted state; they disappear day by day due to the destruction mainly caused by the nature in a long time period, while the destruction caused by the human is rare. The clay layer which has been brought from the hill at the back and has been collected along one side of İncir Khan, constitutes a sample for the destruction by reason of nature.

Most of the caravanseraies have combined with their natural surroundings because of the plants grown on them, and they may be qualified as archeological areas. In some cases such as the khan near Çeşnigir Bridge which is non existent today and Kesikköprü Khan next to Kesikköprü, either a bridge was built near the caravanserai or the building was constructed near the bridge which was an appropriate place for halting. The baths of a few caravanseraies take place outside the building, instead of inside such as Mama Hatun Caravanserai, Ishaklı Khan, Alara Khan, İncir Khan and Ağzıkara Khan.

Caravanseraies situated in settlements are usually destroyed due to the environmental conditions. Ağzıkara Khan and Susuz Khan are located in villages, and there is a big town around Aksaray Sultan Khan so that the caravanserai is almost invisible from a distance. Some caravanseraies such as Burmahan near Divriği and Mirçinge Khan have nearly disappeared because of the surrounding houses.

Caravanseraies are sometimes negatively affected in regard to their relations with roads such as Yerhan near Malatya which has been left under the road. The courtyard of Alay

Khan has disappeared because of the road passing through the center of the building. Some buildings such as Ağzıkara Khan and Çiftlik Khan, are only a few meters away from the highway. Şarapsa Khan, Akhan and Öresun Khan are examples for the buildings located near the main road. Meanwhile, the rear façade of Öresun Khan may collapse due to the village road which passes by leaning on it. The front façade of Hatun Khan is too close to the road. The road leaning on the west façade of Alara Khan, is about two meters higher than the ground level of the building, and this causes the flow of water from the road into the building. Some caravanseraies are harmed by the construction activities as in the case of Avanos Sarı Khan where the stone pieces of the façades were knocked down by the head official of the district. Argıt Khan was demolished by the municipality for the purpose of building a new building in its place. The stone blocks of Akhan near Aksaray, were used in the construction of a road. Denizli and İbrahim Şah Caravanseraies were left under the Keban barrage lake, while Altınapa Khan is threatened by Altınapa Barrage.

Almost all caravanseraies should be excavated in order to be informed about the elements which have stayed beneath the earth. Most buildings are qualified as archeological sites together with their surroundings. Karatay Khan and Evdir Khan are the significant samples of this event. Karatay Khan and the village it is situated in could be defined as an archeological site. According to its vakfiye, the caravanserai was built in Salur Village and the village contained a market, a bath and houses in which the personnel lived. The vaults of Evdir Khan have mostly collapsed and today they are under the plants in the courtyard. A careful anastylosis work could be handled in Evdir Khan, while an archeological excavation could be implemented around Karatay Khan for the purpose of examining the traces of the old Seljuk settlement (Yavuz, 1994, pp.39-40).

The main reasons of destruction in caravanseraies depend on two factors which are the human and nature. The reasons depending on nature are less effective, but continuous. The reasons caused by the human are so effective that in a short period of time, they may cause the annihilation of the buildings. Mostly, caravanseraies on open areas are effected by the nature. Natural reasons which lead to the destruction in caravanseraies, are water entering from the top and the ground, ground motions and material fatigue. Defects of the original structure system, not caring to make the necessary repairs, wrong restoration applications, unsuitable refunctioning works, plundering of original materials and architectural elements,

illegal excavations to find treasure, construction of roads and barrages that damage the buildings are the reasons resulting from the human that lead to destruction.

Types of destruction caused by the human and nature can be grouped into two, as the destruction of architectural elements that must be preserved and technical defects. Technical defects are those of the supporting system and the structure. Destruction of architectural elements to be preserved can be stated as destruction of mass-form order, destruction of the courtyard and closed section features, destruction of architectural elements and decoration (Binan, 1990, pp.26, 262-263).

Khans situated in city centers or around them, have more chances to be reused rather than caravanseraies set away from city centers. Khans in or near settlements would continue to be used, although their new functions generally do not suit them, or they undergo destruction because of inappropriate refunctioning. Some Anatolian Seljuk caravanseraies are very ruined condition to be reused while the ones in good condition are used for inappropriate purposes such as a storage, barn or hayloft.

The fact that caravanseraies are set away from settlements prevents them to be knocked down for constructing new buildings in their place. The event of tourism holds various risks for caravanseraies due to its contradictory relation with cultural properties. Caravanseraies that take place on the roads and in the regions with high touristic potentials, are visited often in the touristic season. These caravanseraies are especially the ones set on the caravan roads which extend from Konya to Aksaray, and from Konya to Antalya-Alanya. The mass tourism done by buses causes new buildings to be constructed around the caravanserai, without being planned or controlled as seen in archeological sites. Alara Khan constitutes a sample for this occasion in question, where the buildings such as greenhouses and coffees have been built in the last ten years within its surroundings that consisted of a hill side in the east, Alara stream and a road in the west, and Alara Castle in the north. Some caravanseraies have been rented to the private sector in order to serve the mass tourism. Horozlu Khan and Kesikköprü Khan have been managed by touristic companies as restaurants while Şarapsa Khan has been rented to individuals to be used as a discothèque.

In the restoration applications made in order to reuse for touristic purposes, certain values of some buildings have been harmed because of insufficient control and functional requirements. While converting the khan called as Bedesten in Alanya Castle into a hotel, some inappropriate additions have been made. In the repairing of Şarapsa Khan, the historic building has been damaged due to removal of the existing parts of the original seki together with the traces of the nonexistent parts, as well as the services being placed inside the building (Yavuz, 1994, pp. 40,45). While converting Kadınhan into a marketing area, as a result of closing the side vaults in order to have shops and opening a new door at the rear façade, the specific qualities of the closed section have been destroyed.

Some buildings are affected negatively by the completed, left uncompleted and continuing restoration works. The southwest arcades in the courtyard of Denizli Akhan was reconstructed. The damaged parts were completely renovated and the collapsed mescid was reconstructed in Aksaray Sultan Khan. When the restoration work was left unfinished in Karatay Khan, the stones that are removed from the arcades were not replaced. Instead of completing the missing parts, the vault over the entrance eyvan was knocked down completely and reconstructed, in Tuzhisarı Sultanhan. The portal of Horozlu Khan has been reconstructed almost completely. As a matter of fact, all these mentioned interventions are debatable (Binan, 1990, pp.30-289).

Today the proprietorship of land in the surroundings of caravanseraies need to be enlarged to regain the original relation between historic buildings and their environments. The relation in question is effected negatively by the fields existing around, so that in some cases it is even too hard to reach the historic building because of them.

Although it is possible to revive numerous cultural properties of different building types by way of refunctioning and restoring them, only the Ottoman khans and caravanseraies are included in this phenomenon. Meanwhile Anatolian Seljuk caravanseraies are usually kept out of it, and whenever they are included, the suggested refunctioning alternatives generally do not suit to these buildings. In the selection of an appropriate new function for a historical building, taking into consideration the regional and environmental conditions as well as the necessities is a must for an active and efficient reusing.

These buildings have monumental appearances together with their historical, documentary and esthetic values. Although the thing to be done is to give new functions to these buildings, to introduce them to large populations actively and to obtain a better revenue from them which is required for their continuity, unfortunately they are left on their own destinies. Those in present day touristic regions and those can be reached easily are sharing this fate, and they are only visited by people who have some information about them.

4.1.3 Accommodation Facilities At Present

It seems that in the XX th century, ancient caravan roads have been replaced with highways, caravans with vehicles and as a result caravanseraies with motels, which are road side accommodation establishments. Motels are situated in close proximity with main roads, and at a distance of one day drive of about 500 to 1000 km. from each other. These accommodation buildings which are usually located close to big cities and holiday centers, are generally one storied buildings on plain areas, in a scattered manner in the field (Neufert, 1983, pp.346-347). Passengers can meet their basic needs in a short time and they can also make use of garage services. They can eat in the restaurant and spend the night at the motel as well (Hasol, 1988, p.370). As it can be seen, the traditional functional content of caravanseraies continues in today's motels in spite of some differences due to the changing conditions.

4.2 CONSERVATION CONDITIONS AT PRESENT DAY

4.2.1 Contemporary Conservation Understanding

Historic buildings which are documents of technical and esthetic life must certainly be preserved. Today it is accepted that the most significant indicator of the civilization degree of world countries, is the success they have achieved in the preservation of cultural properties (Önge, 1984, p.47).

Restoration intervention is carried on in order to preserve a cultural product which is formed by the human and qualified as a document, and the prerequisite of this intervention is to preserve the historical document value of the work of art as much as possible. The criteria that are used to determine cultural products, which are thought to be transferred to the future, are the criteria of historical document, time and esthetic. The aspect of historical document indicates that the building has some sort of relations with a historical event or a person or it reflects a historical process (Kuban, 1969, p.342). Though the limits and the content of time criterion change from country to country, it is accepted that a small number of ancient monuments, which remained from very early times and have reached our time, must be preserved because of their scarcity. Esthetic value is determined by evaluating the building within the period it belongs to and by accepting its beauty. Monuments and sites are determined as cultural properties that must be registered and preserved, and are evaluated due to their esthetic, historical and other aspects. The content of restoration is determined by the local and international value of the monument. While monuments having a historical importance for the human must be preserved as they are, local buildings which gain their importance in their own places can be dealt with more freely. In the world countries, different groups are formed by classifying monuments according to their importance, and limits of reasonable interventions are determined for each group (Ahunbay, 1996, pp.28-36).

An architectural work cannot be regarded as an object separate from the physical, cultural, functional and technical features of the environment where it takes its form. Both the specific interior space of an art work and the outer space relation it has formed together with its environment must be preserved. Possible change of relations between the building and its environment must be controlled against economical factors. An art work in the form of ruins must be evaluated together with its environment and preserved as it stands. Especially in the ruins, belonging to the Antique Period and the Middle Age and now being in deserted condition, the preservation of the environment is as important as the preservation of the building.

In restoration studies, historical and esthetic values usually contradict with each other and it is important that these two values negotiate. When the cultural work is both used and at the same time preserved, it must not be forgotten that the new function must come after

the historical identity of the building and the new function is just a means for preservation. While a historical work is being given a new function, its historical and esthetic values cannot be ignored. When the building is decided to be used in today's conditions, it is generally not possible to continue its original function. While it is aimed that the building should live together with the environment in which it exists, it must be thought that the building must become a specific constituent of its environment with a different meaning from the time it belongs to.

Restoration procedure consists of two main parts as the description of the building and actual practice. Scientific restoration starts with analytical research of the building with respect to the historical, esthetic and technical aspects. Each research is considered in terms of the relation of the building with its environment, the details and the entire body of the building, and it is followed by the preparation of the restoration project. Restoration application afterwards is a technical work which reflects the historical and esthetic evaluation, and it is very significant from the qualitative point of view (Kuban, 1969, pp.343-353).

Complements could be described as all the repair techniques and works regarding the differentiation and inefficiencies that have occurred by reason of interior and exterior effects, in architectural elements and ornaments. In present day restoration applications, whether completion is necessary or not and the limits of completion when it is necessary, is discussed together with material, techniques and defining methods. In both cases, the building to be completed is better be documented and evaluated, and then the most appropriate solution would be determined (Bakırer, 1985, p.50).

The period which the historical building belongs to is also effective on the restoration decision. Buildings belonging to the Antique Period and the early Middle Age should not be completed, but existing elements can be put in their original places and in some certain cases in which the building is to be used for a purpose similar to its original function, partial completion can be applied. In ages that are closer to the present time, except very special cases, partial or total completion is not preferred as well due to esthetic, documentary and economic reasons. It is not appropriate to complete the destroyed buildings partially of which the remaining parts constitute a unity. Even if uncompleted building elements do not

have esthetic appearance, this is necessary for the preservation of documentary value. Although a general unity is reached under present day conditions, since the materials and details will differ from the original structure, preserving the remains is more appropriate and economical. In some cases a completion, determined qualitatively and quantitatively could be required for esthetic unity. Completion can only be done in case of conditions such as the original period is exactly known, the building is strong enough and has not changed much, most of the original elements are existing, characteristics of the missing parts is known and its environment is still alive.

Problems regarding the material and the structural system are physical and formal. Esthetic and functional limitations exist if possible changes of material and structure cause a change in the form of the building. If renovation in material and structure is necessary, first of all the shape, color and texture features of the missing material should be determined. Generally, as additions get larger or decorative work increases, differentiation in material and workmanship from the original is accepted reasonable. In many cases, a neutral addition is preferred to the renovation as the old, and in each case a specific solution must be thought. New material additions must be adequate enough to complete the unity of the building when looked from a distance and new parts should be recognized when given a closer look. The differences to be made in texture and color and to what proportion the new addition will be shown, are decided by the restorer. If the additions are in a small area, a color and texture similar to the original ones can be aimed while the new addition is marked by a small date or sign. Patina is formed due to the fact that the building is old, and it shows the historical and esthetic value of the structure. This important feature must be prevented from being destroyed by decaying as in some wrong applications. Only the necessary parts of the damaged wall pieces must be changed and the new material should not create big contrasts in terms of color and texture (Kuban, 1969, pp.345-353).

4.2.2 Conservation Procedures in Turkey

Depending on the sensitivity towards the preservation of cultural values in the world, the interest shown in preservation studies by public and private sector, has been increasing day by day. Several studies are being carried out in corporation with international institutions

like UNESCO, ICOMOS and ICCROM. As in all contemporary world countries, Venice Charter dated from 1964, is valid in Turkey as well (Önge, 1984, p.47).

The issue of conserving the historic monuments and settlements is strongly emphasized by academies and public institutions. Tourism sector has also shown interest in the problem and that has been very useful. First conscious repairing applications in our country started in 1935, however since then no certain scientific attitude has been improved about restoration interventions (Madran, 1977, pp.271-291).

In Turkey, different groups have been formed by classifying monuments according to their significance. However certain agreement has not been reached about the appropriate intervention limits for each group due to regulation changes. According to the evaluation system formed by the resolution of 1995, which is valid today, real cultural properties are grouped into two. The buildings of the first group have international, national and local architectural value, and must be preserved together with their own peculiar values. The buildings of the second group are qualified as constituents of the urban environment, and some changes regarding the new uses can be permitted (Ahunbay, 1996, pp.32-34).

In the restoration procedures in our country, drawbacks exist in finance, organization, science, expertise and control issues, resulting from economical and cultural factors. Today, many economical, social and political factors cause our cultural pieces of art to be destroyed continually. Restoration works are usually far from being scientific but rather they are repairs which damage documentary pieces. The applications are usually directed towards completion, and the results are usually negative depending on inadequate conditions, the large number of buildings and economical problems. Besides, inventories of the buildings to be preserved are incomplete and they are not up to date.

State institutions, public, experts and private institutions should act together so that our historical properties can continue their lives in the way they deserve. Initially, a conservative restoration understanding, which prevents historical buildings and their environments from being destroyed, must be brought out. Beside this, it is also necessary for the historic building to continue its existence by becoming a part of daily life through being given new economic, social and cultural functions. If almost all parts of the building still stand and the

building is appropriate to be given a new function other than an open air museum function, completion must be considered in a way that the requirements of the predetermined function will be met (Kuban, 1969, pp. 341, 355-356).

Depending on the reasons that necessary sources for preservation are not provided, applications are not carried out by experts and controls are not done accurately, the desired results cannot be obtained. The solutions to these problems can be provided through public support, economic auxiliaries and correct planning (Ahunbay, 1996, pp.35-36).

It is generally accepted that Wakf properties must be evaluated within current commercial, social and cultural activities. The continuation of these buildings will be maintained by way of being reused for contemporary purposes. However, when the present uses of a certain number of buildings are considered, it is seen that users cause damage to buildings rather than being useful to them. To eliminate this problem, the new use must be selected in accordance with the historic building and the revenue, obtained from the operation, must be transferred to the maintenance expenditures of the building. The most important factor in the success of the new use in terms of the building values and the new function, is the users' educational level and appreciation of art. In this process, Ministry of Culture and General Directorate of Wakfs must undertake an effective duty of control and determination.

Wakf cultural properties, which have a very important place among our cultural heritage and contain various building types, have a lot of problems. Existing and potential economic sources are assets of foundations, donations, funds to be formed and contributions of international institutions. The most important stipulation to preserve and continue the lives of Wakf cultural properties, is to create new financial sources, and thus creating new funds by making use of the tourism revenues will be very beneficial. However, contrary to the general belief, solving big problems is not possible by providing financial sources only. The success of preservation, basically, depends on eliminating the drawbacks in using the mentioned sources and directing them appropriately.

In old buildings, dealing with minor problems, at the beginning, prevents possible bigger problems. Applications regarding the preservation and cleaning of outer surface of the

building must be carefully carried out. Controlling and documenting the effect of the environmental components on the building, continuously, is very important. This issue has recently gained importance in our country and it must be accelerated. Permanent maintenance staff must be created for large buildings while maintenance and control teams could work periodically in small buildings. A well trained staff on restoration, maintenance and repair issues is required. Practical training opportunities must be arranged in order to reactivate traditional building arts. The historic building and its environment would be arranged accordingly with today's conditions without harming the original building characteristics. The most inharmonious features of historical buildings with today's conditions are heating, ventilation and lighting installations. One of the problems that are faced in present day restoration applications, is obtaining traditional building materials, and radical precautions must be taken considering this matter. Finding a contractor to restore a Wakf property usually cannot prove success due to high inflation, and this situation contradicts with the aim of profit of the contractor (Çorapçıoğlu, 1994, pp.47-48).

All properties belonging to Turkish people and civilizations before Turks in Anatolia, constitute the cultural heritage to be preserved. Problems and solutions regarding preservation under present day conditions in Turkey, can be described as the following: In spite of the high level of understanding of preserving our cultural heritage and increase of importance given to it, mistakes in the system of preservation are still continuing. The current system together with all its institutions and units must be rearranged after a comprehensive research is made. In such a study, universities must undertake the most important role. To eliminate the above mentioned shortcomings, in all processes considering restoration and refunctioning of historical buildings, continuing their lives must be accepted as a prerequisite. All efforts towards the new use must take into consideration the transfer of the original features of the buildings from the past to the future. The insufficiencies of institutions that undertake preservation applications must be eliminated, and the institutions must be reorganized while their applications must be systematized. Also, different groups of the society must be trained and some sort of interest must be created. The economical value of historical buildings is well appreciated by the society with the increase in touristic interest. Although there are positive sides of this case, it might be dangerous to consider buildings as economical means. Therefore, historical, natural and esthetic values of these historic buildings must be appraised by vast amount of people.

4.3 PRESENT CONSERVATION AND REFUNCTIONING CIRCUMSTANCES REGARDING CARAVANSERAIES

4.3.1 Inclinations of The Competent Associations In Charge of Caravanseraies

General Directorate of Wakfs is in charge of the conservation and keeping of Anatolian Seljuk Caravanseraies as most of the cultural properties. The Directorate carries on restoration and refunctioning procedures related with caravanseraies through "restore-operate-transfer" model. It is a question of fact that these buildings can not be repaired by this association because of financial source inefficiencies, and in order to repair them they are opened to private usage through this model. The Directorate especially tends to refunction historic buildings for touristic purposes in connection with Ministry of Tourism. After investment decisions are made, the restoration projects are generally prepared by The Directorate or private sector under the supervision of The Directorate, and then they are approved or disapproved by the competent Regional Conservation Committees of Ministry of Culture. Afterwards, management of the historic building in return for financing the restoration work, is given to the private investor according to a certain protocol in which the period and the content of the management are determined. The restoration and refunctioning procedures are carried on separately by the competent associations. The restoration work is made primarily according to the original state of the historic building without taking account of the new function. The refunctioning work consists of interventions made in order to adapt the historic building to the requirements of the new function.

Ministry of Tourism carries on certain investment programs in order to develop touristic activities, and touristic usage of historic buildings by preserving them constitutes a part of this procedure. General Directorate of Wakfs cooperate with Ministry of Culture, Ministry of Tourism and the municipalities in the process of evaluating historic buildings with respect to the present conditions. Within the scope of this process, caravanseraies especially set on touristic routes, have been considered for a long time to be evaluated for touristic purposes (Öner, 1982, pp.91-92).

The authorities favor the preservation of the historic building primarily, and then giving a new function. The historic building is restored according to its original characteristics, and problems arising during the adaptation period of the building to its new function are dealt with later. If the determined function contradicts with the features of the building, both the specific characteristics of the building is destroyed and the new function does not work. During studies of refunctioning the building, function and managers are affected negatively because of the fact that the type of management and the capacity can not be determined exactly and can change during the use (Morçöl, pp.27-29, 39).

Today, in the repair applications of monumental buildings in our country, a restoration understanding is favored which aims at completion of missing parts and bringing the buildings into a completely repaired form including their portals (Bakırer, 1985, p.49). In restoration applications, it is accepted at the beginning that destroyed parts could be built again and no precautions are taken for the parts to be preserved immediately. This attitude ignores documentary values. The reasons for this occasion are the inadequacy of the authorities in preparing and controlling projects as well as the current contractor system which depends on the proceeding profit due to the increase in products, is in practice in Turkey (Binan, 1990, p.285).

The serious problems that are faced during the preservation of caravanseraies are the large number of buildings and their preservation states. Another difficulty is that with the present technical and economical aspects of repairs, it is difficult to give new functions to these buildings and make them new sources of income (Yavuz, 1994, p.40). General Directorate of Wakfs can not carry out its duty efficiently due to its heavy task of about existing 30000 vakfiyes, transferred from the Ottoman Empire. The Directorate had to manage with the scant opportunities of its budget until the year of 1990. Afterwards its financial resources have been expanded by taking advantage of using a part of the petroleum consumption tax, and consequently its work has proceeded. Anyhow it still can not continue its hard task in present conditions and it needs to be reorganized immediately (Eker, 1994, p.31). The causes of the inefficiencies of the financial resources could be ceased by way of improving the related inefficiencies with respect to law, economics, inspection and management posts (Ballar, 1994, p.75).

The preservation of Wakf properties in cities is provided by General Directorate of Wakfs in connection with twenty Regional and eight Sectional Directorates. However the properties in counties are open to all destructive effects since no preventive precautions are taken. These negative conditions should absolutely be determined and improved right away. The reorganization of the system with the purpose of removing negative effects should be held and service units should be spread to all local regions. Wakf properties should be evaluated in an efficient way, for providing The Directorate to function properly. The rent income should become profitable and lawless buildings around should be prevented (Şenel, 1994, pp. 235-236).

General Directorate of Wakfs should become an autonomous institution for the purpose of reducing any social, politic and economic pressures to which the association is exposed to. All the management duties, responsibilities and authorities should be reorganized, and an advising committee to help the administration should be constituted. Moreover, a special unit to carry on the education and training, publication and public relations activities orderly, and also management aiming at producing the circulation of capitals, should be established. Legal cases between The Directorate and the society should be worked out and an agreement should be obtained. An archives and a supervision system based on modern computer system should be organized. It is also very important to control new foundations strictly (Şenel, 1994, p.237).

It would be useful to arrange a strongly ordered system to maintain productive financial sources especially from charity and donations. This system can be formed by taking the organization United Way established, in 1887, in USA as an example. United Way implements the necessary arrangements to evaluate financial sources of charity and service establishments like foundations and associations honestly through its intensive working, all over the country at first and then all around the world (Ballar, 1994, pp.78-79).

The responsibility of The Directorate is not only limited with preserving and reviving the old foundations, but it is also in charge of the new ones. It also offers important tasks with respect to the social, economical and cultural sphere. Under the circumstances, the responsibilities of the association in question would better be divided into separate sections or some of them would be taken over by another association. The conservation and keeping

of caravanseraies would be carried on by a specific foundation established in connection with The Directorate.

4.3.2 Suggestions Related to Reusing Caravanseraies At Present

4.3.2.1 Evaluation of The Previous Thoughts Regarding Caravanseraies

A tendency towards the evaluation of Ottoman city khans and Anatolian Seljuk caravanseraies, under the contemporary circumstances, for touristic purposes rose in previous years. The adaptability potentials of the Ottoman city khans and caravanseraies to accommodation facilities lead to the maintenance and conversion of some buildings into hotels. It was suggested that Ottoman khans could be converted into hotels just by adding showers and sinks to the bedrooms, and arranging spaces such as the kitchen and the restaurant in the stables, without making further additions. Accordingly, General Directorate of Wakfs have primarily restored Kuşadası Öküz Mehmet Paşa Caravanserai and Edirne Rüstem Paşa Caravanserai in their original state, and afterwards have rented them as hotels. Meanwhile it was also brought up that refunctioning of Anatolian Seljuk caravanseraies as accommodation facilities could make contribution to tourism just like Ottoman Khans. Within the sphere of this opinion, Anatolian Seljuk caravanseraies were thought to be used as restaurants and multi purpose halls while bedrooms were suggested to take place in a motel that would be built near the historic building (Berkol, 1973, pp.350-351).

Consequently in the year of 1982, General Directorate of Wakfs together with Ministry of Culture and Tourism have planned to reuse certain khans and caravanseraies as accommodation facilities. These 17 buildings were Çeşme Kanuni Caravanserai, Niğde-Aksaray Sultan Khan, Antalya-Alanya Kale Bedesteni, Şarapsa Khan, Kırkgöz Khan, Diyarbakır Deliller Khan, Denizli Akhan, Alara Khan, Sarıhan, Zazadin Khan, Kayseri-Bünyan Sultan Khan, Karatay Khan, Denizli Çardak Khan, Issız Khan, Antalya Evdir Khan, Horozlu Khan and Ağzıkarahan. However the principle for the selection of these buildings,

the definition and content of the suggested function together with their adaptability potentials were not explained (Binan, 1990, p.276).

With reference to this occasion, General Directorate of Wakfs and Ministry of Tourism, in cooperation with each other, have started to work in the process of refunctioning Çeşme Kanuni Caravanserai and Diyarbakır Deliller Khan as accommodation facilities. Within the sphere, Aksaray Sultan Khan was suggested to be refuctioned as day and dining facilities while Alanya Bedesteni was considered to function as accommodation, day and dining facilities (Öner, 1982, pp.91-92).

Though the reverse is proposed by the competent associations, Anatolian Seljuk caravanseraies, in contradiction with the Ottoman city khans, are not adaptable to the contemporary accommodation facilities. This specific case has been studied in a research by O.İ. Dedeoğlu and consequently it is stated that under all circumstances, caravanseraies can not meet the basic requirements of this particular function, singly, without their original properties being spoiled. As a matter of fact, this opinion is supported within the framework of this study.

Dedeoğlu has examined, in her master thesis, the adaptability of Anatolian Seljuk caravanseraies to be refuctioned as accommodation facilities, due to the previously mentioned decision taken by the competent associations, in 1982. The research is based on the investigation of the four selected caravanseraies, with respect to the functional requirements and building properties, by evaluating these in two stages. In the first stage of the thesis, the buildings have been considered to be restored due to their original characteristics without the addition of new design elements. Though the functional requirements were determined with respect to the minimal criteria, it was understood that caravanseraies can not meet this particular function efficiently. The main reasons of caravanseraies not being available for this predetermined function, are thought to be the general plan layout as well as the contrast between features of the spaces. The entrance, lobby and reception activities of the proposed function can not be arranged properly. The number of bedrooms is insufficient for there is not enough space, while the closed section and the arcade of the historic building are too large when compared to the number of a few bedrooms. Enough space for recreational activities do not exist, and it is hard to reserve a

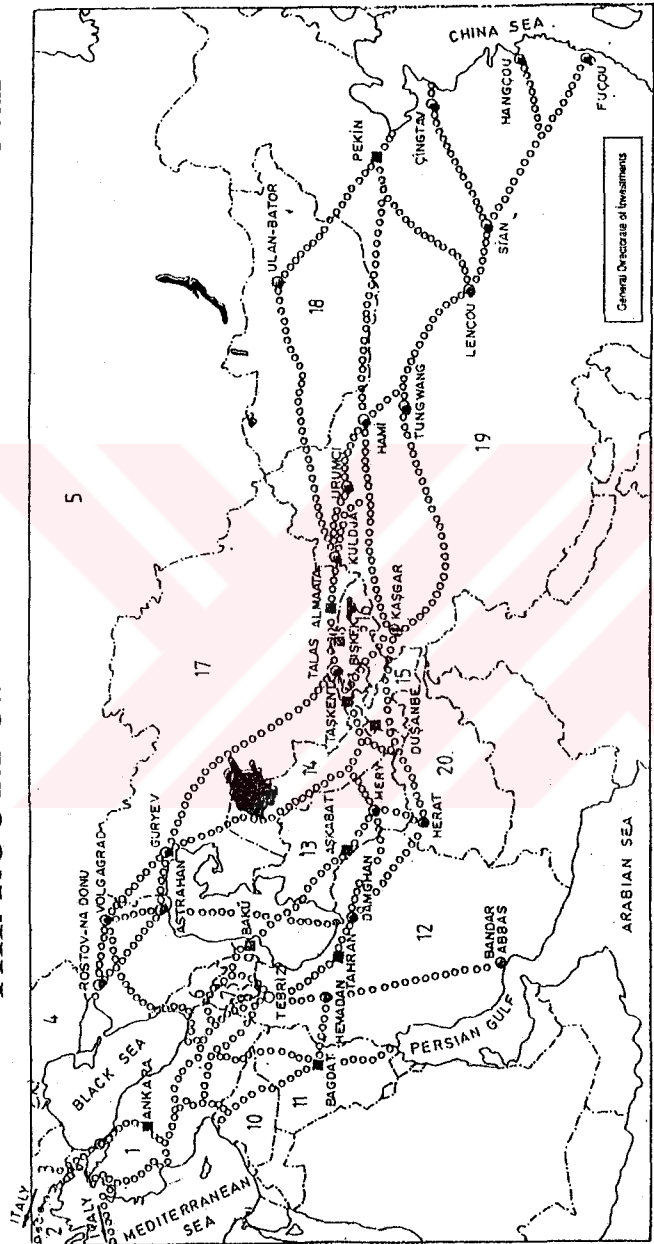
place for the management. A separate service entrance can not be supplied. The significant space next to the entrance is the only proper place for the kitchen. The disorderly arrangement of spaces causes an inefficient use.

In the second stage, caravanseraies are evaluated by adding acceptable new design elements in order to increase the adaptation possibility. It has been observed that certain positive and negative consequences have occurred due to the alterations made depending on the previously determined conservation and restoration principles. The closed section and the arcade have gained general and private use opportunities due to dividing and closing possibilities. These spaces are thought that they could be used as bedrooms, while the spaces around the courtyard could be used for common purposes as the original. The seki in the closed section is considered that it would be reserved for the common activities while the bedrooms would be placed inside the space, accordingly. This dense use of the closed section will surely spoil the specific features, and it means a great deal of sacrifice of the building values. The alterations and arrangements required by the previously determined function will effect the original perception of the spaces negatively. Again the functional requirements have been determined with respect to the minimal criteria, however the result has not changed by adding new design elements. Actually, caravanseraies and the contemporary accommodation facilities contradict with each other (Dedeoğlu, 1989).

4.3.2.2 The Silk Road Project of 1993

The Historical Silk Road, was a trade route connecting Central Asia to Europe, in the Middle Age. This route (figure 4.1) that enabled the transportation of rich products from the east to the west, carries the traces of cultures, religions and races that lived on it for the past 2000 years. The historic buildings, having reached today and situated on this magnificent long trade route, are documents of the long term struggle between nature and human, continued during harsh journeys. Undoubtedly the most significant ones of these historic buildings were khans and caravanseraies which served for the purposes of relaxation and accommodation for the passengers and caravans traveling on the Silk Road. It has been found out that approximately 200 khans and caravanseraies were located on this route within the boundaries of Anatolia (Yatırımları Yönlendirme Dairesi Başkanlığı, 1995, p.30).

THE ROUTE OF THE UNIVERSAL SILK ROAD



- SILK ROAD.
■ CAPITAL CITIES
○ MAJOR CITIES
- COUNTRIES THROUGH WHICH THE SILK ROAD PASSES
- | | | | |
|----------------|--------------|----------------|----------------|
| 1 TURKEY | 6 GEORGIA | 11 IRAQ | 16 KIRGIZIA |
| 2 GREECE | 7 ARMENIA | 12 IRAN | 17 KAZAKHSTAN |
| 3 BULGARIA | 8 NAKHCHEVAN | 13 TURKMENIA | 18 MONGOLIA |
| 4 UKRAINE | 9 AZERBAIJAN | 14 UZBEKISTAN | 19 CHINA. |
| 5 RUSSIAN FED. | 10 SYRIA | 15 TADJIKISTAN | 20 AFGHANISTAN |

Figure 4.1 The Historic Silk Road and the Countries It Passes Through

The Silk Road projects are included in various activities regarding cultural roads that are carried on in many countries, within the sphere of a special program, having a subject matter as ten years of cultural progress (Kültürel Kalkınmanın On Yılı), implemented by UNESCO and European Council which will be completed in 1997. Although an important part of The Silk Road and many caravanseraies on these caravan roads take place in Anatolia, only a project for eleven selected caravanseraies has been started in our country. The project aiming at earning khans and caravanseraies on Anatolian caravan roads to tourism (Han ve Kervansarayların Turizme Kazandırılması Projesi) is administered by Ministry of Tourism (Ministry of Tourism Archives).

The refunctioning demands for caravanseraies, especially due to their original qualities as well as their locations, have been increasing continuously. Within the sphere, General Directorate of Wakfs and Ministry of Tourism have signed a protocol, in 1993, for eleven khans and caravanseraies that are selected initially in order to be evaluated (Yavuz, 1994, p.40). This protocol depends on a special project, developed by Ministry of Tourism, comprising the conservation and maintaining the existence of these caravanseraies by refunctioning them for touristic purposes. Thus the revitalization of The Historic Silk Road is aimed (figure 4.2).

It has been decided that General Directorate of Wakfs will lease the selected buildings to private investors under the "restore-operate-transfer" model, and Ministry of Tourism will supervise the operation. Khans and caravanseraies other than the initially selected ones, will be determined and evaluated within the framework of the same model. The aim of the project, which is revitalizing The Historic Silk Road and converting to "Road of Friendship, Love and Peace", has been adopted by the World Tourism Organization. The procedure related to the subject have begun in cooperation with other countries.

The selected khans and caravanseraies within the range of the project are Aksaray Sultan Khan, Nevşehir Sarı Khan, Antalya Şarapsa Khan, Denizli Akhan, Aksaray Ağzıkarahan, Alara Khan, Denizli Çardak Khan, Burdur Susuz Khan, Burdur İncir Khan, Aksaray Alay Khan, Malatya Silahtar Mustafa Paşa Caravanserai. The first ten of these selected buildings are XIII th century Seljuk caravanseraies while the last one is a XVII th century Ottoman khan. The proposed uses for the selected buildings are as follows: Sultan Khan is considered

to be refunctioned as accommodation and dining facilities. The closed section of Sarı Khan is planned to be used as a multipurpose hall while the courtyard is reserved for daily use. Şarapsa Khan is considered to be reused as a restaurant in accordance with its renovation project. Akhan, Ağzıkarahan, Çardak Khan, Susuz Khan, İncir Khan and Alay Khan are planned to be refunctioned as day facilities. The suggested new function for Alara Khan is accommodation, while the Ottoman city khan Silahtar Mustafa Paşa Caravanserai is planned to be reused both as accommodation and day facilities (Yatırımları Yönlendirme Dairesi Başkanlığı, 1995, pp.30-35).

It is determined that khans and caravanseraies would be used as staging posts on roads within the scope of the project. The reasons for the selection of this function are explained as these buildings mostly being situated on today's touristic and commercial roads as well as it is being in accordance with their original function. Firstly eleven caravanseraies with no proprietorship problems among the buildings located on historic caravan roads that join with the major touring routes are selected by General Directorate of Wakfs and Ministry of Tourism, in cooperation with each other. The selected buildings are planned to be refunctioned for limited accommodation use and mostly day use after being restored. The restoration procedures of caravanseraies require high costs and thus the investors are effected negatively. To make this negative affection disappear, providing attractive possibilities is considered. This possibility consists of appropriating an available public land around the historic building together with the building itself to the investor who takes over the responsibility of restoring the caravanserai. This way an additional establishment, another profit possibility in other words, is considered to be provided for the investor.

There has not been much improvement in the project, since the year of 1993 when the protocol was formed. Except Şarapsa Khan and Sultan Khan that had been rented before, the contracts of other nine buildings included in the protocol, were awarded in 1994. However only Sarı Khan was adjudicated and its repairing is about to be completed. General Directorate of Wakfs, Ministry of Culture and Ministry of Tourism have gathered in 1997 and decided that the contracts of Alara Khan and Aksaray Sultan Khan would be awarded (Ministry of Tourism Archives).

The selected eleven Anatolian Seljuk caravanseraies are not available to be used for accommodation facilities, as stated previously, in contradiction with the already refunctioned Ottoman city khans as hotels. Though this determination seems to be in contrast with the fact that the original function of these buildings was accommodation, it should be kept in mind that the accommodation concept has changed since the Seljuk Period to present day. According to the present accommodation activity, people stay in separate rooms singularly or as a group while the original accommodation activity in caravanseraies was a collective event and passengers slept on sekis all together. Dividing the spaces of caravanseraies into rooms for the purpose of contemporary accommodation function is not appropriate with respect to the building values as well as the functional requirements.

Under the circumstances, construction of new hotel buildings in the surroundings of these eleven caravanseraies are planned by way of leasing the appropriate land to investors, and the caravanseraies are considered to be used as restaurants or receptions within the context. However the most significant property of caravanseraies is the fact that they are located in uninhabited places and in some cases only a bath, bridge or castle takes place in their surroundings. The historic building should be handled with its surroundings and the projects should be prepared relatively. Therefore a new hotel building, considered to be constructed around, will surely effect the original characteristics of the historic building and the relation with its surroundings in a negative way. Meanwhile a caravanseraï functioning as a part of a hotel will be isolated from cultural tourism and the interested visitors will not have the chance to examine the historic building. In case of using caravanseraies for such special purposes, historic buildings can not be visited by tourist groups and thus these buildings can not serve mass tourism any longer. Reusing caravanseraies this way results in decline of interest in these buildings, and consequently cultural tourism will be harmed as well. The rescue of eleven caravanseraies of about a hundred have a lot of negative results (Yavuz, 1994, pp.40, 45).

The special project aiming at earning khans and caravanseraies to tourism, started and sustained to develop by General Directorate of Wakfs and Ministry of Tourism cooperation, is considered as the continuation of The Silk Road projects within the sphere of the specific program, having a subject matter as ten years of cultural progress (Kültürel Kalkınmanın On

Yılı), implemented by UNESCO and European Council. It constitutes especially a positive aspect with respect to the fact that it deals both with the XIII th century caravanseraies and the caravan roads that they are located on. However the project includes negative views due to its determined content and method, and it looks like it will harm the historic buildings. Unfortunately, new types of uses suggested for the selected caravanseraies in the project, have priority over the original values of the historic buildings. This kind of a planning should deal with an understanding that involves all the Anatolian Seljuk caravanseraies and a systematic conservation approach should be constituted beforehand. In order to gain success, all the caravan roads and the caravanseraies in Anatolia should be considered as a whole and general decisions should be made accordingly. Later more special decisions should be taken about every caravan road and each caravanserai located on it, as for the component measure. Just after all these stages, it should be reconsidered in complete measure and the evaluation priorities should be determined. It is very suspicious how reliable a project could be by considering only certain caravanseraies and ignoring the others situated on the same caravan road while excluding some data that could be effective on these buildings.

It was formerly stated that one of the new function suggestions, modern accommodation contradicted with the original characteristics of the XIII th century caravanseraies. In this study, day usage is also considered as a simple function for these monumental buildings at present, and evaluation of both functions will be taken up again later. It is considered that the best thing to do for every building, is to implement a specially formed functional program to revitalize them. Providing a public land together with the historic building for the investor that took over the responsibility of the restoration, in order to remove the negative effects of the restoration procedures' high costs, completely contradicts with the conservation purposes of these buildings in a scientific sense. This attitude will spoil the most significant characteristic of caravanseraies with no turning back, which is their deserted locations in their natural surroundings. This will also cause new buildings to be built around caravanseraies. As it is always indicated in this study, spoiling the original relations between caravanseraies and their environment should certainly be avoided. If some buildings which are located near the roads and could easily be reached today examined, it is seen that they have lost this most important property of theirs and its negative results are clear. So the conservation understanding to be brought out should view this basic

peculiarity and environmental preservation decisions should be taken for those buildings that are damaged at present due to this condition. To reuse the caravanseraies, an organization should be constituted that will implement creation, ordering and developing the financial sources required. It will be very wise if the same organization takes on the repair treatments of all the buildings.

The conceptual basis of the suggestion of evaluating Anatolian Seljuk caravanseraies by refunctioning them for touristic purposes and revitalizing the original caravan roads absolutely constitutes a very positive aspect. However this procedure should be based on a wide research done with respect to the original properties of caravanseraies as well as their adaptability to various refunctioning alternatives. The selection of caravanseraies within projects together with possible functions that will be of help to the continuity of buildings should be explained by definition and content.

Within this framework, the evaluation of the project for eleven khans and caravanseraies selected initially by General Directorate of Wakfs and Ministry of Tourism in 1993, shows that it has similar insufficiencies with the earlier project in 1982. A new project should be prepared and put forward from the beginning that will avoid the mentioned negative aspects of the previous ones, and all the caravanseraies on the same caravan road should be involved in the project. Bringing out a separate and specific building program for every new function proposed for each caravanserai will lead to success in conserving these buildings by reusing them.

4.3.3 Evaluation of The Already Restored Khans and Caravanseraies

Some Anatolian Seljuk caravanseraies have been through certain restoration applications which have been either concluded or left uncompleted. These procedures have mostly been destructive due to various reasons such as giving inappropriate functions, functional needs, insufficiently prepared projects, lack of control, inefficient financial sources, uncaring attitudes of contractors and users. A large quantity of debatable alterations and complements are applied in the restoration interventions of these Middle Age buildings as well as inappropriate repairing procedures, as in Alanya Bedesteni, Şarapsa Khan,

Kadinhan, Aksaray Sultan Khan, Kayseri Sultan Khan, Akhan, Horozlu Khan, Karatay Khan, İshaklı Khan, Kesikköprü Khan, Sarı Khan and Susuz Khan.

Unfortunately, in the refunctioning applications of two buildings near Alanya that are rented to be reused for touristic purposes, it is seen that the building values have been harmed due to the functional requirements as well as lack of control. The khan named as Bedesten in Alanya Castle has been converted into a hotel, and during this process solar energy systems have been put on the roof of the rooms while an open storey which is under the risk of being closed down one day, is arranged on the roof of the barn. In spite of the warnings of Regional Conservation Committee, these inappropriate additions, that are for the hotel benefits only, could not be prevented. The second sample is Şarapsa Khan which has been reused as a disco. During the restoration of Şarapsa Khan in 1964, the roofing has completely made of concrete. The traces and existing parts of seki which can be seen on a picture of the interior of the building taken by R. Riefstahl in 1930's, were removed during the repairs in order to provide a suitable floor for the disco. The service spaces are put on both sides of the building as half stories and big sized gas containers are put in the façade while the empty bottles are stored in the mescid (Yavuz, 1994, p.45). Kadinhan has been given an inappropriate new function as well, and converted into a market quarter. In this application, side vaults have been closed and divided into parts in order to have shops. The original space characteristics of the closed section has been spoiled, and a door has been opened at the rear façade.

Restoration applications are generally held towards reconstructing and restoring without taken into consideration the new function. Although the number of caravanseraies affected from this aspect is not a lot, those which have been exposed to interventions are among the most important ones. In Aksaray Sultan Khan, the reconstruction of the damaged parts and especially of its almost collapsed mescid, are debatable interventions. Additions have been made as closing the arcades in order to supply accommodation, and these are not used due to their insufficiencies and management problems. The vault over the entrance eyvan of Tuzhisarı Sultanhan has been completely reconstructed instead of its missing parts being completed, and has lost its original form. During the restoration of Akhan in Denizli, the fallen down arcades in the southwest of the courtyard have been reconstructed. The correctness of this intervention is debatable, and during this procedure traces and

documents have been destroyed while other damaged parts of the building have not been repaired. During the renovation of Horozlu Khan on a large scale, the portal has been almost completely reconstructed with no decoration, and this new plain appearance has mistaken the researchers. Some constructions are affected negatively by already started but not completed restoration studies. Karatay Khan is an example to this. When the procedure of changing stones in the arcades of the courtyard stopped, the cavities that were left by decaying stones created a danger statically (Binan, 1990, pp.6, 30-41, 283-289).

In the meanwhile, a number of Ottoman khans and caravanseraies have been refunctioned and revived in today's conditions. Çeşme Kanuni Caravanserai, Kuşadası Öküz Mehmet Paşa Caravanserai, Edirne Rüstem Paşa Caravanserai and Diyarbakır Deliller Khan are reused as hotels while Tokat Voyvoda Khan has been converted into a dormitory. Ankara Sulu Khan is a two storied building with two courtyards, and today it functions as a shopping center, in the commercial center of Ankara. Before restoration, it was in a ruined state, and the present insufficiencies of the khan related to the new function are the exhibition and storage of goods; there is also the circulation problem. Ankara Kurşunlu Khan is a two storied khan and functions as the administration office of Anatolian Civilizations Museum. The natural lighting in the offices is insufficient, and the arcades are closed by iron framed glass elements. Bursa Emir Khan is a two storied khan with one courtyard. Today there are shops and offices in the building, and a tea garden in the courtyard. The arcades on the ground floor as well as the stable are closed and divided. Bursa Geyve Khan is a two storied khan with one courtyard. Today, there are shops and offices on the second floor. The arcades on the ground floor are closed and used for storage. Bursa Koza Khan is a two storied khan with one courtyard, and it includes shops and offices. The arcades on the ground floor have been closed while the ones on the second floor have been left as they were. Suspension ceilings are applied in most of the shops on both floors. Bursa İpek Khan is a two storied khan with one courtyard and it includes offices, shops, small workshops and restaurant. The arcades on the ground floor have been closed, but the ones on the second have not been. Some shops have mezzanine rooms and the courtyard is used for car parking. Bursa Mahmut Paşa Khan is a two storied khan with one courtyard and it includes offices, shops, restaurants while the courtyard is used for car parking. Some shops have mezzanine rooms and suspension ceilings (Morçöl, pp.11-38). It is estimated that there were approximately 200 khans in İzmir in the Ottoman Period, and

180 of these have been identified. Also, 20 of these khans have reached present day. Cezayir Khan and Girid Khan were pulled down, and modern office buildings have been built in their places. Only Kızlarağası Khan has been partially restored and partially reconstructed. The restoration, which has been carried out by General Directorate of Wakfs and previous owners, has been criticized a lot due of its method and application. Today this Ottoman khan has taken its place as a living piece in Kemeraltı.

E. Morçöl has examined, in his master thesis, a number of refunctioned Ottoman khans and caravanseraies with respect to refunctioning requirements and preservation conditions. The buildings that have been searched are Çeşme Kanuni Caravanserai, Kuşadası Öküz Mehmet Paşa Caravanserai and Diyarbakır Deliller Khan which have been refunctioned as hotels together with Tokat Voyvoda Khan that has been refunctioned as a dormitory (Morçöl, 1986, pp.11-27). When the caravanseraies reused as hotels are searched with respect to refunctioning requirements, it has been seen that the plan characteristics of the buildings can not meet the required space features of the new function. Lobby can not be arranged properly. Some activities of the new function are placed together in the same space while some do not exist at all. The required relations between some spaces could not be provided. Khan rooms were converted into bedrooms sufficiently. Ventilation and natural lighting in some spaces are insufficient while some difficulties have arisen in arranging service spaces and installation center within the building. On the contrary, the building reused as a dormitory can not supply most of the functional requirements. The states of all buildings before and after the refunctioning procedures have been examined and compared with respect to preservation conditions. All buildings were completely or partially ruined previously, and during restoration works they have been subjected to a number of interventions which less or more effect the perception in a negative way. Alterations and complements were made in accordance with the original building properties. The walls of the rooms have been knocked down and passages have been opened while toilets and baths have been added to the rooms. All the large spaces have been divided into smaller spaces and some arcades have been closed.

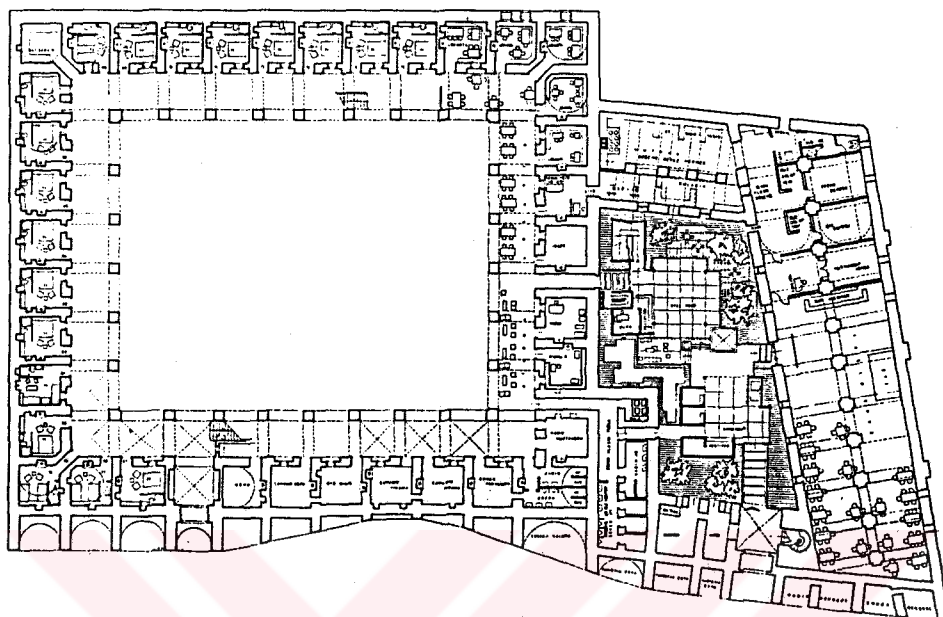
In consequence of the evaluation made on the previous aspects, it has been stated that Ottoman khans and caravanseraies are insufficient to meet the functional requirements of hotels and shopping centers while these functions prevent the demonstration of the historic

properties of the buildings. On the contrary, the functions of hotel and shopping center could be accepted as appropriate for these buildings due to the similarity between these contemporary functions and the original function of caravanseraies. However these buildings are not compatible with the dormitory function which requires different types of spaces. Depending on the existence of spaces which repeat each other in terms of size and characteristics, some activities are compulsorily forced to be inserted into inappropriate places. In addition, khans cannot always meet functional needs that contemporary architecture expects. General positive aspects regarding khans are that the courtyard is used excessively in a hotel, the building is defined due to its being enclosed on the outside, the relations between spaces are easily obtained due to the central plan character and the remarkable appearances of the spaces (Morçöl, 1986, pp.39-42).

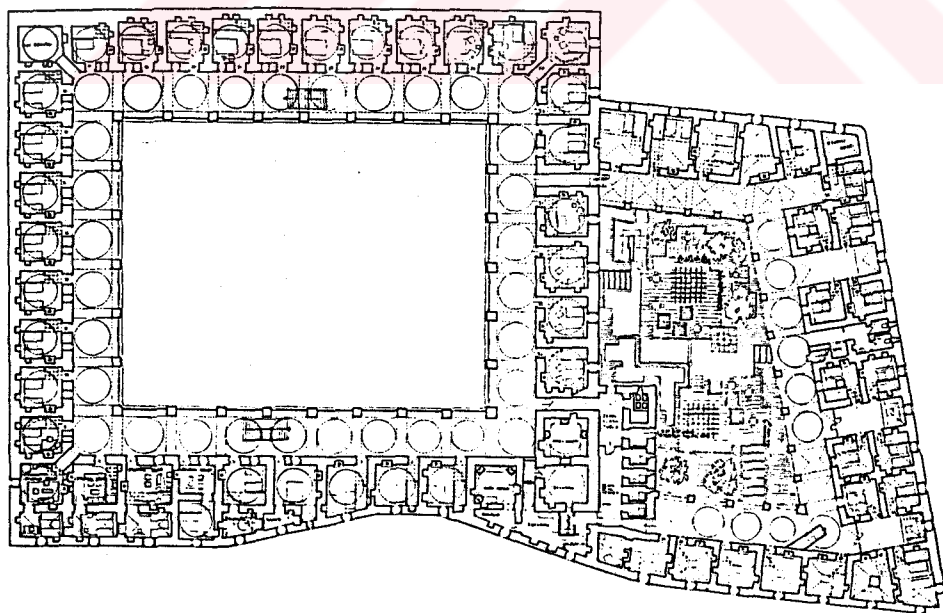
4.3.3.1 Rüstempaşa Caravanserai in Edirne:

The caravanserai was built by Sadrazam Rüstem Paşa in 1561, and the constructor of the section containing the large courtyard was architect Sinan. The building is set in a place overlooking the entrance road of Edirne. The two storied complex consists of two main sections that one section contains a large courtyard while the other one contains a small courtyard, and there is a passage between them. The main façade includes 21 shops and two entrance portals while the other façades are blank (Çakırlar, 1974, p.129). The large section includes 75 merchant rooms on both stories while the small section includes about 25 rooms for caravan leaders, stables and storage on the ground floor (Ayverdi, 1952, pp.9-10).

The restoration procedure began in 1960, and after 1966 the process continued considering the necessary alterations of the new function. The first floor of the section containing the rear façade and 12 rooms, had completely fallen down. This section was reconstructed according to the original plan (figure 4.3), and the ground floor was strengthened by a frame of concrete beams connected to the main body. The superstructure consisting of pillars, arches and domes was in a ruined condition and was supported by using concrete material and building technique. The köşk mescid which stood in the center of the courtyard, could not be reconstructed because of the insufficient traces. The plan layout provided available common spaces for a hotel. The required service spaces and



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Figure 4.3 Rüstempaşa Caravanserai in Edirne - Plan Drawings

elements were hidden as much as possible. The boiler room, the cistern and the fuel tank were buried under the ground of the small courtyard. Two original toilets were canceled and the service duct was placed inside. The heating, water and ventilation pipes were placed inside the reconstructed arcade. The lighting cables were laid in a large canal inside the walls and hidden behind the cover slab. The ventilation in the bathroom of each room was provided through the fireplace chimney of the next room. Rüstempaşa Caravanserai was refunctioned as a touristic hotel with 150 beds and opened in 1972. The building contained a restaurant for 136 people, a bar for 75 people and a Turkish bath (Çakırlar, 1974, pp.129-144). However the refunctioned caravanserai remained closed due to the managerial problems.

4.3.3.2 Öküz Mehmet Paşa Caravanserai in Kuşadası:

The caravanserai takes place in Kuşadası which is an important maritime touristic county of the city of Aydın. It was built by Öküz Mehmet Paşa, in the year of 1618 for the purpose of maritime traffic as well as for providing security, and it is set across the sea port. This two storied building with a central courtyard, has a large rectangular plan and an appearance like a castle. The firm exterior walls made of rubble stone only have window openings of the second storey. On each storey, the rectangular courtyard is surrounded by the arcades, and 28 individual rooms take place behind the galleries (Vakıflar Genel Müdürlüğü, 1983, pp.728-731). There are two entrance gates, one opening to the sea side and the other to the street. Originally the building included a köşk mescid in the center of the courtyard (Berkol, 1973, p.351). The exterior horizontal dimensions are 43.63 x 51.00 m. and the exterior height is about 12.63 m.

Before restoration, the arcades on each storey were demolished except a small part at the north- west corner of the courtyard where one of the staircases lead to the upper floor (figure 4.4). The required data for the restitution study of the building was gained from this part together with the other existent elements. The coverage of some of the rooms were collapsed and connections were formed with the surrounding houses. The exterior walls were in good condition (figure 4.5), though a few unimportant cracks existed on them. The evaluation of the information gained from the building was sufficient for the restitution

MEASURED DRAWINGS

RESTORATION PROJECT

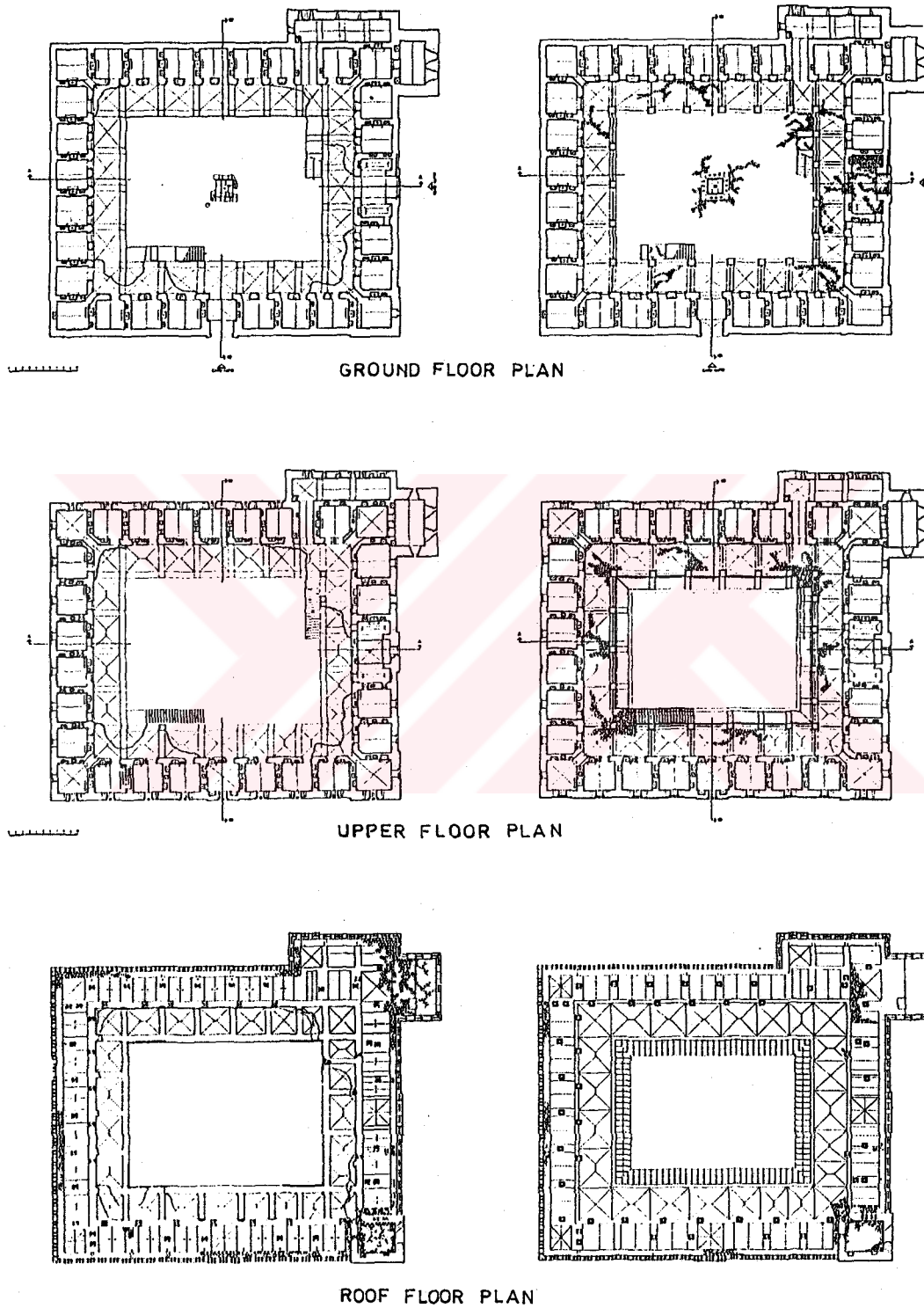


Figure 4.4 Öküz Mehmet Paşa Caravanserai in Kuşadası - Plan Drawings

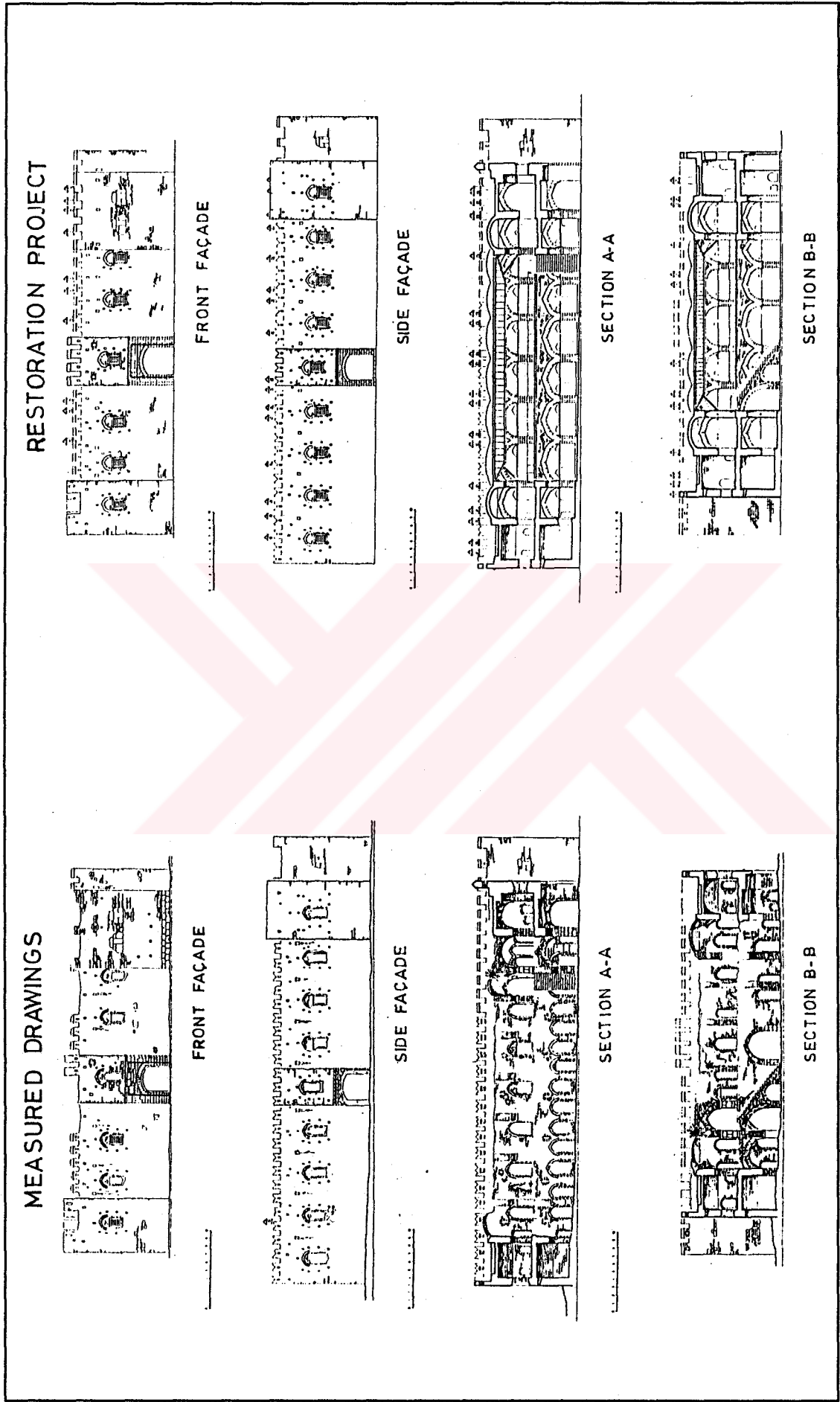


Figure 4.5 Öküz Mehmet Paşa Caravanseraı in Kuşadası - Façade and Section Drawings

scheme and in the year of 1964, the restoration procedure began. The houses surrounding the building on all sides were removed so that the exterior façades completely became plain. During the reconstruction of the arcades, concrete beams were built on both stories and they were hidden behind the coating. Today, the caravanserai is a significant physical component of Kuşadası and its sight seen especially from the sea is imposing (Tuncer, 1975, pp. 123-129). The caravanserai has been arranged to meet the contemporary needs with its kitchen, restaurant placed in the vaulted large space and vaulted bedrooms, and has began to function as a touristic hotel in 1968 (Berkol, 1973, p.350).

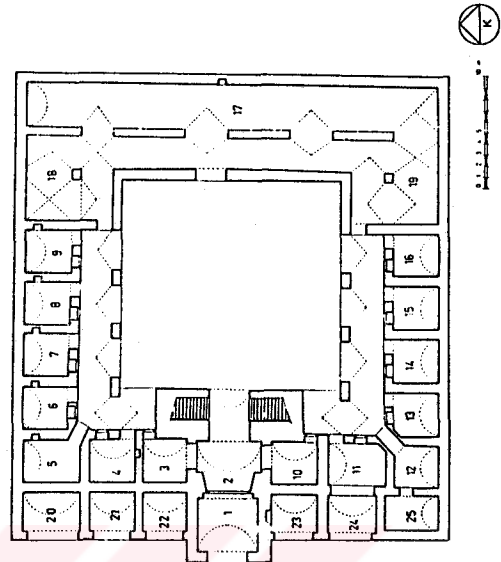
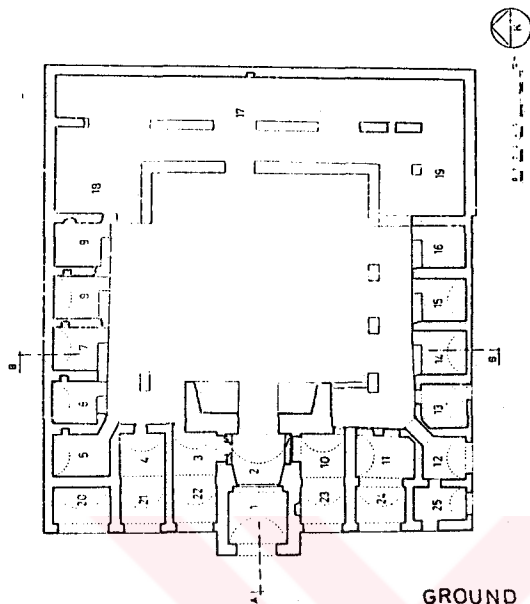
4.3.3.3 Kanuni Caravanserai in Çeşme:

The caravanserai is situated by seaside in the center of Çeşme which is an important touristic county of İzmir. This two storied building with a central courtyard was built in the year of 1528. On each storey, the square like courtyard (figure 4.6) is surrounded by the arcades and rooms. Five shops take place at the front section and there is a stable at the east section. The entrance opening projecting from the main body takes place on the west façade.

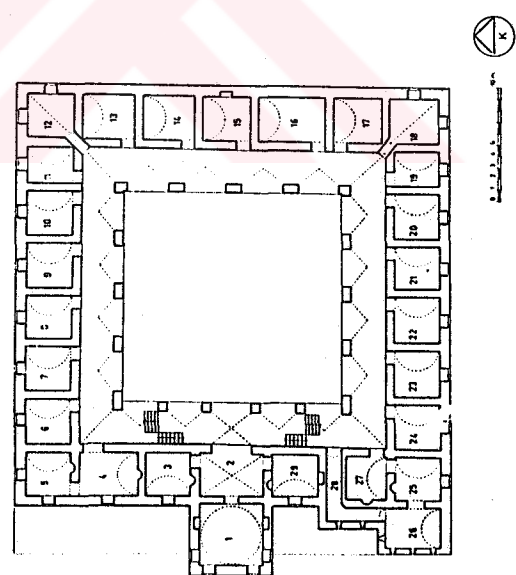
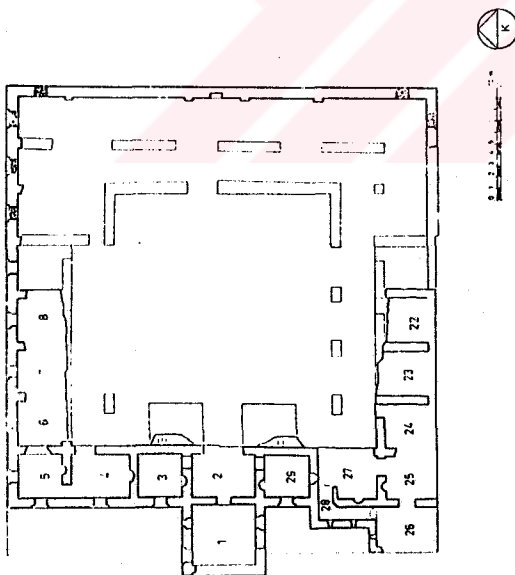
The restoration study of the caravanserai began in 1971 when it was included in the restoration program of General Directorate of Wakfs, and in 1973 the restoration procedure began. Before restoration, the façades (figure 4.7) were partially ruined and the second storey of the entrance was demolished. The second storey of the building was also mostly ruined and the superstructure was completely absent. The arcades around the courtyard, the front walls of some of the rooms and the stable had completely fallen down. The original characteristics of the shops were differentiated. The restitution scheme was prepared according to the information gained about the building (Oğuz, 1977, pp.107-120). During the restoration procedure, completion of the nonexistent parts of the caravanserai was made depending on the original building properties. Additional installations were made and new material was used due to the requirement of the new function. Today, Kanuni Caravanserai is used as a touristic hotel for 65 people in summer.

MEASURED DRAWINGS

RESTITUTION PROJECT



GROUND FLOOR PLAN



UPPER FLOOR PLAN

Figure 4.6 Kanuni Caravanserai in Çeşme - Plan Drawings

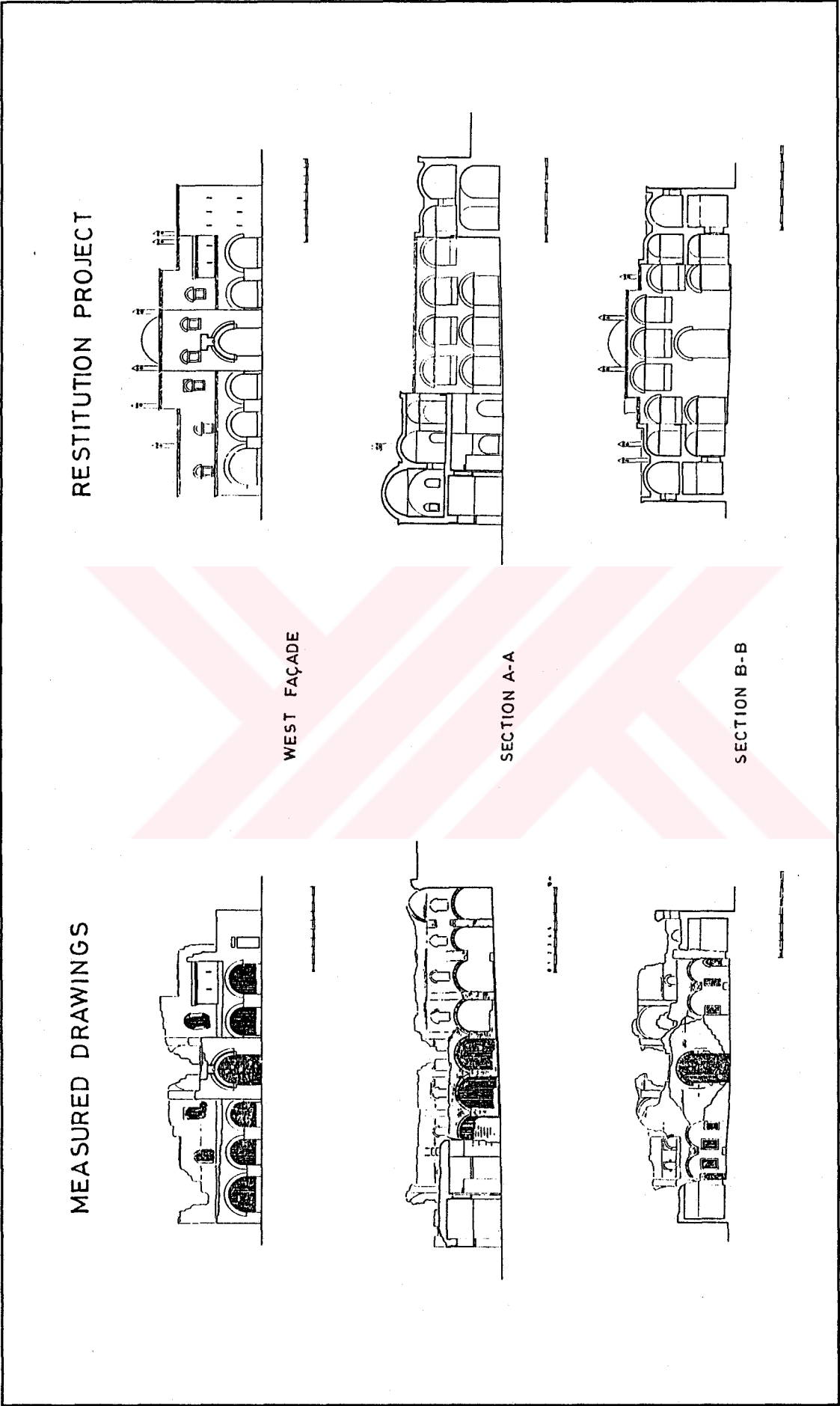


Figure 4.7 Kanuni Caravanserai in Çeşme - Façade and Section Drawings

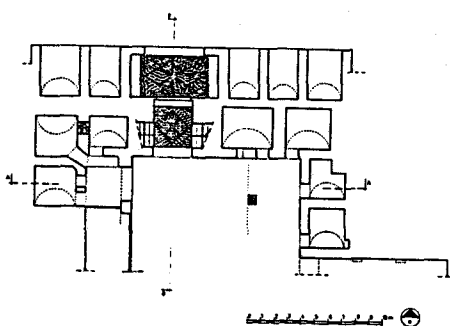
4.3.3.4 İzmir- Tire Bakırhan

Bakırhan is situated in Tire which is one of the largest counties of İzmir. It is located in Yeni district, inside the shopping center, and it was built by Lütü Paşa in 1510. Five shops take place at the front section. The entrance of this two storied building is on the north façade through a segmental arched opening. The entrance hall opens to the courtyard which is surrounded by the arcades and rooms.

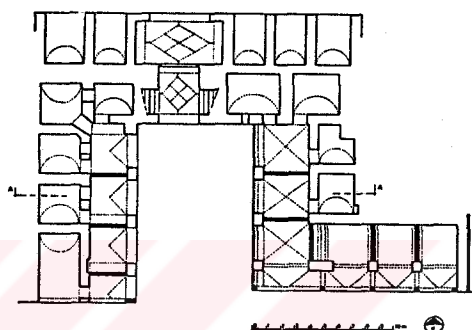
General Directorate of Wakfs carried on the restoration process from 1968 to 1972, and since then the khan functions as a bazaar. Half of the courtyard was cut out and only a part of the building existed (figure 4.8). The street passing by the south of the khan probably caused this state of the building. The arches and vaults of the arcades had partially fallen down. New additions were present at the entrance hall and the arcades. The roof had lost its original shape and was covered with tiles. The upper parts of the flues were demolished. During the restoration work, firstly the later additions were removed and also the earth in the rooms, the arcades and the courtyard was excavated. The restoration process continued depending on the restoration project prepared due to the information gained from the building. The completion of the non existent parts of the khan was made depending on the original character. The nonexistent parts of the arches and vaults were completed with concrete bricks. The missing tie rods connecting the pillars to the back walls were reconstructed with concrete material. Concrete tiles were laid instead of the absent parts of the floor covering. The façades (figure 4.9) of the courtyard were completed in accordance with the existent parts. The roof was covered using sheet-iron instead of the original copper covering. As a principle, the cut-out state of the khan was decided to be kept after the consolidation made by using a reinforced concrete skeleton. Some additions were required for the new function. The rooms on the ground floor which were to be used as shops, were enlarged by implicating the arcades using brick partition walls in between and glass-covered metal framework at the front. The rooms on the first floor were decided to be used as small workshops and offices. Since 1972 the khan functions as a bazaar (Oğuz, 1975, pp.157-182).

GROUND
FLOOR
PLAN

MEASURED
DRAWING

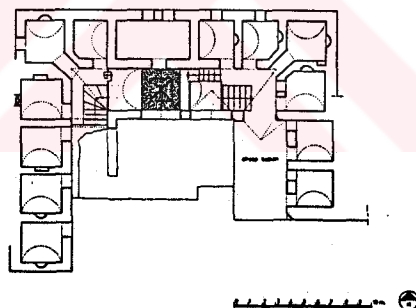


RESTORATION
PROJECT



FIRST
FLOOR
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RESTORATION
PROJECT

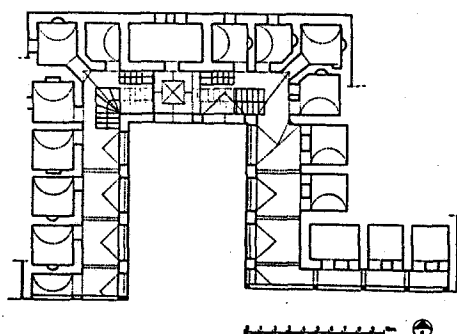


Figure 4.8 Tire Bakırhan in İzmir - Plan Drawings

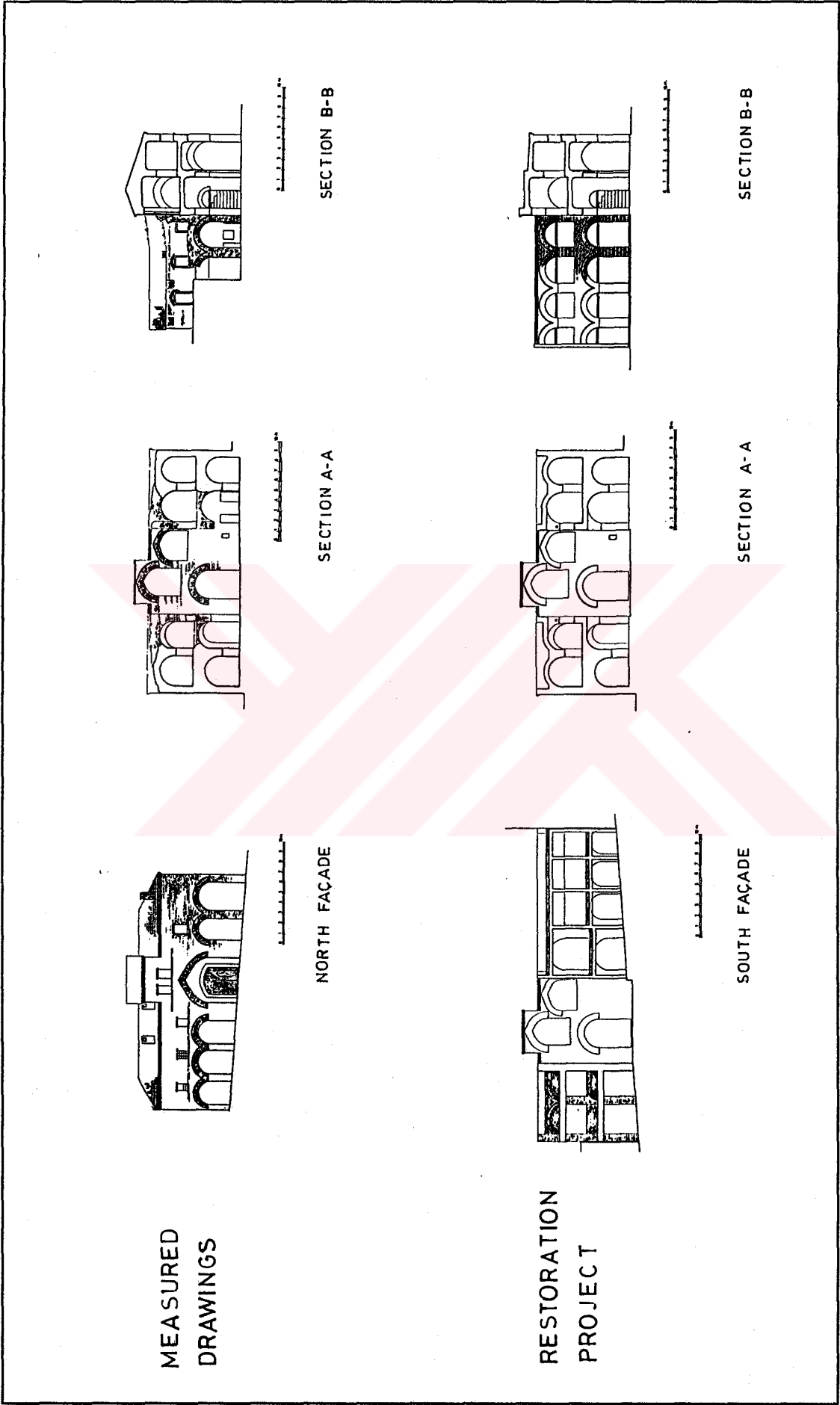


Figure 4.9 Tire Bakırhan in İzmir - Façade and Section Drawings

4.3.3.5 Manisa Kurşunlu Khan

Kurşunlu Khan is situated in the shopping center of the city of Manisa. It was built in 1497- 98, and since then it had undergone several repairs and alterations until it took its final shape in the XIX th century. The main entrance of this two storied building with a central rectangular courtyard is through the gate on the west façade. On each storey, the courtyard having horizontal dimensions of 28.20 x 24.60 m., is surrounded by the arcades and rooms. On the west and north sides of the khan, 21 shops take place in the original plan (figure 4.10).

General Directorate of Wakfs started the restoration work of the khan in 1966. During this procedure, the building took its original form as much as possible by the later additions and alterations being removed. The shops on the north side did not exist because they were cut-out during the enlargement of the street in front of the khan. The rooms behind these had been converted into shops by canceling their original entrances opening to the arcades, and new entrances were opened to the street. One of the rooms had become an entrance gate. Nine shops took place on the west side. The stable that was disappeared was thought to be situated on the east side of the khan originally. The inner courtyard and the exterior walls were repaired. The projecting rectangular space at the northeast corner of the khan was decided to continue its original function as toilets. The roof which was the most altered part of the building, was decided to take its original shape by making use of the traces. The arcades were so ruined that they were all knocked down and reconstructed due to the original (figure 4.11). The parts of the building where static problems occurred, were strengthened by using concrete material (Oğuz, 1974, pp.109-127).

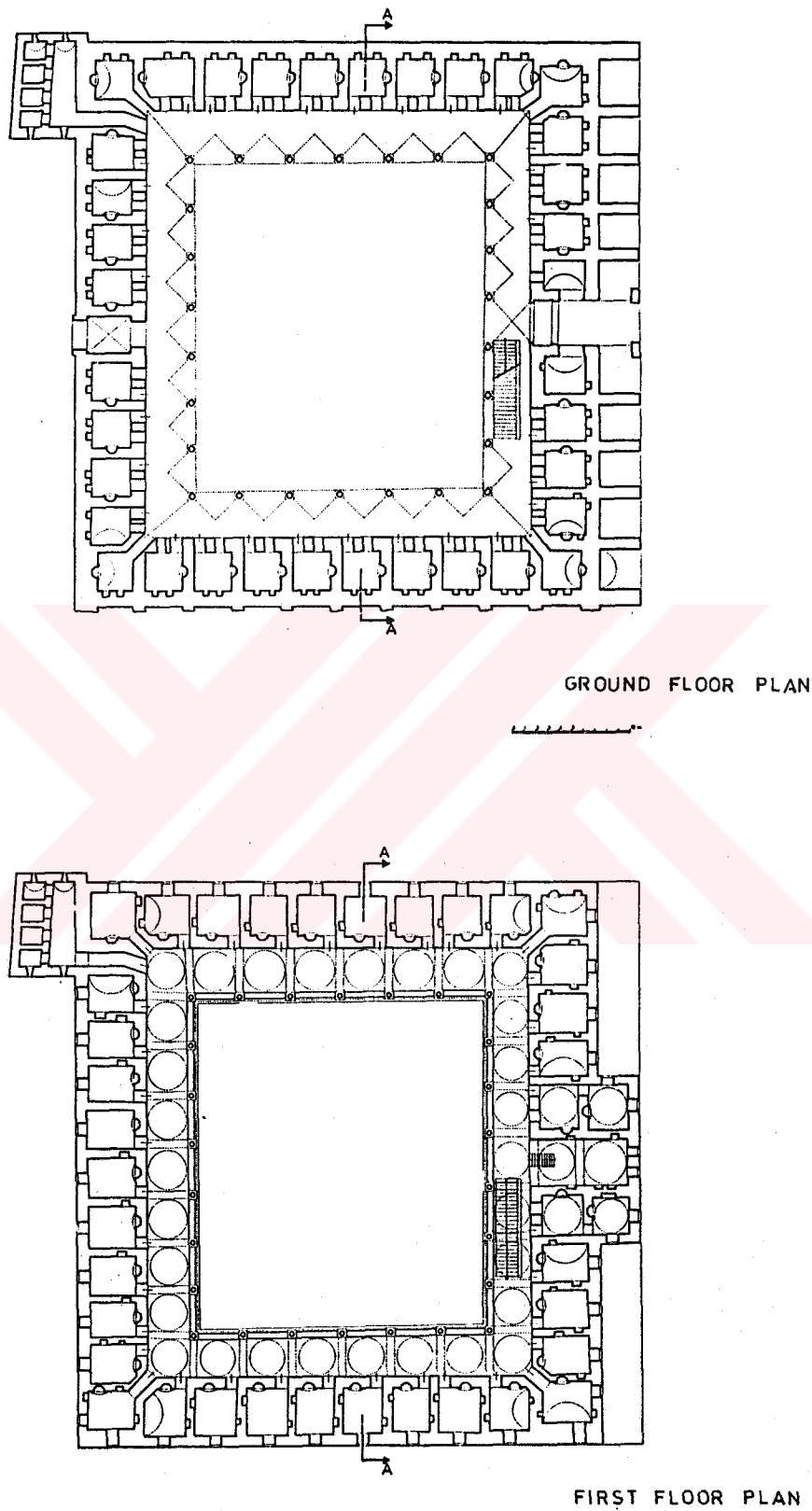


Figure 4.10 Kurşunlu Khan in Manisa - Plan Drawings

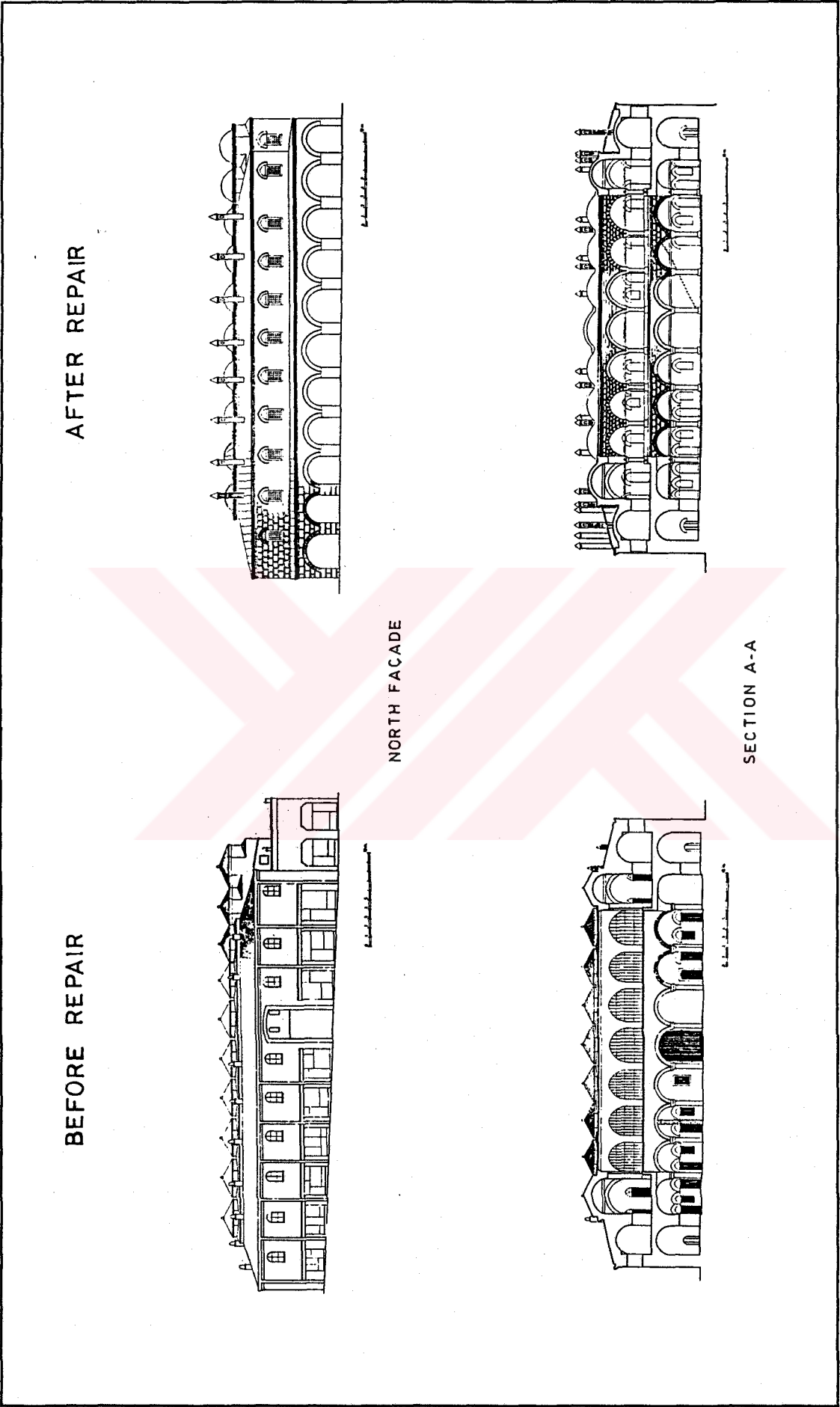


Figure 4.11 Kurşunlu Khan in Manisa - Façade and Section Drawings

4.4 CONSERVATION APPROACH AND RESTORATION PRINCIPLES WITH REGARD TO REUSING ANATOLIAN SELJUK CARAVANSERAIES

4.4.1 An Approach Related To Conserving Caravanseraies By Reusing Them

4.4.1.1 The Main Conceptual Conservation Approach

Anatolian Seljuk caravanseraies acquire their historic identity due to their documentary, oldness and esthetic values. These XIII th century buildings are significant indicators of the cultural, social, technical, economic and esthetic life of their period in which a complete new understanding in all respects was formed in Anatolia by the Seljuks. As a matter of fact, these specific buildings having unique features should certainly be passed on to the future by means of the possibilities provided by the contemporary conservation phenomenon.

Within the scope of this study, the Middle Age caravanseraies are planned to be conserved together with their surroundings, in a manner aiming to reach the original. The buildings available for refunctioning are considered to be reused for contemporary purposes. It is aimed that caravanseraies will be revived this way and at the same time the caravan roads on which they are situated will be revitalized.

These buildings have initially appeared depending on the same circumstances and since then they have been exposed to similar effects. Caravanseraies share many features in common such as the reasons of their existence, locations, architectural and structural characteristics, preservation states together with other quite numerous characteristics. Therefore Anatolian Seljuk caravanseraies would better be handled as a group of buildings and certain conservation projects concerning them should be carried on relatively.

This study is considered on a large scale, aiming at the conservation of Anatolian Seljuk caravanseraies together with their surroundings. These caravanseraies are mostly situated away from the settlements and they are in a state of isolation. Today most of them are near highways while some are located in completely deserted areas. In order to obtain

continuous conservation of these buildings, firstly the buildings in good condition are considered to be refunctioned. The ruined ones that have lost most of their original parts are only planned to be conserved and consolidated. These demolished caravanseraies would better be partially erected in order to display their general characteristics. Their surroundings also should be preserved as the original and be arranged appropriately.

Conservation of caravanseraies should be handled in a realistic and conscious manner. The new function to be implemented for the continuity of the historic building should be selected in accordance with the original. The necessities to meet the functional requirements and to preserve the building characteristics are two facts which often contradict with each other. This negative aspect should be avoided and the new function must be selected appropriate to the building characteristics. In case of refunctioning, it must always be kept in mind that the new function stands for the continuity of the historic building. The perception of the original characteristics of the historic building should be supported by implementing the appropriate new use which will effect the building positively. The display of the historic and esthetic characteristics of the building should be provided for the visitors to examine.

The decision for the new function of the historic caravanserai should be made according to the needs and potentials of the region in which it is located. The content of the new function for each building should be formed specifically.

4.4.1.2 Principles For Securing Continuous Conservation of Caravanseraies

Caravanseraies that have reached today, should be restored and kept alive as long as possible in accordance with the contemporary conservation understanding. These Middle Age buildings should be rescued by carrying out a conservation planning all around the country since they have quite numerous characteristics in common. Therefore they should be accepted equal in quality in spite of the differences between them. All the XIII th century caravanseraies should be included in this process but they should be set up orderly by bearing in mind their original and present conditions. The continuity of these caravanseraies which have been previously examined with respect to their present conditions, could be

obtained by a systematic and financially high procedure, depending on a rational conservation approach. All the restoration procedures should be carried on scientifically, after a new system is organized or the present building contractor system is revised.

The deserted caravanseraies of the Middle Age are demolished day by day and need to be restored as soon as possible. All caravanseraies must be searched and documented in a detailed manner, especially including their present states, and the relative required hasty interventions should be applied. Afterwards, the necessary evaluation of the information collected all about the buildings should be made for further restoration decisions. Primarily, the caravanseraies which are appropriate for refunctioning, in good condition or easily reached should be dealt with. These caravanseraies have to be restored and refunctioned with respect to the contemporary conservation principles. Secondly, the income gained from the new uses of these buildings has to be spent for the conservation of other caravanseraies which are located away from the contemporary roads, hardly reached or in ruined condition.

Today the original relation between the caravanseraies and their surroundings is effected negatively by the fields. In some cases, it is even too hard to reach these historic buildings because they are surrounded by those fields all around. In order to start the conservation process regarding these caravanseraies, primarily the proprietorships of the land in their surroundings should be enlarged. This is also a very important fact for refunctioning. Contemporary uses in accordance with the original values of these buildings need wide areas around them.

C. Ş. Binan suggests a system for the restoration of the XIII th century caravanseraies by arranging them in three groups as in Poland, according to the generally accepted criteria:

- Buildings of the first group have fallen into ruin, and the roofing system as well as the walls are mostly demolished. The examples of this group are Kuruçeşme Khan, Dolay Khan, Alay Khan, Obruk Khan, Evdir Khan and etc. These buildings may be used only as open air museums. Meanwhile, the consolidation and conservation processes should be carried by avoiding reconstruction on a large scale. The roofing and the remains of the walls must be solidified, and a protective system should be formed in order to prevent water

coming from the top or if required a new fringe should be built. Anastylosis may be applied partially by using the original fallen down pieces.

- Buildings of the second group are partially ruined, and the walls together with the architectural and structural elements are mostly sound while the roofing system is in a condition of limited destruction. The examples of this group are Dokuzun Derbent Khan, Eli Kesik Khan, Kızılören Khan, Ertokuş Khan, Akhan, Zazadin Khan, İncir Khan, Alara Khan and etc. These buildings could be refunctioned in a proper way. If required, the missing parts could be completed using the existent original material primarily, and making use of the new material secondly. A complete reconstruction should be avoided especially for the decorated parts. The roofing must be repaired and maintained for the purpose of preserving the inner parts. If it is not possible to make use of the original material and technique during the strengthening of the structural system, an addition could be made as a support from outside. The damaged top and bottom finishes of the architectural elements should not be completed as a whole even by comparing with the similar samples, and only minimized completion of these parts could be made for the purpose of strengthening. The roofing should be maintained in order to be protective again. Firstly, the existing roof covering of soil filling should be removed, and after the strengthening of the vaults, the required filling and insulation should be implemented. The destroyed upper parts of the exterior walls should be completed up to a certain height, only to keep the new filling. The destruction that appears on the lower parts of walls should be completed by making use of the same material.

- Buildings of the third group are those which have been restored either completely or partially together with those in which the restoration process continues or left unfinished. The examples of this group are Kadınhanı, Kesikköprü Khan, Aksaray Sultan Khan, Kayseri Tuzhisarı Sultan Khan, Ağzıkara Khan, Horozlu Khan, Karatay Khan, Avanos Sarıhan, Ishaklı Khan, Şarapsa Khan and etc. For the buildings which continue to be restored, the restoration procedures should be stopped right away, and started from the beginning after the preparation of detailed restoration projects. The faulty interventions should be improved without damaging the building properties. The principles of the second group are valid for this group as well (Binan, 1990, pp. 304-315).

The continuity of caravanseraies as cultural properties can be obtained by achieving certain basic decisions: Caravanseraies and their surroundings should be considered as a whole and all decisions should be taken relatively. Construction of new buildings around the historic building should be avoided. The historic documentary values and archeological properties should always be preserved. The buildings must be consolidated statically, and the required excavations should be carried on by making use of scientific methods. The roads and parking places around caravanseraies together with the new buildings containing the required units, should be properly planned. In the possible cases, keeping these buildings alive by reusing them is preferred, though refunctioning is not a must if it will harm the preservation of caravanseraies. The new function should never harm the original building properties as well as the surroundings. As a matter of fact, these two notions must be harmonious with each other. The interventions required by the new function should be kept minimum and reversible. Meanwhile new buildings around caravanseraies should be planned very cautiously for the purpose of preserving the original environmental characteristics. In case of reusing for touristic purposes, the implementation of the new function should never avoid cultural tourism.

The repairing and maintenance of caravanseraies as well as the progression of cultural tourism could be obtained by means of the contemporary event of touristic usage. This way the economic responsibilities of the competent association related to caravanseraies would be shared. Meanwhile it should always be kept in mind that touristic usage stands for the continuous conservation of caravanseraies and the reverse of this situation should never happen. As a matter of fact, the highest priority must be given to the preservation of the original building values and the most appropriate touristic function should be selected. While making decisions, the continuity of cultural properties in long terms should be aimed. Different types of The Silk Road projects in the framework of the program of UNESCO and European Council, having a subject as Ten Years of Cultural Progress (Kültürel Kalkınmanın On Yılı) must be paid attention. A rational planning must be carried on related to the problems of proprietorship, transportation, reusing, preservation and technical installations of caravanseraies, and a unit should be formed for this utility among the Ministries (Yavuz, 1994, pp.45-46).

4.4.2 Determinant Restoration Principles Related With The Preservation of The Esthetic and Technical Properties of Caravanseraies

4.4.2.1 Principles With Regard To The Refunctioning Decisions

These caravanseraies that carried the very specific and distinguishable function of accommodation in the Middle Age, are considered to be kept alive by way of giving them appropriate new functions. The reusing of the XIII th century caravanseraies for contemporary purposes, would contribute to the participation of these buildings in daily life. As a matter of fact, the continuity of keeping Anatolian Seljuk caravanseraies alive for a long period of time by refunctioning them, must be based on certain principles.

Within the framework of this study, the general restoration principles together with the qualitative and quantitative decisions of the possible interventions concerning the caravanseraies are as follows (Venice Charter, paragraphs 3, 5, 6, 12, 13):

- The restoration process should be implemented depending on the researches, and all the historic traces of the past that are found in the spaces, should be exposed cautiously.
- The basic feature to be preserved is the relation between the historic caravanserai and its surroundings consisting of inhabited natural areas away from the settlements.
- The new function would better be selected in accordance with the original function as much as possible. The selected function should not be contradictory with the original as well as with the historic and esthetic characteristics of the spaces.
- The decision for the new use of a space is preferred to be made close or appropriate to the original, if it is known for certain. If possible, all spaces of the caravanserai, especially the closed section, courtyard and arcades should be used for common purposes to enable the continuous exhibition of the historic building for visitors, as an open air museum.

- The general plan layout together with the arrangement of the spaces and the relations between them should be preserved as they are. The perception of the open, semi-open and closed spaces must be preserved as the original.

- In historic buildings, reversible and limited additions are only accepted when historic and esthetic characteristics, composition, relation with the surroundings, traditional location and harmony are kept in accordance with the original. Within the framework of this study, additions are considered to be kept minimum due to the fact that they would destroy the original characteristics of these Middle Age caravanseraies.

- If required by the new function, reversible small alterations can only be made inside the buildings without destroying historic, esthetic and documentary values. New elements of the new function should not harm the perception of the complete form of the building.

- Dividing or closing of the spaces vertically could only be accepted in certain parts when it is definitely required by the new function. Dividing the spaces horizontally should be avoided for the reason of preserving the perception of the original vertical dimensions.

- The closed section may be divided vertically by using movable and reversible separators if certainly required by the new function. The separators should be placed in the direction of the pier axes while the middle aisle should never be divided.

- It is generally thought that closing the semi-open arcades would increase the refunctioning possibility by providing more spaces for the new function. However such an alteration will destroy the original perception of the harmony between the open, semi-open and closed spaces. Therefore, in this study, closing the arcades is not accepted.

- The missing parts should be completed in accordance with the character of the existing parts, but at the same time the completion should be distinguishable from the original.

- The electrical, water, heating, ventilation installations together with the arrangements of fire equipment, canalization, waste storage and food storage should be camouflaged and formed by considering the values of the building and its surroundings

4.4.2.2 Principles With Regard To The Repairing Techniques and Methods

All characteristics of both the structural system and the construction material of numerous caravanseraies must be examined, and a comprehensive technical research regarding the determination of the reasons for destruction must be carried out. Laboratory studies must be included in this research, and common decisions regarding materials and restoration techniques to be used must be taken (Tolun, 1993, p.91). Similar destruction in Anatolian Seljuk caravanseraies and their compensation methods have been thought to be examined generally.

Main destruction reasons of caravanseraies are divided into two as natural events and human beings. Anatolian Seljuk caravanseraies in the open field are mainly affected by natural phenomenon and these are water coming from above or ground, ground movements and material fatigue.

Destruction types are that of technical ones and destruction of documentary architectural features. Common technical destruction types are as destruction in supporting system and structural destruction. Destruction in supporting system appears as destruction in roofing due to the conditions of ground or foundations, destruction in vertical bearings due to water penetration leading to the unsupported condition of roofing, and destruction in all bearing elements due to the ruined roofing. Structural destruction appears as complete or partial destruction of structural features and details, destruction because of damp in structure resulting from the damaged roof covering consisting of soil or stone, destruction of architectural elements in walls and portals because of the ruined roof covering, physical or chemical destruction of stone material, destruction in roofing due to the cracking of joint beds within the masonry bond of walls which leads to the loss of the damp-proof quality, destruction due to removal of stones, destruction due to the rising ground water level, destruction caused by faulty restoration applications, and finally destruction resulting from

original defects of the structure itself. Destruction types of documentary architectural features are destruction of mass-form order resulting in ruin, destruction of specific space features of the closed section and open courtyard due to the ruined condition of vertical and horizontal elements, destruction of architectural elements and destruction of stonework in portals (Binan, 1990, pp.262-265).

Immediate preservation precautions are as follows: The portal, mescid and similar parts which are unprotected against outer effects must be supported temporarily and this way be preserved for a certain time. Effects like soil filling which quickens the water absorption and forces the structure statically must be prevented. Parts which are under the threat of collapse must be supported temporarily (Binan, 1990, p.26).

In restoration applications, strengthening old constructions by rigid systems whose elements are tied together with horizontal flexible knot points and which are supported by individual elements, may cause different structural damages. The new material should be selected appropriate to the original. Using cement mortar must be avoided, if it is a must necessary precautions must be taken (Arslanoğlu, 1987, pp.125-126). During the restoration of these buildings which are not protected against damp, the moisture climbing up the ground and the wall must be stopped (Erincin, 1986, pp.21-22). The building made of stone material should certainly be insulated against moisture.

Factors that cause material damage in old buildings made of stone are mainly water, heat and several biological factors as well as natural disasters such as fire and earthquakes. Damages resulting from water in stone material are as damages caused by water absorption, surface damages due to volume expansion because of freezing, crumbling in surfaces due to moisture and water absorption, and wiping out in surfaces as the harmful gasses in the air mix with moisture. Damages caused by heat in stone material generally appear as cracking or breaking into pieces due to expansion. Biological damages are caused by ivy and plant roots which grow among the stones as well as some algae and lichens causing stains with their liquids (Eriç, 1986, pp.23-24).

Damage types in stone material are chemical, physical, and biological. The most important factor in preservation is the strength, and correct choice and application of the

stone. Generally, damaged surfaces are repaired again and joint beds are pointed. Damaged stones are replaced partially or completely by using the same type of stones if possible so that they can suit to the structure. In addition, by using chemicals water penetration into the stone structure must be prevented, and the surface must be strengthened (Eriç, 1987, pp.61, 65). Primarily, stone material must be cleaned by a suitable method according to the type of dirt. Preservation substances to be put into the stone material must easily get into the stone, must not create harmful side products, must not cause color differences, and should let aqueous vapor to pass through stone (Eriç, 1986, p.26).

By determining the interventions made during repair applications, documentary features of the historic work are planned to be transferred to future. Therefore, the intervention must be reported in every detail and stored in archives. Each repair has its own characteristics, and depending on this, the new material should conform with the original piece but at the same time it must easily be differentiated. To do this, many different techniques can be used (Mocan, 1983, pp.5-18).

Damaged parts of the ornamentation in historical buildings should not be completed even if its features are known. In the parts which contain ornamentation along a line or surface, original elements must be shown. To do this, damaged places must be decayed and replaced by blank elements on which no ornamentation is carved. If there are only a few original elements, the best thing to do is to do necessary regulations and exhibit the elements. While doing this, an explanation regarding the intervention carried out must be presented so that visitors can perceive the original building values correctly (Arslanoğlu, 1987, pp.125-126).

Mukarnas, which is a special type of ornamentation with its geometrical arrangement, is peculiar to Islamic culture. In the repair applications of gates with mukarnases over them belonging to various building types of Anatolian Turkish Architecture, there are debatable completion examples which cannot be differentiated from the original. In some cases, the elements are totally renewed. In some other examples, stone or plaster mukarnas elements have lost their originality as they have been coated or painted. These observations have proved that existing pieces must be repaired, and the rest must be left untouched in a way that it does not disturb the general appearance. Scientific approach requires preserving the existing one rather than reconstructing the new (Ödekan, 1982, pp.65-70).

Anatolian Seljuk caravanseraies' portals made of cut stone have been worn out in time, and carved stone surfaces have been corroded and partially disappeared. Corrosions become dense along with the borders, in the lower and upper parts of the frame as well as in a few row of stones above the ground, depending on the moisture coming up from the ground and down from the roof. On these corroded surfaces, special stains with different shape, color and texture appear. Evdir Khan, Sultan Khan on the way from Konya to Aksaray, Tuzhisar Caravanserai on the way from Kayseri to Sivas, Sarı Khan in close proximity with Avanos, and Ishaklı Caravanserai on the way from Afyon to Çay have been partially restored. Destruction in these buildings are a lot and similar to each other because of not being used as well as not being properly maintained (Bakırer, 1985, p.49).

In the applications done in the earlier stages of the XX th century, the missing parts in the portals of some various building types have been completed by simple repairing procedures, and the damaged upper parts of the portal frame have not been completed but instead renewed by covering with protective eaves. This approach has been replaced by an understanding aiming at completion since 1960's. In our country, there have been three different approaches in the understanding of completion applications of portals, in various building types: In the first approach, under the light of the traces of its originality, completion has been made using the same or similar materials, and then mouldings on the side borders have been continued without ornaments. In the applications of the first approach, differentiation in texture has been constituted between the original and completed surfaces, as the determination technique. In the second approach, in the completion made in the light of the original traces, same or similar materials are used while the mouldings on the side borders are completed by working out the ornaments on them. In these applications, a certain determination technique is not used, and in time no difference between the old and new ones remain. In the third application, the original traces do not exist and completion is made depending on documents, and a certain determination technique is not used (Bakırer, 1985, pp.50, 52-54).

In the repairing procedures, by evaluating the authenticity of each building, the necessity of finding the most suitable solution has been adopted theoretically. In the repairing of portals having similar features with respect to material and arrangement, obtaining unity is reasonable. The most suitable approach that can be chosen could be the first one. Priority

must be given to the architectural elements that keep the buildings standing rather than portals. Instead of completing, strengthening the portals could be sufficient. If completion is required, an approach that provides distinguishing the original and new material should be applied (Bakırer, 1985, p.54).

In order to reach the original elements in and around the caravanseraies, excavations to remove rubble and filling should be done very carefully and documented. Every single esthetic, technical and historic trace on the buildings should be preserved with care. All reused materials should be kept exactly where they are found, and every inscription, writing and mason's mark has to be determined and conserved. Stone rotting and changing procedures should be done in depth, not only on the surface (Binan, 1990, pp.306-307).

4.5 THE REFUNCTIONING POTENTIALS OF CARAVANSERAIES WITH RESPECT TO THE PREDETERMINED CONSERVATION APPROACH

4.5.1 Determining Various Systematic Approaches Regarding Refunctioning

The approach of refunctioning Anatolian Seljuk caravanseraies would be based on three different theories:

- The first theory claims that the selection of the new function will be made for an individual caravanserai accordingly with the social, cultural and geographical conditions of the environment it is situated in.
- The second theory claims that numerous caravanseraies all over Anatolia belonging to the XIII th century and sharing the similar social, cultural and geographical environmental conditions, could be reused as in groups or all together by way of refunctioning in relation with each other, while every building still has its own unique character. The mentioned common environment would be selected in the regional scale as well as the country scale. These caravanseraies would continue to be reused in connection with a common organization.

- The third theory claims that numerous caravanseraies could be reused by considering them isolated from their specific social, cultural and geographical environments, and the similar predetermined function according to a certain content, could be given to all of them. The reusing of the caravanseraies in connection with a common organization would be considered. The mentioned common function might consist of activities like temporary exhibition, sale, guiding service together with the description of the building and the region.

Within the framework of this study, the selected refunctioning approach regarding Anatolian Seljuk caravanseraies, is accepted as the combination of the second and third theories. This accepted approach will be experimented on the selected caravanseraies on a selected caravan road. Thus the selected caravan road and the caravanseraies set on it, are considered to continue existing by being reused in accordance with their original properties.

4.5.2 Determining The Functional Possibilities of Caravanseraies

The two storied Ottoman city khans in comparison with Anatolian Seljuk caravanseraies have more chances of refunctioning possibilities due to their higher functional adaptability. Ottoman city khans having a common plan layout and generally situated within or near settlements, have many functional alternatives while Anatolian Seljuk caravanseraies are located away from the settlements and they are in deserted state. Kuşadası Öküz Mehmet Paşa Caravanserai, Çeşme Kanuni Caravanserai and Edirne Rüstem Paşa Caravanserai are examples of the Ottoman caravanseraies which are refunctioned as touristic hotels.

The decisions of the new functions for Anatolian Seljuk caravanseraies which are isolated and located away from the settlements, must be taken cautiously. In the scope of this study, the general functional alternatives are determined, and it is considered that the number of these alternatives could be increased by being expanded, multiplied and brought together. It should always be kept in mind that the possible functions for these buildings should be selected in accordance with their general plan layouts. The determined general functional alternatives are accepted as follows:

- Cultural Functions: Cultural Center; Lecture Hall; Exhibition Hall; Art Gallery; Theater; Museum etc.
- Educational Functions: Research Center; Art Academy etc.
- Social Functions: Association; Foundation; Halting Place; Play Field etc.
- Commercial Functions: Administrative Building; Bazaar; Shopping Center; Fair etc.
- Touristic Functions: Various refunctioning alternatives for touristic purposes will be examined and stated later.

4.5.3 The Event of Tourism As A Probability for Refunctioning

4.5.3.1 Tourism As An Outcome of Contemporary Living

Tourism, the most interesting and international event of the present age, rapidly continues to spread to the different cultural regions of the world on account of its joint participation with other social disciplines. At the beginning of the XX th century, a new social understanding has began to develop in order to eliminate certain negative effects of busy working order which is the basic value of today's industrial society. This new approach accepts that the social value of leisure time activities is as important as working life for the human being, and consequentially tourism appears as an activity of the new life style, rising due to this event. Tourism, an effective and massive activity of the contemporary society, provides today's people to rest and have fun by way of getting acquainted with different places and societies. It may be defined as a kind of leisure time activity and social movement from the sociological point of view (Güler, 1978, pp.9-24).

Tourism has occurred due to the economic, social and cultural factors together with the scientific and technical progressions. The determinant effects due to the scientific and

technical progressions could be defined as working order, technological progression, development of the mass media and the change in the technology of transportation roads and vehicles. Tourism is a tool of economic improvement as well as the indicator of the already improved economy. Social determinants are the effects of getting organized, city character and political aspects. Cultural determinants consist of the total of values of new life understanding being ensued as a reaction to the disciplined and monotonous contemporary working order. Visiting foreign natural, cultural and social surroundings temporarily, and escaping from all social limitations in this way have become the basic cultural pattern of the present age (Güler, 1978, pp. 25-40).

Tourism can be defined as the total of activities such as accommodation, dining, transportation and entertainment that occur during journeys, done in leisure times without considering to gain income. The basic reasons of touristic journeys are visits aiming entertainment, professional visits and other subjects of visits. Visits aiming entertainment have purposes of vacation, culture, sports and private life (Yayın Eğitim Daire Başkanlığı, 1993, pp.7-8). A tourist has a tendency to see and be acquainted with historic, natural and cultural features. Tourists are often interested in a camel caravan, wandering on donkeys, a mountain village and also in scenes of people and possessions (Güler, 1978, pp.45-54).

The extensive event of tourism plays an important role in the economic and social development of countries together with the preservation and improving of natural, cultural and social surroundings. Our country, situated among Asia, Europe and Africa, has a high touristic potential due to its significant geographical location. The first civilization in Anatolia has occurred 10000 years ago, and today's Anatolian culture is a wealthy combination of various previous cultures. The archeological and cultural properties of old civilizations, as well as unique natural values in the country, are very attractive components for tourism. Its shores, mountains, high plateaus, caves, rivers, lakes, thermal sources, climatic differences and hospitable people provide extensive touristic alternatives for the country.

The essentials of the tourism policy in our country are to create an efficient tourism economy within the international sphere, to provide the economic benefit of tourism widespread to the public, and to enable the continuity of the natural and cultural values.

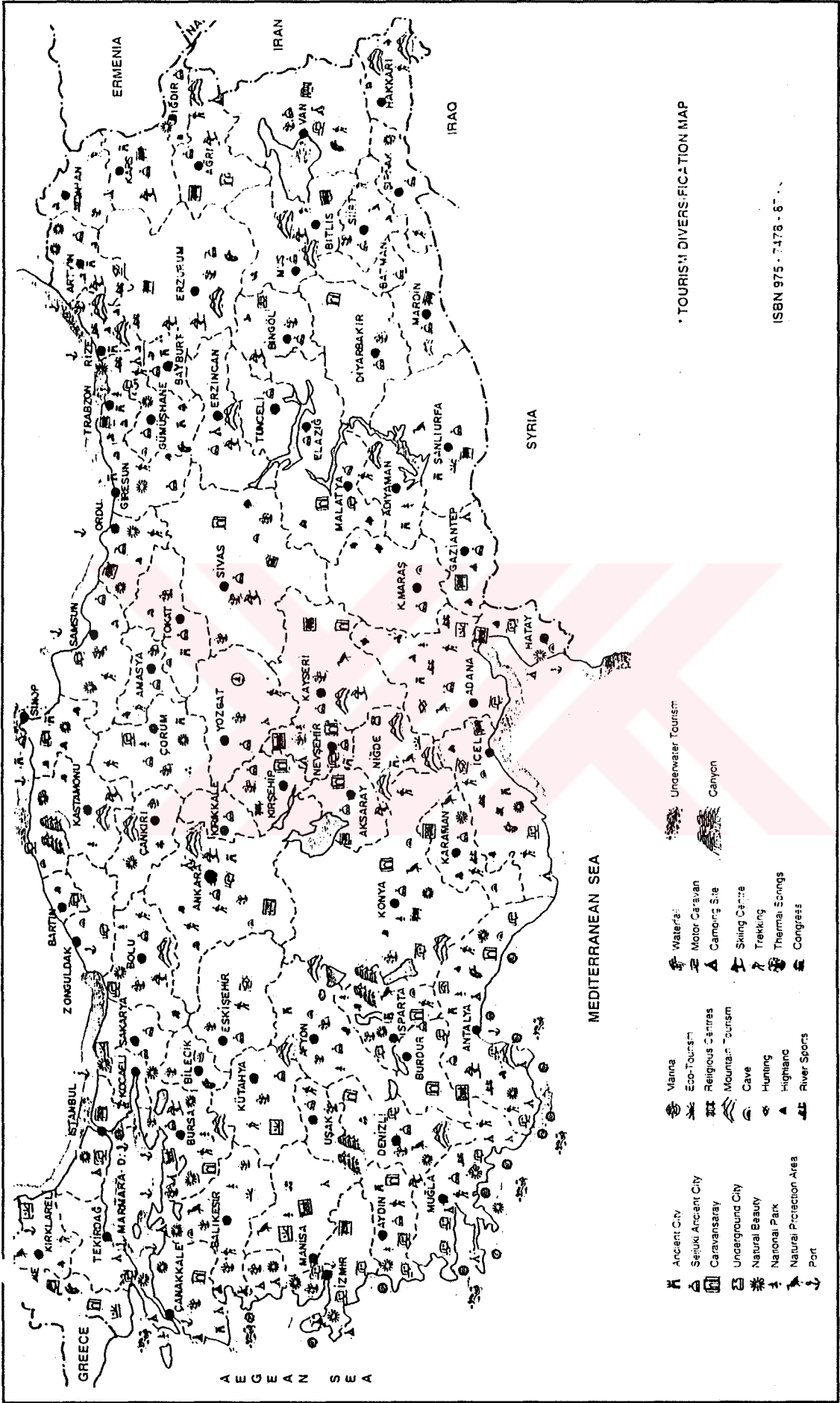


Figure 4.12 Various Touristic Potentials All Around the Country

Sustainable tourism and soft tourism which adopt environmental values are components of the contemporary tourism concept, and within the range of this understanding various environmental projects are conducted. Natural and cultural properties that are essential sources of tourism, are considered to be integrated into tourism by giving the highest priority to enabling the continuous preservation of these values. Various tourism types (figure 4.12) such as highlands, hot springs, winter, mountains, yachting, golf, rivers, trekking, caves and cycling tours, are tried to be improved for this purpose (Yatırımları Yönlendirme Dairesi Başkanlığı, 1995, pp.3-6, 14, 42).

Tourism policies in our country have generally given importance to introducing matters together with service sectors like accommodation, food, transportation and shopping. However preserving and evaluating the existent natural and cultural beauties which attract travelers all around the world, carry great importance as well. Therefore touristic investments and the income obtained from this event should be directed towards the preservation of natural and cultural values. It would be very useful if Ministry of Tourism could lead this sphere to maintain required resources (Alsaç, 1992, pp.109-111).

Types of tourism are divided into five basic groups as work tourism, health tourism, recreation tourism, social tourism and gastronomy tourism. Recreation tourism consists of activities done by people for the relaxation and amusement purposes, in leisure times. Recreation tourism is subdivided into groups of religion tourism, cultural tourism, ethical tourism, sports tourism, tourism by means of vehicles, highland tourism, shore tourism and agricultural tourism. Cultural tourism consists of journeys done in order to be acquainted with different cultures and to see cultural assets (Turizm Planlama ve Yatırımlar Dairesi Başkanlığı, 1988, pp.40-42).

Within the scope of this study, cultural tourism which holds various alternatives has been accepted as the sphere, appropriate for refunctioning caravanseraies.

4.5.3.2 Determinant Factors of Refunctioning for Touristic Purposes

The factors with priority which effect the conservation and refunctioning decisions related to a historic building, could be stated as the building properties together with the physical and cultural environmental determinants. Building properties are documentary, oldness and esthetic values together with architectural and structural characteristics. Physical and cultural environmental factors consist of location, topographical conditions, distance to roads, buildings and settlements in the neighborhood, installation availability and mentality of local people. Social, legal and economic conditions play an important role from the point of view of those decisions to become real. These factors consisting of social and economic needs of the region as well as the approach and availability of the competent associations are limited with current legal laws.

Factors to be taken into consideration in order to evaluate the tourism potentials and determine the tourism type of a region are location, physical features, substructure, cultural values, location and economical attractiveness. Location is divided into two subdivisions as inner-country and inner-region location. Physical features are climate, topography, morphological conditions, plant and animal population, geological formations, water surfaces and coastal features. Substructure, is divided into two subdivisions as technical and social substructure. And finally cultural values are historical and archeological works, historical religion centers, museums, festivals, special days and local handicrafts. Economic attractiveness, on the other hand is cheapness, a wide range of products and speciality (Turizm Planlama ve Yatırımlar Dairesi Başkanlığı, 1988, pp.1-8). Environments where caravanseraies take place can also be taught as places where touristic potentials are to be evaluated and touristic new functions to be determined. In this context, the effective factors that are mentioned above would be valid for caravanseraies and their environments as well.

Location in the country determines the region and its characteristics. Location in the region, however, determines the services that the establishment can use during the construction and operation processes. Climatic features are effective on the choice of tourism type and the length of the season, and depending on climatic conditions one or more tourism types can be developed such as winter, health, farm, plateau, mountain, etc. Topographical and morphological conditions determine the slope of the field and surface

form; plain fields are suitable for sports facilities, open sport areas and golf tourism while steep and rocky areas and land divided by rivers can be used for trekking and jeep safari. The flora can attract researchers and those who are interested, and also help farm and health tourism develop; first of all the flora must be examined and a plant map of the region must be prepared. Additionally, types of plants should be determined and rare plants must be preserved. Animal population stands for the birds, fish and other animals, in the region; centers can be established with the purpose of watching and researching these animals. Geological formations such as special caves, volcanic formations, mountains, hot water springs, healthy mud centers, waterfalls and etc., determine the types of tourism such as health, canoe, cave, mountain, winter, etc., and help scientific researches to be carried out. Water surfaces and coastal features are seas, lakes and rivers, and these can be used for coastal tourism and all sorts of water sports. Constituents of technical substructure are transportation, communication, water, sewerage, electricity and litter. Social substructure, on the other hand, is composed of education, health and meeting, congress and conference halls. Historical works are those which reflect the history of the region and have survived until present-day such as a mosque, khan, bath, tomb, aqueduct, bridge, registered building, registered street, clock tower, monumental trees, fountain and caravanserai. Archeological works are divided into two as the ones above and under the ground. Historical religion centers are mosques, monasteries, tombs and churches that were built in different historical periods. Three main types of museums are ethnographic, archeological and open air museums; there are some other museums concerning with a special issue such as coins, underwater findings, glass, costume, etc. Festivals are national and international activities that are carried out on certain days of the year and about different issues. Special days are usually related with ceremonies, and they are celebrated due to religious and traditional beliefs. Local handicrafts could be carpet-rug weaving, pottery, wood-copper-jewelry and rock carving. Cheapness can be seen at transportation, accommodation, food, shopping, entertainment and services. Variety of goods is for souvenir, food and furniture. Specialty is for goods, food and drinks peculiar to one region only (Turizm Planlama ve Yatırımlar Dairesi Başkanlığı, 1988, pp.9-39).

4.5.3.3 Adaptability of Caravanseraies to Various Alternatives of Touristic Usage

Tourism as a comprehensive fact of our time holds various possibilities of reusing alternatives for historic buildings. Some of these alternatives could work out in an harmonious manner with respect to the special features of caravanseraies while certain alternatives would do harm rather than help them out. This study aims to bring up a specific refunctioning approach and to determine the possible alternatives of touristic usage for caravanseraies. As a matter of fact the correct decision of a new function, is the most effective determinant for the continuation of these buildings. In this study, the possible alternatives of touristic usage for caravanseraies together with their positive and negative potentials have been searched and evaluated according to the written regulations of Ministry of Tourism, related with the qualities of touristic investments and management. The mentioned regulations, containing the required standards with respect to the present conditions, contain various types of facilities which could be taken separately, as well as few of them could combine to form new facilities. Facilities that have certain regional, environmental, natural, artistic, historic and technological characteristics, but can not supply the qualities of the determined types of facilities are accepted as special touristic management by way of being supported by the Ministry (TUDAV, 1996, pp.2-3, 19-56).

- These buildings have often been proposed by competent associations to be used for the purpose of accommodation, a striking type of touristic facilities. However examining the standards required by the function of contemporary accommodation shows that it is not possible to adapt caravanseraies to this function without harming their special features. As stated before, caravanseraies can not meet the requirements of this function alone, and the sleeping activity can not be solved inside these buildings without making new arrangements which would surely destroy the original space characteristics. Caravanseraies could be used this way only in connection with a new building, built near the historic building, while the historic building would serve as dining facilities and multipurpose hall. Anyhow, this type of a new building, with respect to scale and quality, would harm the perception of the original state of the historic building due to the requirements of contemporary accommodation facilities and would effect its relation with its surroundings negatively. For this reason, it is not proper to reuse caravanseraies as hotels, motels, holiday villages or guest houses.

- Caravanseraies and their surroundings could be used as camping sites and meet the required standards of this function. Camping sites are facilities consisting of at least 30 units and they are built on highway routes, at city entrances, near cities or at places of natural beauties as the sea, lake or mountain. People who accommodate, stay the night with their own opportunities eating, drinking, having fun and sporting.

- It is possible for caravanseraies to be refunctioned as mountain homes or sports facilities in order to serve sports tourism. The accommodation activity which should carry at least one-star hotel qualities includes rooms that would be arranged for six people at most, and is better to be established in a new building near the caravanserai. In preference, the historic caravanserai could be used as sports supplies place, restaurant, teacher rooms and similar activities.

- Refunctioning as restaurants have been considered often for these buildings, while this sort of new use would cause both positive and negative effects on building properties. It is obvious that adaptation of caravanseraies to dining facilities will require a lot of new arrangements and prevent visitors to observe the historic values of buildings. A third-class restaurant or a cafeteria would be arranged as a part of the new function given to the caravanserai.

- It is understood that caravanseraies can not meet the spacious function of congress and exhibition centers from the point of view of its contemporary needs. However they can be used for this purpose in special cases.

- The refunctioning process should essentially aim the preservation of the original surroundings as well as the historic caravanserai. The theme park usage of caravanseraies together with their surroundings seem to be one of the most appropriate contemporary functions for these buildings in accordance with their special properties. As a matter of fact, all new functions require some new buildings around even though they will be kept on a small. In the meantime, there is always the risk for the surroundings of the building to be effected in a negative way due to the possible changes in the future, and be exposed to undesirable new buildings. Therefore the preservation of caravanseraies within their natural surroundings, could be supplied by making arrangements for the most suitable alternative of

theme park. Theme parks could be defined as facilities aiming to introduce international cultures and traditions, directed towards entertainment within the scope of history, future world, science and science fiction. Theme parks include sections of exhibition and sale units of traditional and international products together with sports facilities and dining facilities, available for performances, built and decorated according to the principle themes. The area measure of theme parks should be at least 15 hectares, and required functional standards according to the written regulations should be provided such as special transportation vehicles to carry people from the separately arranged parking. Caravanseraies could be carried over to the future by being evaluated within the context of theme parks. Anyhow, when caravanseraies are refunctioned as theme parks it should always be considered that the required arrangements must be kept limited in accordance with the specifications of these buildings.

- The function of entertainment centers mentioned in the written regulations of Ministry of Tourism, would not be compatible conceptually as well as from the scope of its content with special qualities of historic buildings and their surroundings. This sort of function would bring about a lot of new establishments, on large scale, around the caravanseraie due to the wide range of activities such as dining facilities, multipurpose closed hall, open and closed amusement facilities, garage or parking, first aid services, sale units, swimming pool, closed exhibition hall, open and closed sports facilities, open theater, night club, crèche, horsemanship facilities, health center, theme park, bowling, ice skating and etc. It is clearly visible that usage of caravanseraies by giving them new functions on a vast scale like in the case of entertainment centers, would cause destruction of the original state of buildings and their natural surroundings. The reusing decision should be held on by way of cautious planning, in a controlled manner.

- The surroundings of caravanseraies could be used as golf facilities, while the historic buildings would be reused as club facilities. However this type of usage should not prevent interested visitors to observe the buildings and their settings.

- Day facilities are set up in places of natural and historic beauties, and also in rural areas and highlands having high touristic potentials. They provide opportunities of activities such as dining, relaxing, entertainment and sports confined to the day without

accommodation. The competent associations have a tendency towards using caravanseraies for this purpose. Although this refunctioning suggestion seems to be suitable for caravanseraies and their surroundings, the density could increase on certain days, weeks and months of the year. If a straight organization and inspection would not be established, both historic buildings and their surroundings would be destroyed due to the mentality level of visitors.

- Staging posts are set on highroad routes or near them, and they provide relaxation and dining availability for passengers traveling on highroads, all day long. This function is very similar to the original, with respect to its purpose. However, staging posts of today differ in many ways, due to the changing conditions, from the XIII th century caravanseraies of great social importance, in their period. Traveling by today's transportation vehicles is so fast that halting in staging posts has become a voluntary action rather than a necessity. Whereas caravans, the transportation vehicles of the XIII th century, would advance about 30 to 40 kilometers in a day, and afterwards caravanseraies would offer them halting and accommodation possibilities. Consequentially, caravanseraies were significant elements of Anatolian Seljuk social, politic and economic life, and therefore they had specific architectural and structural characteristics. Reusing caravanseraies for purposes of social importance within the scope of contemporary understanding, should be considered rather than a current simple staging post usage.

Apart from the various alternatives stated above, different ways for evaluating caravanseraies could be brought out as well, such as youth tourism. Youth tourism which is a social, cultural and economic fact, is the total of touristic activities done by youth between the ages of 15-25, individually or in groups, with the support of public and private organizations. Within this sphere, scouting can also be considered as included in youth tourism which is gaining importance currently (Oral, 1992, pp.126-129). While planning to organize International Scout Olympiad in our country, it is possible to make use of these caravanseraies in this respect, and find a usage possibility suitable for the importance of the historic buildings. Other possibilities to make use of historic buildings, involving in youth tourism, are facilities like seminars, summer schools, courses to develop knowledge and skills. Native and foreign youth would take part actively in restoration works that would be implemented by an organization, well ordered and administered by experts and associations.

This may help to preserve the historic buildings as well as contribute to the development and introducing of tourism (Alsaç, 1992, pp.109-111).

4.5.4 The Refunctioning Proposal Of Cultural Tourism As A Coherent Event

4.5.4.1 Definite Extent of Cultural Tourism

ICOMOS is an effective international organization aiming at the encouragement of the conservation and promotion of historic monuments and sites. It has become directly concerned with the positive and negative effects of the extremely developing touristic activities on the human heritage around the world. Therefore ICOMOS has participated in joint reflection with the large world and regional organizations to implement a universal, coherent and efficacious effort regarding the case at the International Seminar on Contemporary Tourism and Humanism which took place in Brussels, Belgium in November 1976. The event of Cultural Tourism has been examined together with other aspects of tourism at the seminar as follows: Tourism which is an irreversible social, human, economic and cultural fact, has an increasing important influence in the sphere of historic monuments and sites due to its particular development. Thus tourism appears to be a phenomenon which might have heavy consequences with its significant influence on the environment in general and on the human heritage particularly. Therefore for this influence to remain bearable, it must be carefully studied and controlled. The present approach which is limited to a form of tourism, defined as cultural tourism is not claimed to be the complete solution. However it constitutes a positive stage of the required prevention. The discovery of historic monuments and sites is the object of cultural tourism, and it contributes to their maintenance and protection to satisfy its own needs. Meanwhile cultural tourism meets the conservation demand of the human heritage due to the bestowal of their social, cultural and economic benefits. Anyway cultural tourism can not be considered apart from the negative, despoiling or destructive effects along with its positive aspects. The definition and implementation of acceptable standards are required in order to provide their conservation along with allowing them to serve for the touristic attraction and cultural education. In any case, cultural and natural heritage must be over any other social, political or economical

considerations. All policies regarding the siting of the touristic equipment or services as well as the guidance of the touristic movements based on the limitations of use and density, should never be contradictory with the respect for the cultural heritage. The reverse would consequentially lead the extremely growing tourism to the denial of its own objectives. All appropriate precautions should be taken up seriously for the facility of the information and training of people, traveling for touristic purposes all around the world. The children and adolescents should be informed about the case in order to understand and respect the cultural heritage and all the media should express the context of this global problem to the public. The architects and scientific experts of the whole world should contribute to the protection of the cultural heritage. Meanwhile the most advanced resources of modern technology will be used for this purpose (ICOMOS, Charter of Cultural Tourism).

In Tourism Program of 1997, it is accented that cultural tourism holding extensive potentials for the future, should be organized and introduced as a separate tourism branch. In order to evaluate natural and cultural values in the phenomenon of tourism, areas having touristic potentials are to be determined and the regions where Ottoman-Turkish and Ancient Anatolian cultural assets densely take place, are to be searched. It is also stated that The Silk Road Project has to be imposed, and the problems related with the existing areas have to be solved (TUDAV, 1997, pp.40-41).

4.5.4.2 Evaluation of Caravanseraies By Means Of Cultural Tourism

As a matter of fact, preferences have changed in the XX th century when compared to the earlier ages. People in cities have to live within limited and superficial settings, along with negative factors such as noise and monotony. Meanwhile the technical surroundings have replaced the natural surroundings, and this state also effects people negatively. Therefore city inhabitants want to get away to the natural and historic areas in their leisure times, in order to rest and have fun, where they could meet peace and the traces of the past. People of the Technology Age have a desire to see and be acquainted with different cultures and their cultural properties. Thus, cultural tourism seems to be the best choice to satisfy these needs, and cultural properties gain special importance within the sphere.

Anatolian Seljuk caravanseraies form a group of buildings which should be preserved with their original features such as plan layouts and monumental views. These buildings could be kept existing within the framework of a certain refunctioning program, aiming at the introduction of cultural properties of the country. These XIII th century caravanseraies with their historic, documentary and esthetic values have great potentials for refunctioning within such a special program, which would attract the curiosity and interest of many people. The economic income gained this way would be much more than the cost needed for continuous conservation of these buildings.

The basic refunctioning concept of this study regarding caravanseraies, could be determined as daily usage of these buildings without including accommodation, to serve today's passengers who are mostly tourists due to the contemporary conditions. Within the framework of this study, it is suggested that restoration decisions regarding Seljuk caravanseraies spread all over Anatolia, will be made firstly, and afterwards the buildings having refunctioning potentials will be reused in connection with a wide organization. Thus the demand of cultural tourism will be met as well. In this process, the caravanseraies which are easily reached and located in touristic regions, will primarily be refunctioned, and visited by all kinds of people (figure 4.13). The economic income gained this way, will be spent for other caravanseraies that are hardly reached or in ruined condition, together with these already refunctioned buildings. One fact that should never be forgotten is that the refunctioning decision of these buildings should always include their natural surroundings.

CHAPTER FIVE

REFUNCTIONING OF THE SELECTED CARAVANSERAIES ON THE SELECTED CARAVAN ROAD IN ACCORDANCE WITH THE DETERMINED CONSERVATION APPROACH

5.1 SYSTEM FOR EVALUATING THE SELECTED CARAVANSERAIES WITH RESPECT TO THE STATED PRESERVATION PRINCIPLES

This chapter deals with the attempt to try out the preceding accepted conservation approach and the related restoration principles as well as the basic refunctioning decisions, derived in consequence of a wide scope of the studies concerning the historic, esthetic and technical characteristics of Anatolian Seljuk caravanseraies together with their preservation states and other determinant factors, on the selected caravanseraies on a selected caravan road. Thus both the demonstration of the determined preservation principles and the formation of a system for the conservation of Anatolian Seljuk caravanseraies by way of refunctioning would be obtained. In the meantime it is aimed that the analysis and the related restoration decisions regarding the selected caravanseraies on the selected caravan road will constitute a basis for further applications which would occur in the future.

Within this sphere, at first, each step of the process is explained and later the selected caravan road is revealed. Afterwards each selected caravanserai is studied separately due to its original values together with its preservation state, and consequently the relative restoration decisions are brought out. In the final step, the new functional suggestion for each caravanserai is stated and explained. This is supported by the preparation of the tables on which the program of the requirements of the new function and the properties of the caravanserai together with the possible arrangements of the proposed activities are exposed. The plan drawings prepared according to the new functional proposals are presented as well.

5.1.1 Explanation For The Search and Evaluation of The Selected Caravanseraies And The Relative Refunctioning Proposals

It is aimed that a suggestion project will be prepared for the selected caravan road on which the selected caravanseraies are set, by way of proposing a new function for each caravanserai. The reasons for the selection of Antalya-Burdur caravan road and the caravanseraies on that road which are Evdir Khan, Kırkgöz Khan, Susuz Khan and İncir Khan, as subjects for the try out of the preceding accepted conservation approach, are to be explained initially. In this study, the extensive event of cultural tourism has been accepted as the object for the evaluation of Anatolian Seljuk caravanseraies spread all over the country. The new functions for these XIII th century caravanseraies are considered to be brought out within the sphere of cultural tourism. In today's conditions, the Mediterranean Region where the city of Antalya is situated, appears to be one of the most suitable regions for the implementation of this objective. Antalya-Burdur caravan road, consisting of a part of Antalya-Dinar caravan road, was an important route of the Middle Age. The historic caravan road must be corresponding partially with the contemporary Antalya-Burdur road which still continues to be used often as a route between cities. The preservation states of the three of these four caravanseraies that take place on Antalya-Burdur caravan road are appropriate for refunctioning. The fact that all four caravanseraies are reached easily through today's roads also constitutes a very positive effect. The selected caravanseraies are also significant due to their original properties as well as their plan layouts when compared to the others. All these constitute the determinant factors in the selection of the mentioned caravan road and the caravanseraies set on it.

The main approach of this study is the conservation of the caravanseraies together with their surroundings due to their original values, by minimizing the possible interventions. It is accepted that the restoration and refunctioning procedures should be carried on without changing the original properties of the buildings, as much as possible. Additions are also considered to be kept minimal. In case of necessity due to the functional requirements, only reversible and limited additions would be accepted which will be appropriate to the structure and the original characteristics of the building.

The required information for each selected caravanserai has been acquired by means of external observation made on site and the previously prepared studies regarding the subject. The information gained this way has been presented as an inventory constituting the basis for the decision of the functional proposal. Refunctioning process is considered as a necessity for securing the continuity of the historic building which is appropriate to be evaluated in today's conditions. The selection of the new use is made keeping in mind that it

will be a component of the main title of cultural tourism as been decided. For every selected caravanserai, an appropriate new function is suggested with respect to the original building characteristics, environmental circumstances together with the social, cultural, physical and economic components of the region in which it is located. The proposed new function is derived as a whole from the beginning by searching and evaluating the sources which include the basic standards for various functions such as Neufert and the written regulations of Ministry of Tourism related with the qualities of touristic investments and managements (TUDAV, 1996, pp.2,3,19-56). The refunctioning proposal and its program of requirements are brought out specifically for each caravanserai in accordance with its original features. Then the content and relative basic decisions are defined for each refunctioning proposal. Afterwards the adaptability of the proposed function to the historic caravanserai is viewed and their compatibility to each other is searched by way of preparing tables and drawing plans.

5.1.2 Explanation For The Auxiliary Supportive Tables and Relative Drawings

As stated beforehand, the conservation of the selected caravanseraies by giving them appropriate functions could only be possible if the building characteristics are compatible with the functional requirements. In order to evaluate whether the proposed function is appropriate with the selected caravanserai or not, the building characteristics and the functional requirements for each are exposed on separate tables with respect to certain determinants. The range of the active determinants related with the spaces of both the caravanserai and the functional proposal could be stated as dimensions, locations, relations and basic needs together with heating, water, ventilation and lighting conditions. This way, a better comprehension of the character of both the historic caravanserai and the proposed function could be obtained while a comparison between these two could be made. After the potentials and problems regarding the adaptability of the building characteristics to the functional requirements have been examined, the decisions for the arrangement of the activities of the new function in the caravanserai have been taken according to the evaluation made.

The content of each proposed new function for each caravanserai, derived specifically in accordance with the specific building characteristics, are indicated on tables after being told in the text. The determinants used in the evaluation of the functional requirements are as follows: Specifications; Space Character; Ventilation; Lighting; Heating; Water.

The determinants together with their explanations used in the examination of the building characteristics are as follows: Definition; Approximate Dimensions; Approximate Area Measure; Original Use; Relative Spaces; Space Character; Ventilation Condition; Natural Lighting; Present Architectural Elements; Possible New Activities.

- **Definition:** It refers to which part of the caravanserai the space corresponds.
- **Approximate Dimensions:** It refers only to the horizontal dimensions that are the width and depth. The vertical dimension has not been taken into account since it will not effect the planning phase and also the height of each space is decided to be kept as it is. This factor is effective in the determination of the new use for each space.
- **Approximate Area Measure:** It refers to the area of each space. It is effective in the determination of the new use for each space. The area of each space should meet the required area for the possible new use.
- **Original Use:** It refers to the original activity that took place in each space. It is preferred that the new use would better be similar or close to the old one.
- **Relative Spaces:** It refers to those spaces that are related with each space. This is important with respect to the required relations which should exist between the activities of the new function.
- **Space Character:** It refers to the open, semi open and closed character of each space. This is an important factor in the determination of the new use for each space with respect to its open, semi open and closed character of each space.
- **Ventilation Condition:** It refers to the ventilation condition of each space. This factor is effective in the determination of the new use for each space. It also helps to decide whether the mechanical ventilation is needed or not by the proposed new use.
- **Natural Lighting:** It refers to the natural lighting condition of each space. This factor is effective in the determination of the new use for each space together with the degree of artificial lighting required by the new use. Almost all the spaces are considered to be illuminated artificially.
- **Present Architectural Elements:** It refers to the existing architectural elements such as the portals, doors, windows, sekis, niches, fireplaces, fountains, stairs and cisterns.

- **Possible New Activities:** It refers to the possible new uses for each space. The possible new activity that would take place in a certain space is determined by way of comparing the building characteristics with the functional requirements.

5.2 SPECIFIC ANALYSIS OF THE SELECTED CARAVANSERAIES AND STATING THE RELATIVE BASIC RESTORATION DECISIONS

Antalya was founded as a harbor city in the II. century BC by Attalos II, king of Pergamum, and named "Attaleia" in his honor. Though the city was conquered by the Romans in 133 BC, it continued to be known as a province of Lykia or Pamphylia until 395. At this date, the city was taken by Byzantium and became the busiest harbor in the Mediterranean Sea. After being exposed to the Islamic attacks, the city was conquered in 1207 by Seljuk sultan Gıyaseddin Keyhüsrev I, and then it became a Turkish city. It was ruled by Hamidoğulları during 1300's and became an Ottoman city in 1392. In the beginning, Turks called the city "Adalya", and then "Antalya" (Bayrak, 1994, pp.73-91). The city of Antalya, being one of the most important harbors of the Mediterranean, carried a great importance due to its commercial and military aspects (Demir, 1988, p.16). As well as Seljuk works in the city, there are numerous Seljuk caravanseraies nearby. There are innumerable historical and natural beauties both in and around the city. Antalya holds extensive touristic potentials due to its natural and cultural properties, thus many touristic investigations continue to be made here. The revitalization of the old city of Antalya as accommodation and entertainment center has contributed to this event and increased the touristic potential of the region.

Burdur, situated in the southwest of Central Anatolia, was founded as the city called "Arkania Limnae" of the Pisydia region. In the old sources it is called "Mimobrama" which means the lake city. The city changed its place for several times (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.390), and it went under the reign of the Phrygians and then the Romans in the II. century. In the Middle Age, the city was called "Polydoron", and it was also ruled by the Pergamum Kingdom and Byzantium. The Byzantines called the city "Bzostas", while the Seljuks named it "Burdur". Later on Tekeoğulları, Seljuks, Hamidoğulları and Ottomans ruled the city (Bayrak, 1994, pp.126-128). There are historical and natural beauties in Burdur as well, and especially Burdur Lake is an important property of the city. Although there are not any Seljuk works in the city center, two Seljuk caravanseraies nearby are of considerable importance.

Antalya-Burdur caravan road (figure 5.1) constitutes a part of Antalya-Isparta caravan road. The old caravan road corresponds to the contemporary road at some parts (figure 5.2).

Antalya-Burdur caravan road, as stated in the study of M. K. Özergin, is a part of Anatolian Seljuk roads that are diagonal from the southeast to İstanbul. The diagonal roads from the southeast to İstanbul via the Mediterranean coast are grouped as the ones from Antalya to İstanbul, and from Ayas to İstanbul. Antalya-İstanbul road has its own subdivisions. These are as Antalya-Dinar, Dinar-Afyonkarahisar and Afyonkarahisar-İstanbul. It is also claimed that Antalya-Dinar road goes via Burdur or Denizli (Özergin, 1959, pp.55-141).

Antalya harbor together with Alanya harbor connected the south to the north and the northwest, via Central Anatolia. On Antalya-Burdur caravan road, the land conditions are quite suitable from Antalya to Döşemealtı district. After this place, a steep mountain that is the extension of Bey Mountains, is passed with difficulty. The part between Bucak and Burdur is also plain and it contains features suitable for caravan travel. The altitude which is 50 m. in Antalya reaches 1025 m. in Burdur, and then it reduces to 400 m. in Dinar (Özergin, 1959, pp.138-139). Seljuk stages between Antalya-Burdur are Antalya as the first stage, Evdir Khan the second, Kırkgöz Khan the third, Susuz Khan the fourth and İncir Khan the fifth. Burdur is the sixth and the last stage of this part of the road.

Ağlasun Khan which does not exist now and used to be located in Ağlasun village, 27 km. to Isparta and 30 km. to Bucak (Özergin, 1965, p.144), is supposed to be the sixth stage on the way to Isparta from Antalya. F. Erten states that there must be another staging post after İncir Khan and before Gıyaseddin Keyhüsrev Khan in Eğridir, since the distance between them is too long (Erten, 1940, p.78). The sixth stage is considered to be situated in Ağlasun in place of the municipality building where a large caravanserai existed in the past and its stones were removed by the villagers to be used in the construction of the houses .

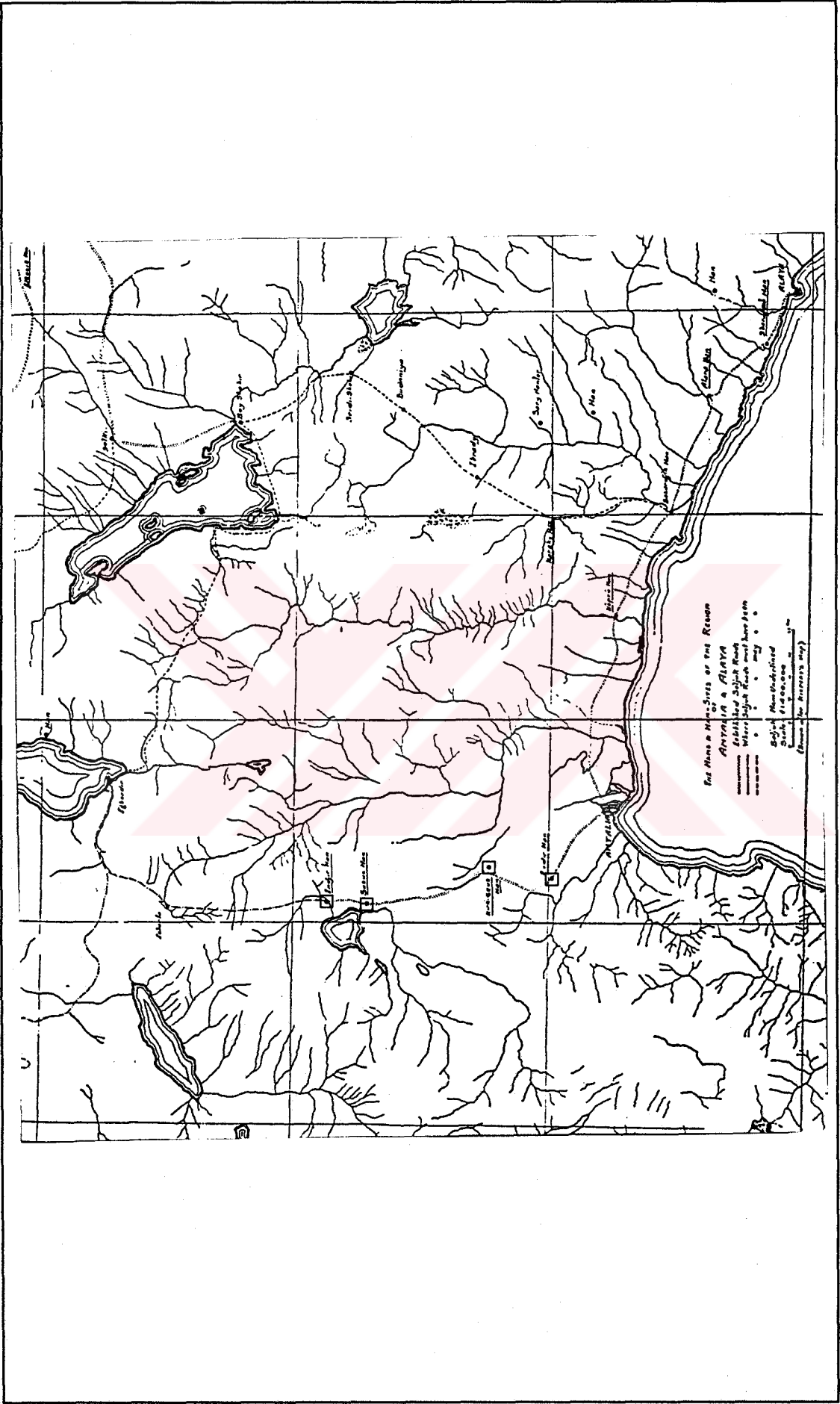


Figure 5.1 Antalya-Burdur Caravan Road with the Selected Caravanserais Set on It

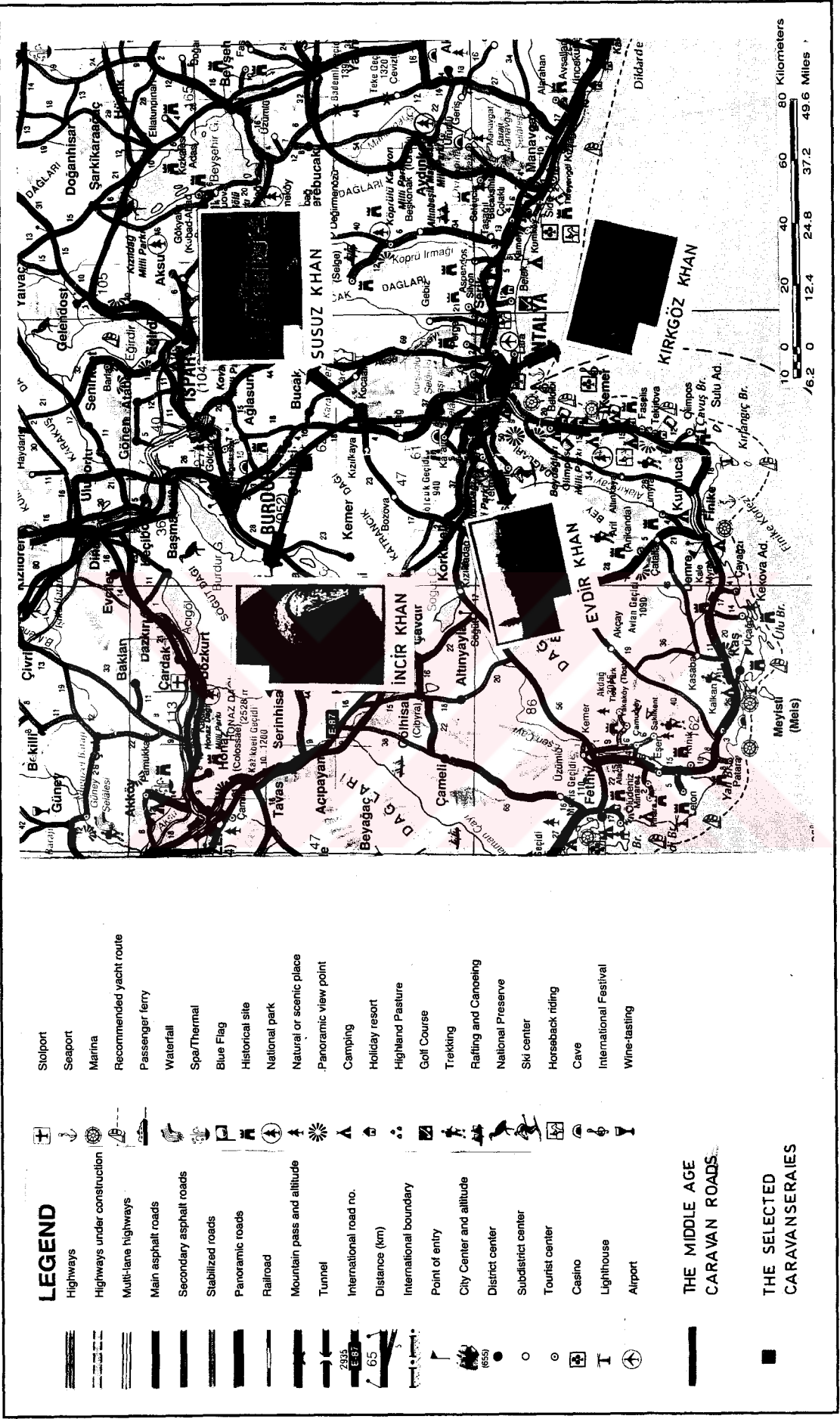


Figure 5.2 Relation of the Selected Caravanseraies with Today's Roads

5.2.1 EVDİR KHAN

5.2.1.1 HISTORICAL SURVEY

Construction Date: The date of 61? in the Muslim Calendar was readable on its inscription. Therefore, it is assumed that the caravanserai had been constructed either between 1214-1218 (611-615 H) (Aslanapa, 1989, p.172) or between 1210-1219 (607-616 H) (Vakıflar Genel Müdürlüğü Yayınları, 1983, p.578).

Donor: Sultan İzzeddin Keykâvus I.

Original Caravan Road: Antalya- Burdur road.

Inscription: Its inscription with dimensions of 45x85 cm. and consisting of three sentences which existed in the past, is not in its place today (General Directorate of Wakfs Archives).

Date of Examination: November 1996 - August 1997.

Historic Data: Its other name is Eski Khan (İlter, 1969, p.84). It is the second caravanserai built by a sultan other than Alay Khan and has drawn near the later two Sultan Khans with its area of approximately 3800 m² (Aslanapa, 1989, p.172). Evdir Khan is the second staging post after Antalya on Antalya-Burdur caravan road.

5.2.1.2 DESCRIPTIVE ANALYSIS

Location: It is situated on Antalya-Korkuteli road and its distance from Antalya is 20 km. A secondary road of 2 km. from Düzlerçamı district leads to the caravanserai (Demir, 1988, p.14).

Surroundings: The caravanserai is situated in the necropolis of the remains of an ancient city. A bath, in a very ruined condition, takes place on the right corner outside the building (Vakıflar Genel Müdürlüğü Yayınları, 1983, pp.577-580). The caravanserai is surrounded by fields and mountains. The natural environment of the caravanserai is imposing. Although Yukarı Karaman Village is situated near the caravanserai, there are not any visible buildings around the historic building. A ranch takes place nearby the

caravanserai which offers accommodation availability with a number of 10 bedrooms and it also contains activities such as horseback riding, mountain bike and trekking.

Plan Layout: It has a rectangular plan (figure 5.3) close to a square with 55 x 67 m. dimensions. It has an outstanding value among Anatolian Seljuk caravanseraies with its plan scheme (Vakıflar Genel Müdürlüğü Yayınları, 1983, p.578). The building has a different plan consisting of vaulted arcades arranged in two rows around a large courtyard. There is an eyvan in the middle of each side. There is not a closed section in the building.

Exterior Description: The cut stone walls of the building were surrounded by square shaped strengthening towers, three on side façades, and two at the front and rear façades (Aslanapa, 1989, p.172). The monumental stonework portal (figure 5.5) takes place in the middle of the front façade (figure 5.6) and protrudes forward. The two top corners of the portal have collapsed starting from the middle.

Interior Description: One reaches an entrance hall after passing through the entrance gate (figure 5.8) and this hall opens to the wide courtyard. The vaulted arcades (figure 5.15) in two rows surround the courtyard with 23.40 x 57.13 m. dimensions. The building does not include a closed section (General Directorate of Wakfs Archives). The pointed arched and barrel vaulted bays of the arcades (figure 5.10) (figure 5.11) with 7.30 m. in height, are connected with each other through lower pointed arched openings. The bays in the middle of each side that constitute (Yetkin, 1965, p.129) four large pointed barrel vaulted eyvans, one at the back of the entrance gate (figure 5.12) and the other three at the side centers, all open to the courtyard. The animals and the possessions of the passengers were put in these bays. There are rooms, measuring approximately 3.8 m. in width and having domes with 7.5 m. in height, within the arcades which also surround the courtyard. Every room has a door opening with moulding on it. One single room on the right of the entrance eyvan (figure 5.9), built stronger than the other spaces, is supposed to be the place in which valuable belongings were kept or the place which belonged to the rulers. The toilet is placed on the right corner. It is possible to climb to the top of the building through a passage placed above the ground on the left of the entrance. This door was used for secret observation.

Architectural Elements: The monumental portal, right in the middle of the front façade, which protrudes forward is a splendid example for Seljuk stonework. The exterior surface of the portal is made of cut stone and half of its two top corners have collapsed. The exterior sides of the portal with 60 cm. width are not decorated. Certain profiles with stonework decoration, follow these plain sides narrowing towards the center one within the other. The surface deepens inside with a turn after a narrow outer primary border. The

ornaments on the second border form triangles with sharp points directed outwards and hollowed out interiors. Only a small part of these two borders exist. The wide third border is made up of geometric ornaments on the surface and today it exists up to the top part of the portal niche. However it must have been continued over the upper side of the portal niche originally due to the fact that borders of all Seljuk portals encircled right, left and upper sides forming a cornered U shape. Double capitals take place on the top and bottom edges of the round, thin and delicate colonnettes on both corners of the portal niche. The border with a shape as a pointed arch encircles the portal niche in which the splendid mukarnas ornaments carved as fans with five slices take place. The depressed arched entrance gate and two small niches on both sides with mukarnas ornaments over them take place in the portal niche (Vakıflar Genel Müdürlüğü Yayınları, 1983, pp.578-580). The portal has dimensions of 3.4 m. in width, 3.15 m. in depth and 9 m. in height (General Directorate of Wakfs Archives).

Structural Elements: The vaulted arcades (figure 5.13) (figure 5.14), set on four angled, thick cut stone piers, are pointed arched and made of cut stone. Eyvans are supported by arches from inside and join the arcades on their sides near the courtyard.

Material: The main walls are built with thin broad cut stone while rubble stone is used on the roof. A lot of ancient material has been used in the walls, and still there are ancient sarcophaguses in the courtyard due to the fact that the caravanserai is located in the necropolis of an ancient city (Vakıflar Genel Müdürlüğü Yayınları, 1983, p.578, 580). The top of the building is filled with tile powder.

5.2.1.3 COMPARATIVE STUDY

The plan layout of Kırkgöz Khan is similar to Evdir Khan with respect to the arrangement of the arcades and eyvans around the courtyard. However Kırkgöz Khan has a single aisled closed section along one side of the courtyard (Altun, 1988, p.63, 89). In the same way, the caravanserai has similarities and differences with İncir Khan and Kargı Khan as well.

5.2.1.4 PRESERVATION STATE

Present Condition: Almost half of the caravanserai has disappeared (figure 5.4) due to the damages that have occurred in the second half of the XX th century. Today the portal,

rooms and arcades at the southwest and southeast directions are definable, although they are ruined as well. The portal is in good condition in spite of the fact that its upper parts have fallen down. The exterior walls on two sides of the portal are covered with plants and trees grown on them as well as the other façades (figure 5.7). Only the below parts of the wall covering as cut stone blocks on the surface exist today while the upper parts have fallen down, and rubble stone pieces inside these walls have come out. The vaulted cistern, described by the previous researchers, has remained under the stone ruins, trees and plants on the left of the portal today. Most elements of the entrance hall such as the arches and vaults stand today. The specific room on the right side of the entrance hall has been used as a stable. The front sections of the arcades surrounding the courtyard have mostly collapsed. Meanwhile the architectural and structural elements in the northwest and northeast directions have completely collapsed. The traces of these parts of the building can be seen as stone ruins changing in height (figure 5.16). The remains of the building is left open to the negative effects of nature. Water and moisture penetrates through the existent vaults and walls, and the damage caused by this effect can be observed on mouldy surfaces of stones. This ruinous condition of the caravanserai prevents investigators to be informed about the detailed data related to the historic building. It is hard to believe that this building was in a good condition in the beginning of the second half of the XX th century due to the written documents and photographs. In 1969, Evdir Khan has been destroyed by the villagers who have removed the stones of the building. This event constitutes an example for the destiny awaiting all the other caravanseraies as well, if the required precautions to preserve their existing original features will not be taken.

Preceding Restoration Procedures: The competent organizations have continued to correspond with each other about the preservation of the building since 1969. In 1977 the historic building has been registered to be preserved, and the decision for the restoration project to be prepared has been taken. However preservation precautions have not been taken against destruction and Evdir Khan still keeps on with its demolished state.

Restitution Interpretation: Although the caravanserai is in a very ruined condition today, the original characteristics can be understood from the traces and the remains of the historic building.

5.2.1.5 RESTORATION CONCEPT

Reusing Potential: The building is in a very ruined condition and most of its elements have collapsed. Therefore the building will be preserved as it is.

Refunctioning Proposal: The building could only be reused as an open air museum. Only small displays could be arranged in the courtyard.

Phases of Restoration:

- **Sounding & Cleaning:** This procedure will take place at almost all parts in order to have order as well as to gain more information about the building which will help with further restoration procedures. The plants should be removed from the outer walls, the inner courtyard and the roofing. The cistern next to the entrance should be uncovered. All of the original materials and elements that are found on the ground as well as the ancient materials should be evaluated for the purpose of putting them in their exact places.
- **Conservation:** All parts will be conserved with small necessary interventions.
- **Consolidation:** This process will be applied by strengthening the material, structure and ground. The damaged parts will be removed partially or completely while the missing parts will be completed. Insulation against water and moisture constitutes one of the most important procedures of this process.
- **Anastylosis:** The original fallen down pieces belonging to the caravanserai will be brought together and put in their exact places.
- **Renovation:** The required implementations will be made required by the open air museum function such as the security precautions and lighting installations.

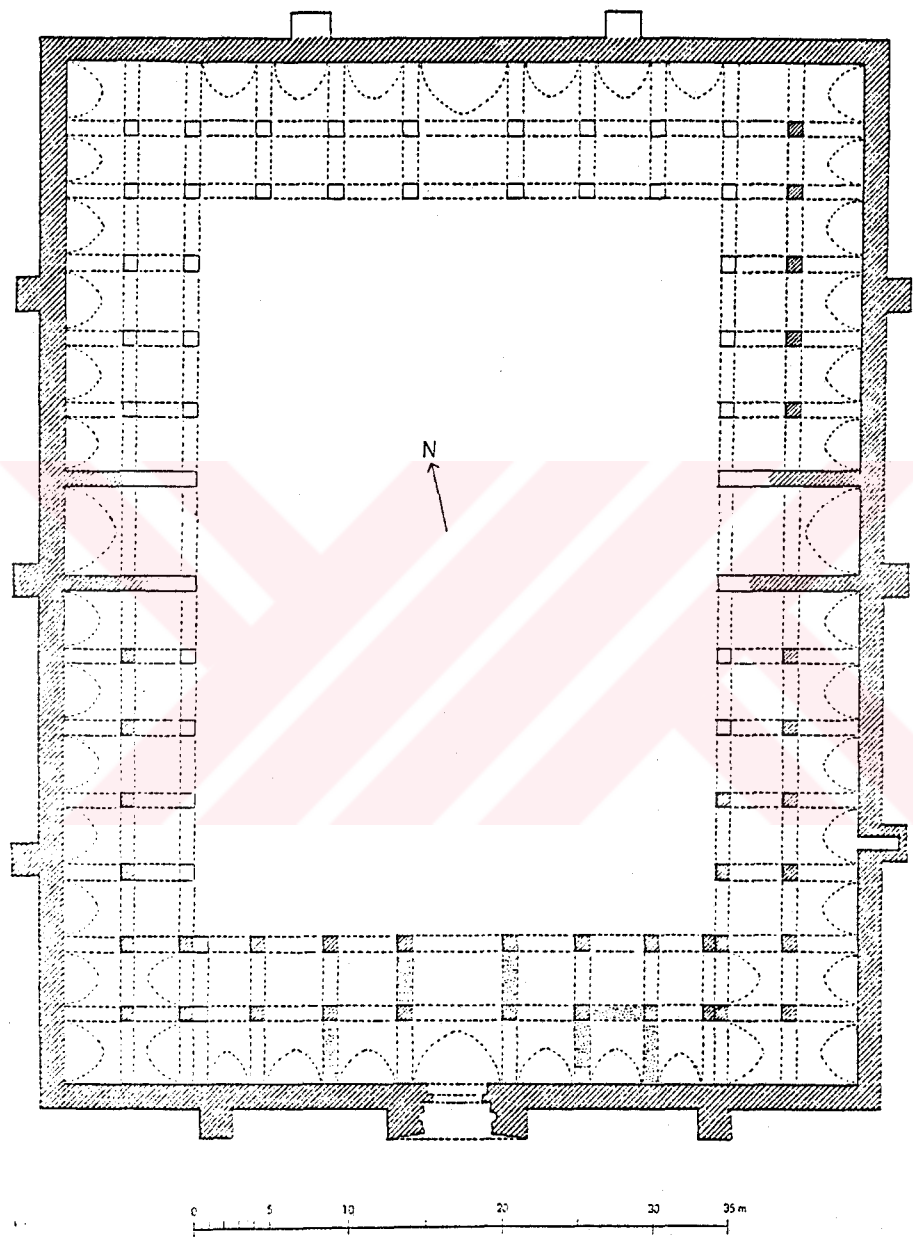


Figure 5.3 Measured Plan Drawing of Evdir Khan



Figure 5.4 General View of Emdir Khan from the Northwest Direction (8/1997)



Figure 5.5 Portal with Its Splendid Stonework Ornaments (11/1996)



Figure 5.6 Front Façade at the South Covered with Plants (8/1997)



Figure 5.7 Ruined East Façade with Trees Grown on It (8/1997)



Figure 5.8 Entrance Gate and Side Niche of the Portal (8/1997)

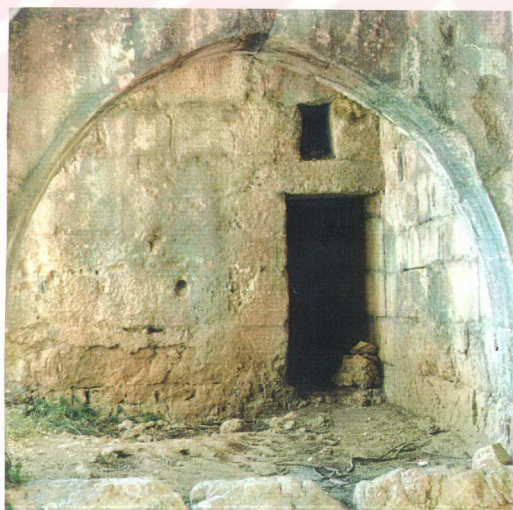


Figure 5.9 Door Opening of the Room Next to the Entrance (8/1997)



Figure 5.10 Remains of the Arcades at the Northeast Direction (11/1996)



Figure 5.11 Remains of the Arcades at the Southwest Direction (11/1996)



Figure 5.12 View of the Entrance Eyvan from the Courtyard (8/1997)



Figure 5.13 Courtyard and the Surrounding Arcades at the Southeast (8/1997)



Figure 5.14 Views of the Vaulted Arcades in the Courtyard (8/1997)



Figure 5.15 Arches Near the Entrance Gate (8/1997)



Figure 5.16 Traces of the Walls of the Courtyard (8/1997)

5.2.2 KIRKGÖZ KHAN

5.2.2.1 HISTORICAL SURVEY

Construction Date: According to its inscription, the caravanserai was built in the period of Gıyaseddin Keyhüsrev Bin Keykubat II who has ruled between 1236-1246. Therefore the construction date must be in between these years as well.

Donor: In the period of Gıyaseddin Keyhüsrev Bin Keykubat II.

Original Caravan Road: Antalya-Burdur road.

Inscription: The inscription, consisting of six sentences, is placed in the filling over the entrance gate arch within the portal niche (Vakıflar Genel Müdürlüğü Yayınları, 1983, p.580). Though the construction date is not readable, it is stated on its inscription that the caravanserai was built by Gıyaseddin Keyhüsrev II (Aslanapa, 1989, p.180).

Date of Examination: November 1996 - August 1997.

Historic Data: The other name of the building is Çıbuk Khan (Özergin, 1965, p.155). Kırkgöz Khan is the third staging post after Evdir Khan on Antalya-Burdur caravan road.

5.2.2.2 DESCRIPTIVE ANALYSIS

Location: It is situated on Antalya-Burdur highway and its distance from Antalya is 30 km. Two different secondary roads lead to the caravanserai, one from the old highway and the other from the new, which connect Antalya to Burdur today. The first one with an approximate measure of 500 m. in length, reaches the building by turning to the right from the old highway, six km. after passing Döşemealtı district. On this mentioned route, Kırkgöz Khan is 13 km. away from Evdir Khan. The distance of the other secondary road which turns to the left from the new highway to reach the building, is 500 m. as well. Today the caravanserai has remained among these two highways (Demir, 1988, p.18). The magnificent view of the caravanserai has a very attractive effect when one reaches the building (figure 5.21).

Surroundings: The caravanserai is situated near Bıyıklı Village. There is a spring in the near environment of the building. The front façade is set across an excellent panorama consisting of an area of land with grass, trees, watering-place and hills. There are sown fields around this area, and at the back of the rear façade, hives and olive trees take place.

Plan Layout: The caravanserai has a regular rectangular plan which is different from the classic sultan khan plan scheme (figure 5.17) (figure 5.18). It consists of a long horizontal covered section with a single aisle which extends along one side of a large courtyard that is surrounded by the portal, arcades and rooms on the other three sides.

Exterior Description: The main walls, built of rubble stone, were strengthened by angled buttresses on the outside (figure 5.28). The monumental cut stone portal, in the southern direction (figure 5.19) (figure 5.20), protrudes forward with its large pointed arch and colonnettes at the sides of the niche without having any ornaments on. The inscription is placed in the filling over the surbased arch of the entrance gate within the portal niche which reminds of a pointed arched eyvan.

Interior Description: The entrance hall behind the gate constitutes a high pointed barrel vaulted eyvan (figure 5.23). On two sides of the entrance, there are two private rooms, each one opening to the courtyard with a low pointed arched door (Vakıflar Genel Müdürlüğü Yayınları, 1983, p.580-582). These rooms without any windows were illuminated by two openings on the roof. The open courtyard, with dimensions of 28.2 x 40.1 m., is accompanied by a single aisled closed section along its north side which is entered through a surbased arched cut stone gate encircled with plain borders (figure 5.26). The long closed section with dimensions of 8.9 x 45.9 m. (General Directorate of Wakfs Archives) is covered with a high vault supported by six pointed arches. There is an opening in the roof between every two arches. Two slit windows on two sides and the mentioned roof openings provide light and air for the large space. The interior walls of the closed section contain torch-holders on them. Seki traces exist on the northern wall inside the space. There are stone pieces set singularly in the middle of the closed section that are arranged in a row on the ground, in the east-west direction, and buried partially in the soil. Two rooms in the north of the courtyard (figure 5.25), attached to the closed section on two sides, have similar properties with the rooms at the entrance. Though no traces exist today, these rooms might have contained secondary activities such as mescid, bath and etc. (Demir, 1988, p.19). The arcades in two rows (figure 5.24), surrounding the courtyard on the east and west sides, consist of bays of vaults and arches set on piers (figure 5.27). The ground level of the courtyard is the same with the arcades, and there are seki traces on the back walls.

Architectural Elements: Its monumental cut stone portal (figure 5.22) in the southern front which protrudes forward has no ornaments on. The fluted border encircling the large pointed arch and the colonnettes having capitals on them at the sides of the niche, are the only units that emphasize the plain portal (figure 5.30). The entrance gate takes place within the interior surface of the portal niche which reminds of a pointed arched eyvan. The inscription is placed in the filling over the arch of this entrance gate. It is amazing that a large caravanserai as Kırkgöz Khan has such a plain portal.

Structural Elements: The main rubble stone walls are strengthened by angled buttresses on the outside. The arcades on the east and west sides of the courtyard consist of cut stone pointed arches set on cut stone piers. The closed section is covered with a high vault supported by six pointed arches. All the closed and open spaces are covered with soil and the original floor covering remains exist in the entrance hall and the closed section.

Material: The main walls are built of cut stone in the base level, and of rubble stone in the upper parts. The monumental portal is made up of cut stone. The pointed arches and piers which constitute the arcades are also made of cut stone. The filling between the arches of the arcades are made of cut stone up to the arch level, and of rubble stone over this level. This difference in filling material indicates that a repair has formerly taken place in the building at one time after the period it was constructed (Vakıflar Genel Müdürlüğü Yayınları, 1983, pp.580-581). The wall of the closed section facing the courtyard is made of cut stone in the lower parts and of rubble stone in the upper parts. Carved stones of past civilizations are rarely found while only a few stonecutter marks take place on the portal (Demir, 1988, p.20). A reused stone is situated beneath the middle arch at the right side of the northern wall in the closed section.

5.2.2.3 COMPARATIVE STUDY

The caravanserai has a regular rectangular plan differing from the classic sultan khan plan scheme with its long horizontal covered section and arcades surrounding the large courtyard (Aslanapa, 1989, p.180). The arrangement of the courtyard of Kırkgöz Khan with its arcades and three eyvans is similar to the courtyard of Evdir Khan except its closed section that extends along one side (Altun, 1988, p.63, 89). There are two private vaulted rooms on two sides of the entrance hall in Kırkgöz Khan instead of one single room on the right side in Evdir Khan. The general plan scheme of Kırkgöz Khan is very similar to Kargı Khan with respect to the arcades arranged in two rows, consisting of bays of arches and vaults set on piers.

5.2.2.4 PRESERVATION STATE

Present Condition: The caravanserai is well preserved as a whole against all destructive effects it has faced during its existence. The closed section and the open courtyard are in very good condition as well as the existent walls, buttresses, portal, inscription, evvans, piers, arches, vaults, water spouts and roof covering. However the top parts of both the portal and the exterior walls have fallen down. As a matter of fact, in comparison to the ruinous state of Evdir Khan, Kırkgöz Khan appears to be unspoiled with its existent properties. On the contrary, it is left open to the negative effects of the nature (figure 5.29). Water and moisture penetrates through the vaults and walls due to the fact that the roof covering of soil has lost its function today, though it still exists. The damage caused by this effect can be observed on mouldy surfaces of stones, and this gives an idea of the destruction within the structure. The ground of the courtyard covered with soil is not flat and the level is higher at the corners because of the filling. Nature is not the only factor which destroys the caravanserai. In addition to this, human appears as the most threatening factor of all. The building has been damaged by being used both as a sheepfold and dairy by local people. When the caravanserai was visited for the second time during this study, in August 1997, it was seen that sheep were kept (figure 5.31) in the closed section, rooms and arcades. The rooms were enclosed with wooden fences to keep sheep inside, so visitors could not go in.

Preceding Restoration Procedures: According to certain existing traces, it is possible that the caravanserai might have been repaired during the Ottoman period. The difference in the filling material between the arches of the arcades, is the indicator of the mentioned repair (Vakıflar Genel Müdürlüğü Yayınları, 1983, pp.580-581). The well preserved vaults were covered subsequently with tiles placed in the mortar. However these tiles are seldom present today (Demir, 1988, p.20). In 1977, Kırkgöz Khan was registered as a property to be preserved, and the restoration project was decided to be prepared. It has been damaged by being used both as a sheepfold and dairy by local people. No precaution has been taken against these negative aspects and this situation has also caused reaction of tourist guides and tourists visiting the building. Ministry of Culture demanded the building to be assigned to the Ministry, so that it will be cleaned and repaired, and afterwards be opened to visitors and used for theatrical plays. In 1995, this suggestion was rejected by General Directorate of Wakfs by stating that the building will be refunctioned for touristic purposes like other caravanseraies in The Silk Road Project (Antalya Conservation Committee Archives). When it is thought that Kırkgöz Khan is not even included in The Silk Road Project today and the project in question is developing very slowly, refusal of this suggestion which has aimed at

the evaluation of the building in terms of its historical value, has prevented the building from being saved and preserved.

Restitution Interpretation: The well preserved state of the caravanserai as well as the existent architectural and structural elements provide nearly all the required data about the original characteristics of the historic building.

5.2.2.5 RESTORATION CONCEPT

Reusing Potential: The caravanserai is in a very good condition and most of its elements still exist in their original places. Therefore a new function could be given to the building after being restored on a small scale.

Refunctioning Proposal: The caravanserai is suggested to be reused as a theme park, and the proposed theme is Center of Presenting Anatolian Seljuk Culture.

Phases of Restoration:

■ **Sounding & Cleaning:** The sounding and cleaning process will be carried on at certain parts in order to gain more information about the building which will help with the decisions related to further restoration procedures. The plants will be removed from outer walls, inner courtyard and roofing. The earth and dust will be removed especially from the courtyard and lower parts of the exterior walls.

■ **Consolidation:** This process will be applied by strengthening the material, structure and ground in the building. The damaged parts will be removed partially or completely while the missing parts will be completed. Insulation against water and moisture constitutes one of the most important procedures of this process.

■ **Reintegration:** Almost all of the original parts of the building exist today, and the features of the missing parts could be assumed depending on both the information gained from the building as well as from the comparison made with the similar examples of Anatolian Seljuk caravanseraies. In consequence of this decision, the upper parts of both the portal and the exterior walls which do not exist today could be completed with respect to the predetermined restoration principles.

■ **Renovation:** Alterations and additions that are required by the new function will be made by keeping them reversible and on a small scale. In this process, all implementations will be carried on with respect to the predetermined restoration principles, and the highest priority will be given to the preservation of the original building characteristics.

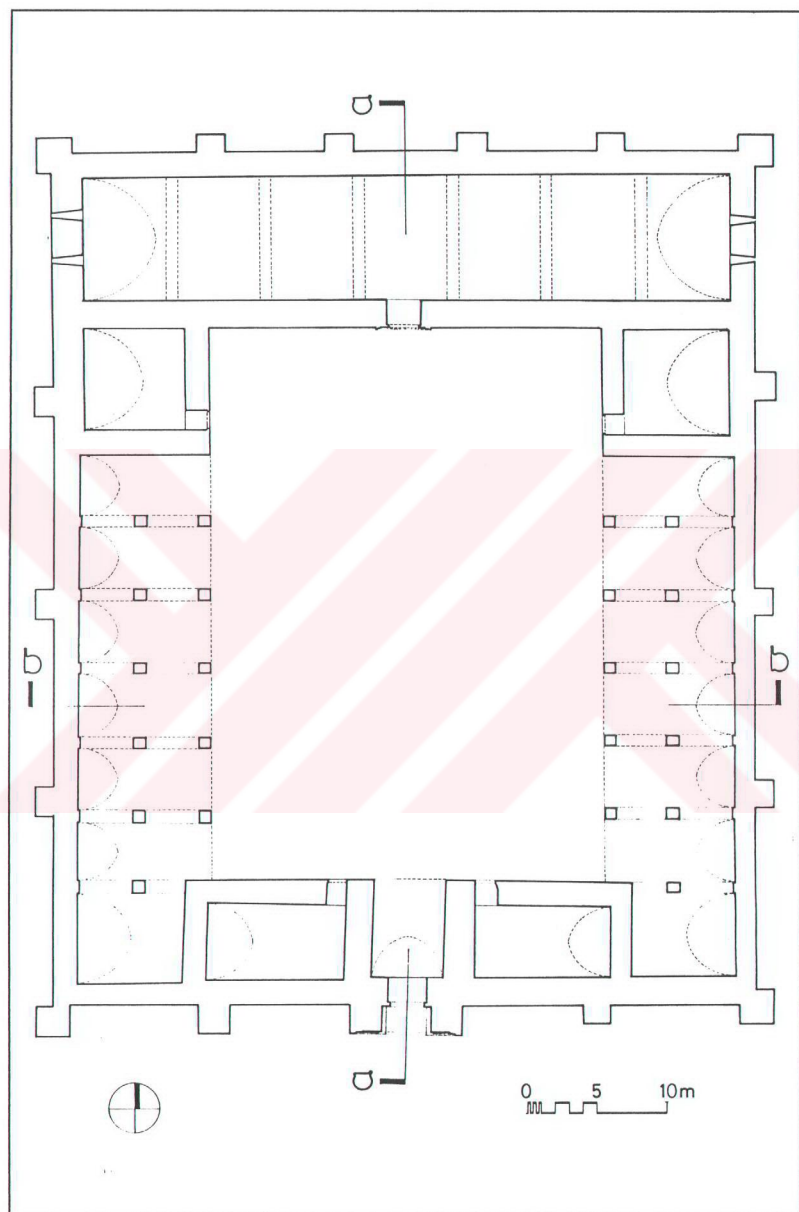


Figure 5.17 Measured Plan Drawing of Kırkgöz Khan

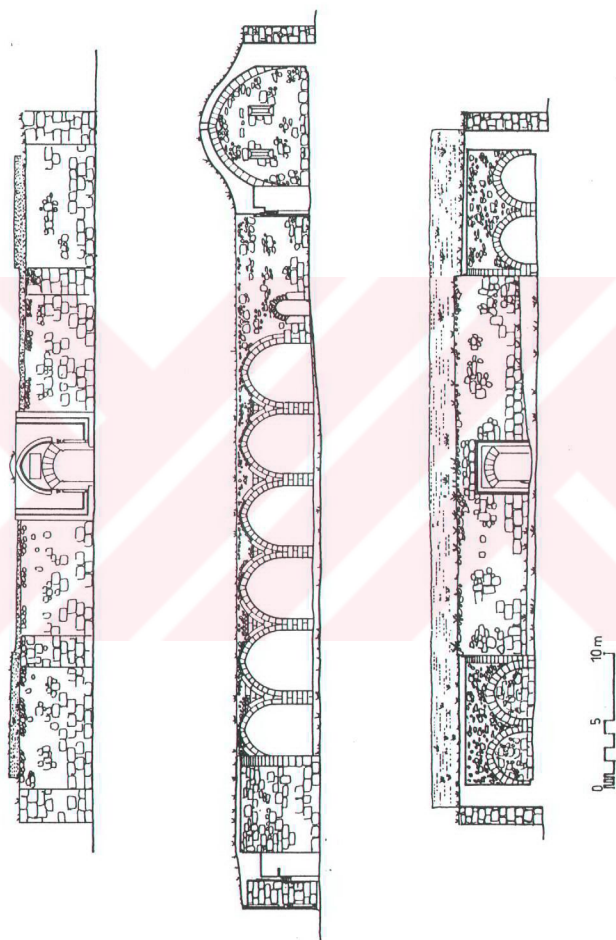


Figure 5.18 Front Façade and Sections of Kırkgöz Khan



Figure 5.19 Front Façade with Its Portal in November 1996

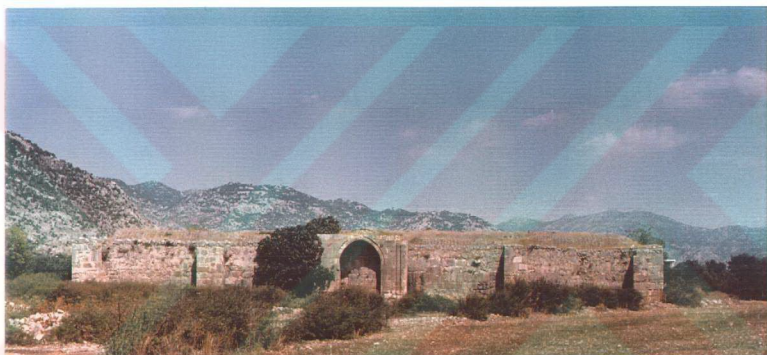


Figure 5.20 Front Façade with Its Portal in August 1997



Figure 5.21 East Façade When Reached from the Secondary Road (8/1997)



Figure 5.22 Portal at the Front and Closed Section at the Back (8/1997)



Figure 5.23 Entrance Eyvan and Two Rooms Next to It (11/1996)



Figure 5.24 Entrance Eyvan and the Southwest Arcades (11/1996)



Figure 5.25 Room and the Arcades at the Northwest Corner (8/1997)



Figure 5.26 Entrance of Closed Section with Its Roofing Covered with Soil (8/1997)

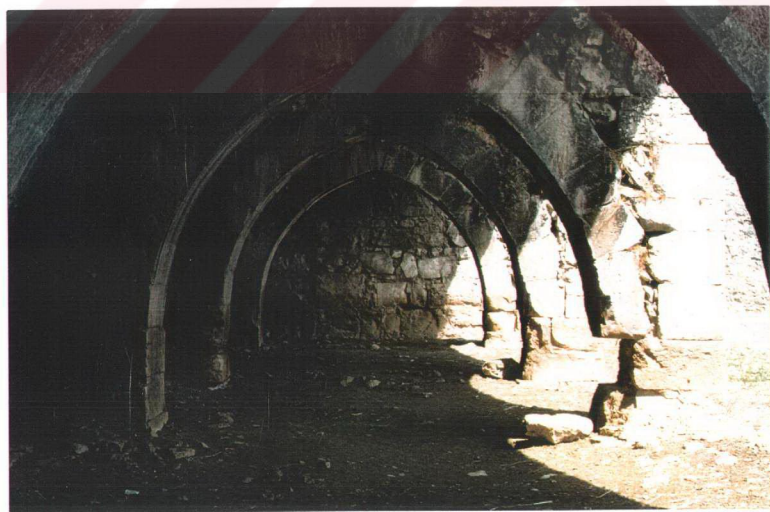


Figure 5.27 Arches and Piers that Constitute the Arcades (8/1997)



Figure 5.28 Western Outer Façade and the Buttress at the Corner (11/1996)



Figure 5.29 Western Wall Covered with Plants (8/1997)



Figure 5.31 Closed Section and Sheep Kept in It (8/1997)



Figure 5.30 Portal and the Tree Grown on It (8/1997)

5.2.3 SUSUZ KHAN

5.2.3.1 HISTORICAL SURVEY

Construction Date: Though the caravanserai does not have an inscription, it is considered that the building was constructed in the period of Gıyaseddin Keyhüsrev II, in between 1237 and 1246, or in the period of Alaaddin Keykubad I (Demir, 1988, p.18).

Donor: Bağdatlı Sadık Ağa (İlter, 1969, p.90).

Original Caravan Road: Antalya-Burdur road.

Inscription: The caravanserai does not have an inscription.

Date of Examination: November 1996 - August 1997.

Historic Data: Susuz Khan is the fourth staging post after Kırkgöz Khan on Antalya-Burdur caravan road.

5.2.3.2 DESCRIPTIVE ANALYSIS

Location: The caravanserai is located on Antalya-Burdur highway near Bucak town, at a distance of 74 km. from Antalya. One can reach Susuz Khan by turning to the right, 72 km. far off Antalya, and a secondary road with a distance of 2 km. leads to Susuz village where the building takes place. Its distance from Kırkgöz Khan, the previous staging post in the south, is 44 km., and it is 16 km. far off İncir Khan, the subsequent staging post in the north (Demir, 1988, p.16).

Surroundings: The caravanserai set on a flat area is surrounded by the houses of Susuz Village today. There is a hill behind the rear façade in the east (figure 5.37), and trees take place along the north façade. Two different roads that reached the building in the north and south, have been determined during the first visit to the building in November 1996. However, in August 1997, during the second visit, certain differences have been noticed from the earlier one. The area where Susuz Khan is situated has been enclosed with a wire fence in the north and south directions. Consequently the road in the south can not reach the building today because of that fence. A single storied simple building functioning as a coffee

has been built at the left of the entrance opening of the fence in the north. The building is surrounded by the village houses (figure 5.40) in the east and by a low wall very near to the front façade, separating the building from an estate in the west.

Plan Layout: It has a regular rectangular plan close to a square (figure 5.32) (figure 5.33). Although it was originally planned according to the sultan khan plan scheme, the construction of the courtyard has been started but not completed (Aslanapa, 1989, p.181). Therefore today it appears as a closed type caravanserai without a courtyard (figure 5.35).

Exterior Description: All the main walls are made up of cut stone blocks and the ones in the north (figure 5.44), east and south are supported by buttresses. On the northern and southern walls, two buttresses take place symmetrically, one of them semi-spherical and the other pentagonal. On the corners of the eastern wall, there are two octagonal buttresses, and in the middle two rectangular ones take place (figure 5.39). Between the buttresses, five slit windows take place both on the northern and southern façades, and there is one in the middle on the eastern façade. The monumental portal takes place in the middle of the western side (figure 5.41). There is a window over the arch of the entrance gate having a thick stone jamb. The whole roof structure is covered with soil. The lantern tower, covered with cut stone, rises in the middle of the central aisle vault and the finishing is as a bevelled fringe moulding (figure 5.42) (figure 5.43). It is covered with soil outside (Vakıflar Genel Müdürlüğü Yayınları, 1977, pp.411, 413), and the beginning traces of a fluted pepper-box exist on an exterior octagonal trunk over the dome (Aslanapa, 1989, p.181). The wall pieces in the front façade, attached perpendicularly to the closed section (figure 5.36), are supposed to be the traces of the uncompleted courtyard in the beginning form (Demir, 1988, p.16).

Interior Description: The closed section with interior dimensions of about 25 x 26 m., include five aisles that are covered with vaults supported by arches set on four rows of 16 square shaped stone piers. The central aisle, on the same axis with the entrance gate (figure 5.47), is covered with a high pointed barrel vault. The side aisles are covered with five rows of lower vaults which are attached perpendicularly to the central vault. A cut stone dome takes place beneath the lantern tower rising in the middle of the central aisle vault (figure 5.46), and the continuous projecting base of the dome consists of a decorated annulet. The space obtains light and air through the small openings on the dome made of flat stones (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.415). Sekis with 80 cm. height from the entrance floor, take place between two rows of piers within two side aisles next to the central aisle (figure 5.48). The slit windows within the main walls also provide light and air to the space as well as the dome. Stone bridles built beside sekis are for the animals to feed

themselves. Thus it is thought that each passenger rested beside his own animal (General Directorate of Wakfs Archives).

Architectural Elements: The portal protrudes outwards from the main wall in the front façade and all its surface is worked out with ornaments (figure 5.45). The magnificent ornaments on the portal, qualified not less than a sultan khan portal, constitutes one of the most splendid examples of Anatolian Seljuk stonework. The marble mukarnas ornaments form a semi dome between the outer portal surface to the inner surface (Demir, 1988, p.16-19). The monumental portal consists of profiles narrowing one within each other. On its exterior, a narrow primary border takes place with geometrical ornaments on it. The second border is a bevelled edge with plain strapwork. The third border with very complex geometrical ornaments, including rosettes, masks and dragon figures, encircles the portal on three sides. A bevelled moulding with an angle of 45 degrees follows the third border. Two colonnettes with double capitals containing strapwork, are situated on two sides of the portal niche. There are two fretwork goffering ornaments on the corners of the filling between the arch and the borders. The filling between the arch and mukarnases is decorated with arabesque ornaments (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.412). The upper parts of the monumental portal have collapsed, and it is supposed that its inscription took place in that area. There is a type of relief in the corner fillings of the arches on the side niches of the portal. The relief consists of two angel figures probably holding a coat of arms which is ruined today (figure 5.34). There are two dragon figures and a human head relief between them on the profile encircling the arch (Aslanapa, 1989, p.181). Two small niches by the portal niche are located at a level a little higher than the ground, and they are composed of profiles one inside another, in a rectangular frame. Two corners are decorated by colonnettes with double capitals on them (General Directorate of Wakfs Archives).

Structural Elements: The high pointed barrel vault over the central aisle and the perpendicular five rows of lower vaults over the side aisles are supported by arches set on four rows of 16 square shaped stone piers. The cut stone dome takes place beneath the lantern tower rising in the middle of the central aisle vault. The main walls are supported by semi-spherical, pentagonal, octagonal and rectangular buttresses.

Material: All the main walls are made up of cut stone blocks. The whole roof structure is covered with soil. The cut stone lantern tower is covered with soil outside and the dome beneath it is made of cut stone as well (Vakıflar Genel Müdürlüğü Yayınları, 1977, pp.411-415). The mukarnas ornaments over the portal niche are made of marble. The only reused stone, met on the visible surface of Susuz Khan, takes place in the wall piece attached to the

middle of the main wall, on the right side of the portal and the carved stone surface is put towards the inside of the wall (Demir, 1988, pp. 17,19).

5.2.3.3 COMPARATIVE STUDY

The properties of the interior space of Susuz Khan is very similar to Horozlu Khan which also included sekis high upon the entrance floor, similar to the ones in Susuz Khan. These levels with different heights were used for various purposes. The upper level was used for passengers and their possessions while the lower level was left for animals and goods. The similar wall pieces with the ones attached to the closed section of Susuz Khan are also seen in Horozlu Khan and Kadın Khan. It is supposed that these buildings originally included both the closed section and the open courtyard. However, the courtyard has collapsed later and only the closed section has remained. This could be valid for Susuz Khan as well. Susuz Khan portal is similar to Evdir Khan and Ağzıkara Khan portals with respect to its splendid architectural composition. As in almost all the Anatolian Seljuk caravanseraies, the portal protrudes outwards from the main wall in Susuz Khan. The decoration on various surfaces in different depths on the portal of Susuz Khan are also seen on the portals of some other Anatolian Seljuk caravanseraies. Similar borders with dragon figures as on the arches of the side niches in Susuz Khan portal are seen on the frontons of the arches supporting the köşk mescid of Sultan Khan on Kayseri-Sivas road, and on the portal of Karatay Khan. This motif belongs to the Middle Asia Culture and was brought to Anatolia by Turks. According to the composition of "the ball between two dragons" in the Far East mythology, the dragons symbolized the clouds while the ball symbolized the moon; thus it was believed that it was going to rain when the dragons swallowed the ball (Demir, 1988, p.16-19). Different shapes of buttresses, seen frequently in Anatolian Seljuk caravanseraies, are used all together in Susuz Khan. Rectangular buttresses which are more often used, as in the examples of Alara Khan, Sadettin Durak Khan and Karatay Khan, take place in Susuz Khan (Tükel, 1969, p.445). The roofing of Susuz Khan is very similar to Horozlu Khan except the material and stonework of its dome.

5.2.3.4 PRESERVATION STATE

Present Condition: The caravanserai set on a flat area is almost completely in good condition. In the past, it had been left open to the negative environmental effects and had been used as a sheepfold by the villagers (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.411). The near environment of the building is surrounded by the houses of Susuz village.

At present, the building is abandoned to its fate, after an uncompleted destructive restoration work has been implemented in 1991. The main walls, arches, vaults and roofing are in good condition. However the magnificent portal and lantern tower are ruined partially, while the top parts of the exterior walls have fallen down as well. The sekis inside the building, destroyed by the restoration made, have been left in a ruined state just as the side aisles in the north and south. Water and moisture penetrates through the structure due to the fact that the roof covering of soil has lost its function today, though it still exists. The damage caused by this effect can be observed on mouldy stone surfaces. In August 1997, when the caravanserai has been visited for the second time during the research, certain differences have been noticed from the earlier visit in November 1996. The area where Susuz Khan is situated has been enclosed with a wire fence in the north and south directions. A single storied simple building functioning as a coffee has been built at the left of the entrance opening on the fence in the north direction. Though this is a negative occurrence for the historic building, it also indicates that the economical value of the caravanserai has been comprehended by the villagers. The building is still surrounded by the village houses in the east and by a low wall very near to the front façade, separating the building from an estate with trees in the west. The villagers have hanged tobacco leaves on the exterior walls and around the caravanserai in order to dry them up (figure 5.38).

Preceding Restoration Procedures: The measured drawings and the restoration projects of Susuz Khan registered in 1982, were decided to be prepared for the purpose of repairing the building. Some preservation decisions taken in 1990 by General Directorate of Wakfs concerning the building are as follows: The fluted pepper-box over the dome that is damaged almost as a whole and the drum that is partially damaged, are to be covered by a metal-glass cover and later completed according to the restitution project to be prepared; the missing and decayed broad stones in the facing of walls are to be replaced by the new ones; plants and trees on the façades are to be removed; the required roof covering and insulation against water coming from above are to be implemented due to the original traces; the upper parts of the walls are to be completed if the original finishing is found and if they can not be found, the walls must be preserved against exterior effects by a 20 cm. high concrete beam; the decayed original seki stones are to be replaced by the same sized stones; damaged parts of the entrance door are to be repaired. Although the suggestions of General Directorate of Wakfs were approved by Antalya Conservation Committee, the restoration project was disapproved because it was not compatible with the measured drawings and it was demanded to be prepared again. The restoration work continued in the building, apart from the decision of the Committee, was stopped in 1992 for it was destructive (General Directorate of Wakfs Archives). The applications implemented in Susuz Khan in 1991, were not controlled by the competent association, and the excavations

made by means of bulldozers caused damage to the building (Tolun, 1993, p.92). During the repairs which were started by the contractor without the measured drawings and the restoration project being prepared, the well preserved original floor covering stones among the arches were also removed and changed by the new ones for more benefits (Cumhuriyet, 14 June 1993). During the clearing studies made on the roof and around the building, original water spout traces and floor covering broad stones have been found (Antalya Conservation Committee Archives).

Restitution Interpretation: The plan layout of Susuz Khan is clear due to the fact that most of the original building properties still exist such as the main walls, arches, vaults and roofing. The finishing of the exterior walls is not exactly identified for the stones over the upper parts are not in their original places. Since the upper parts of the portal have fallen down, it is not known how the geometrical trellised border, encircling the sides and rising upwards, climbs up the upper side. However, the body walls are supposed to have mouldings around them like side mouldings of the dome drum which rises as a square in the middle and then becomes an octagon (General Directorate of Wakfs Archives). The non-existent upper part of the lantern tower of Susuz Khan is supposed to finish with an octagonal pepper box as in Sultan Khan and Karatay Khan which had stone domes and pyramidal pepper box turrets. The non-existent inscription of Susuz Khan is suggested to take place within the top row of stones of the portal which has fallen down partially today, depending on the fact that the portal of Susuz Khan is similar to the portals of Evdir Khan and Ağzıkara Khan (Demir, 1988, pp.18-19).

5.2.3.5 RESTORATION CONCEPT

Reusing Potential: The caravanserai could be refunctioned due to the fact that almost all parts of the building still exist today. By planning on a large scale, an appropriate new function could be given to Susuz Khan, and the village it is situated in could also included in this occurrence. This way, the caravanserai could continue its life while Susuz Village could be developed within this event.

Refunctioning Proposal: Susuz Village where the caravanserai takes place is considered to be refunctioned as Traditional Handicrafts Village while Susuz Khan is planned to be reused for the exhibition and sale of the traditional handicrafts products.

Phases of Restoration:

I Sounding & Cleaning: The sounding and cleaning process will be carried on at certain parts in order to gain more information about the building which will help with the decisions related to further restoration procedures. The plants will be removed from outer walls and roofing. The earth and dust will be removed especially from the ground and sekis inside the building.

II Conservation: The missing parts of the building elements which are the upper parts of the exterior walls and the portal will not be completed unless all clear data about these non-existent parts will be obtained. They will be kept as they are, and only the required interventions for the preservation of these elements will be applied. Although the lantern tower is in the same ruined condition, it needs to be covered with a plain element for the protection of the dome inside.

III Consolidation: This process will be applied by strengthening the material, structure and ground in the building. The damaged parts will be removed partially or completely while the missing parts will be completed. Insulation against water and moisture constitutes one of the most important procedures of this process.

IV Reintegration: As stated before, the missing parts of the building elements which are the upper parts of the exterior walls and the portal will not be completed since the present information is insufficient. If all the required data about the non-existent parts will be obtained during the restoration study, these elements would be completed partially in a way that the historic view of the building will not be changed. However the upper part of the lantern tower that does not exist as well, has to be covered in a plain way due to the fact that the dome should be protected. As a matter of fact, the floor covering of the sekis which have been destroyed by the previous restoration, also need to be completed in accordance with the original material.

V Renovation: Alterations and additions that are required by the new function will be made by keeping them reversible and on a small scale. In this process, all implementations will be carried on with respect to the predetermined restoration principles, and the highest priority will be given to the preservation of the original building characteristics.

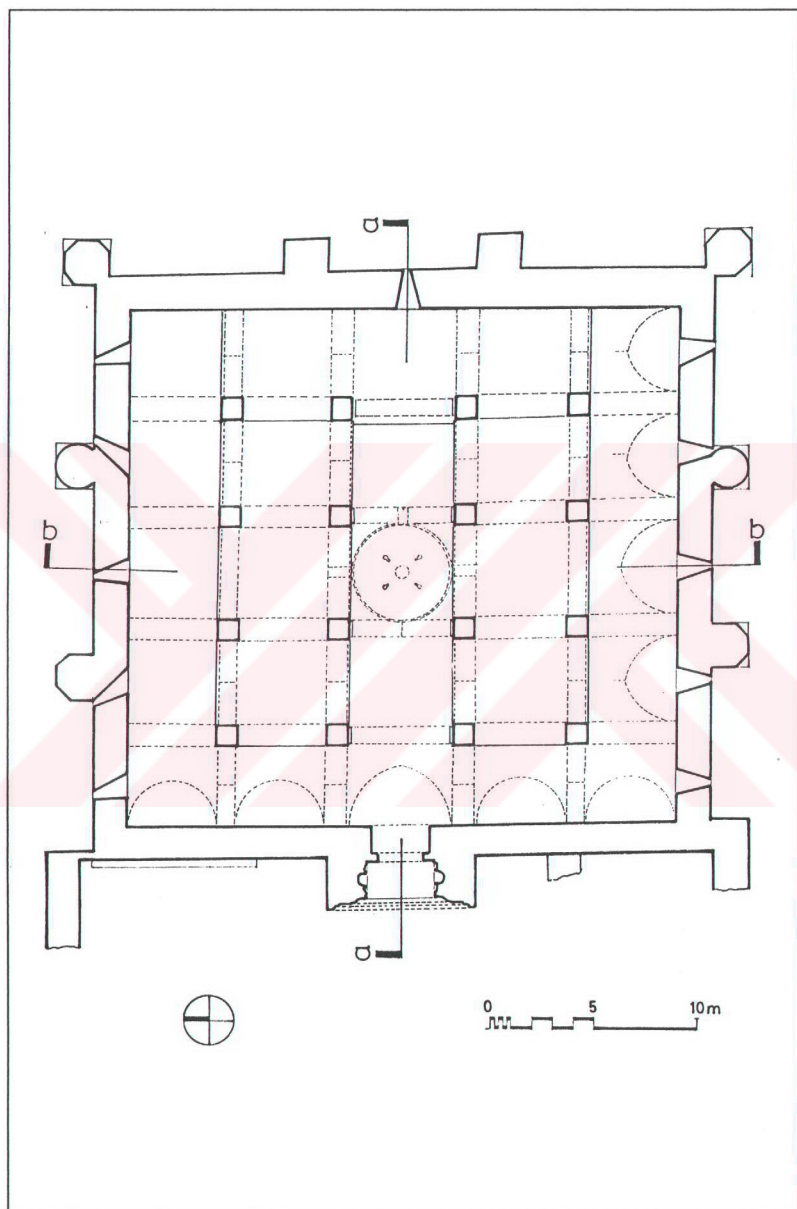


Figure 5.32 Measured Plan Drawing of Susuz Khan

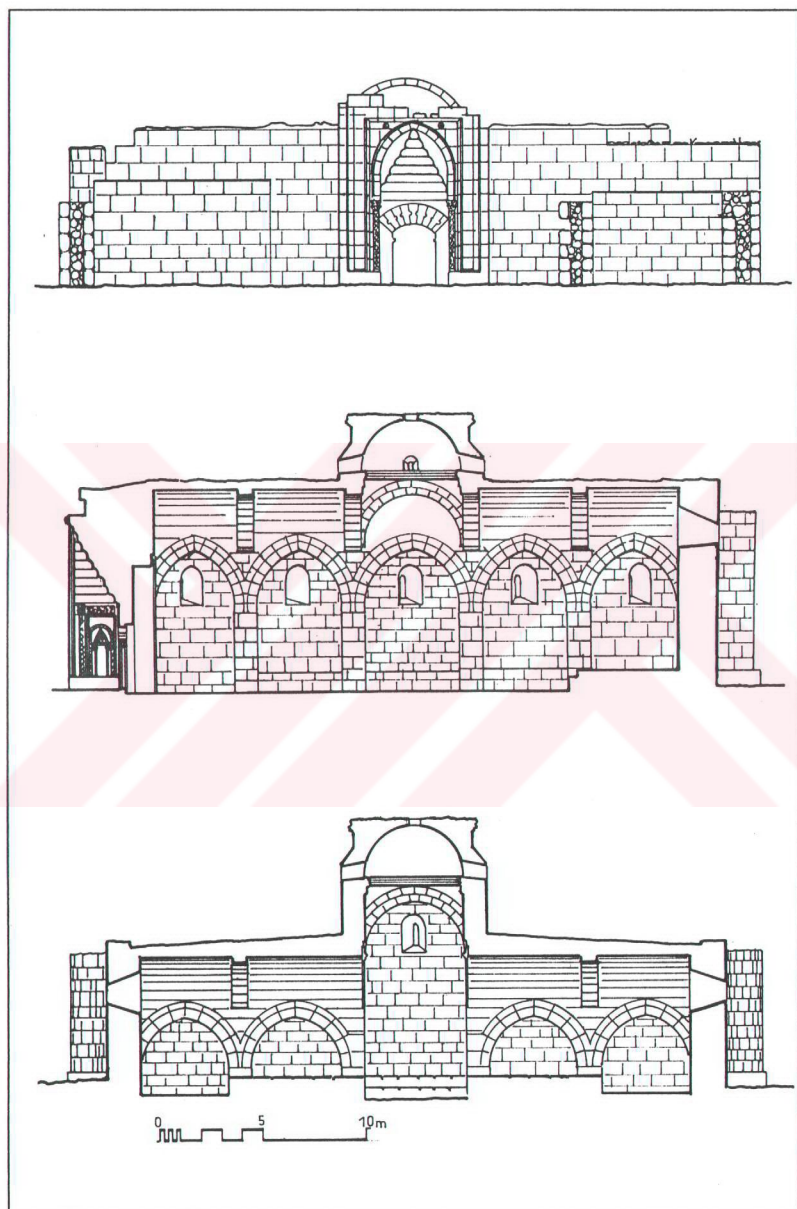


Figure 5.33 Front Façade and Sections of Susuz Khan

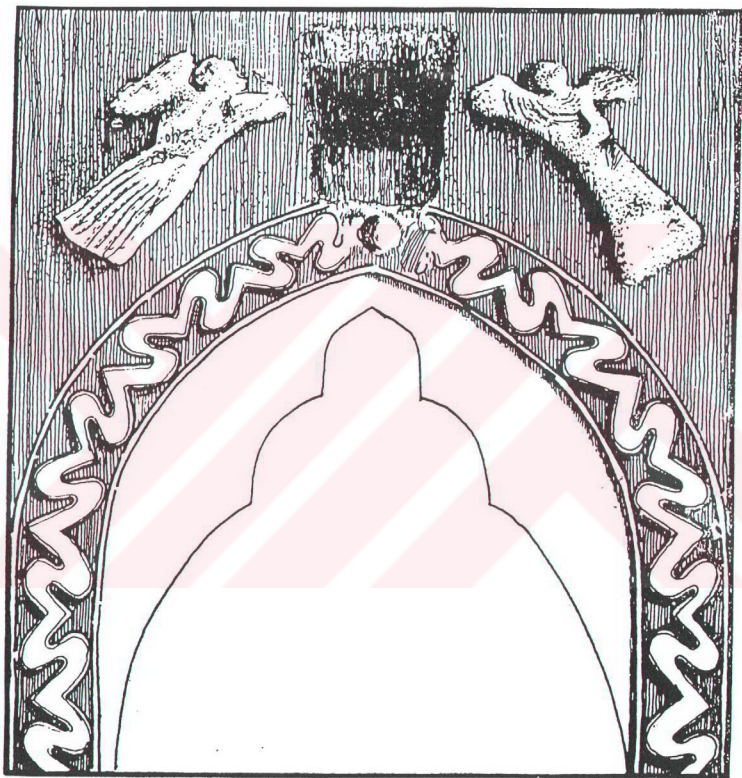


Figure 5.34 Angel Figures on the Side Niches of Susuz Khan Portal



Figure 5.35 General View from the South (8/1997)



Figure 5.36 Western Façade with Perpendicularly Attached Wall Pieces (8/1997)



Figure 5.37 Southeast Corner and the Hill Behind (8/1997)



Figure 5.38 Southern Façade and Tobacco on Walls Hanged by Villagers (8/1997)



Figure 5.39 The Rectangular Buttresses at the Middle of the Rear Façade (8/1997)



Figure 5.40 Houses of Susuz Village and Susuz Khan from the South (8/1997)



Figure 5.41 Western Façade and the Portal from the North (8/1997)



Figure 5.42 Northern Façade and the Dome on the Roof from the West (8/1997)



Figure 5.43 Northern Façade and the Lantern Tower Rising over the Roof (11/1996)



Figure 5.44 Northern Façade from the East (8/1997)

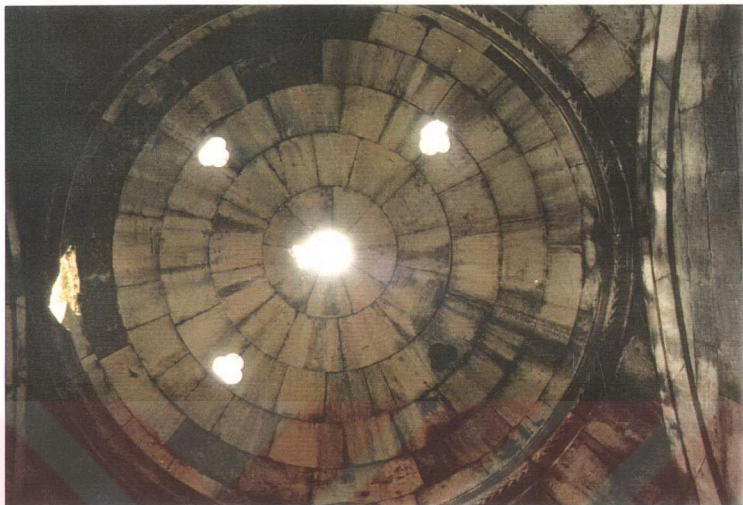


Figure 5.46 Dome over the Central Aisle (11/1996)

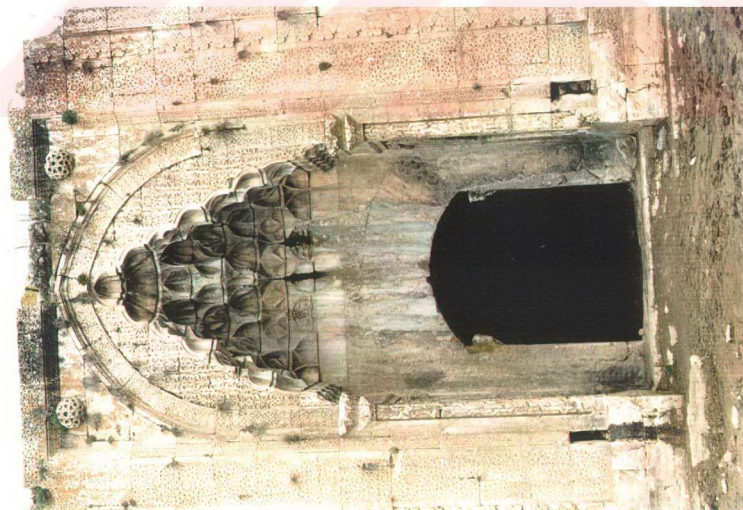


Figure 5.45 Portal with Magnificent Ornaments (11/1996)



Figure 5.48 Seki and Window at the North (11/1996)

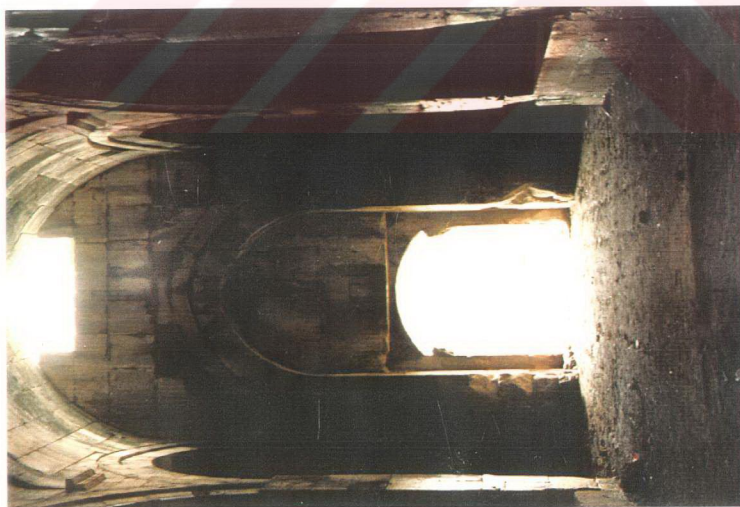


Figure 5.47 View of Entrance Gate from Inside (11/1996)

5.2.4 İNCİR KHAN

5.2.4.1 HISTORICAL SURVEY

Construction Date: The caravanserai is completed between 1238-1239 (636 H) according to its two inscriptions (Aslanapa, 1989, pp.179-180).

Donor: Sultan Gıyaseddin Keyhüsrev II (Tolun, 1993, p.90).

Original Caravan Road: Antalya - Burdur road.

Inscription: It has two inscriptions. The one on the portal is the construction inscription of four sentences (figure 5.65) and it is in a very good condition while the other one, partially broken and not exactly readable, is the repairing inscription of two sentences on the right jamb of the entrance gate (Binan, 1990, p.110).

Date of Examination: February 1996 - August 1997.

Historic Data: İncir Khan is the fifth staging post after Susuz Khan on Antalya-Burdur caravan road. It is the second sultan khan built by Gıyaseddin Keyhüsrev II and it is the fifth sultan khan since Alay Khan (Aslanapa, 1989, pp.179-180).

5.2.4.2 DESCRIPTIVE ANALYSIS

Location: It is located near İncir Village at a distance of seven km. in the west of Bucak town of in the city of Burdur. Its distance to Antalya is 90 km. The secondary road, leading to İncirköy, departs from Antalya-Burdur highway by turning to the left, one km. away from the crossing point of Bucak. İncir Khan, situated in İnciraltı district, is reached by another secondary road by turning to the right from the previous one, at a distance of five km., before arriving in the village. İncir Khan is 16 km. far off from Susuz Khan, the previous staging post on the same route (Demir, 1989, p.9).

Surroundings: The caravanserai is situated on the foot of a high hill and there are poplar trees around. The remains of a bath in a ruined condition, that only its walls partially exist, and a fountain which is still in use, take place 200 m. away from the caravanserai. A cistern is buried under the ground, in the corner of the building entrance. The ancient road

passing in front of the courtyard, is still used to reach the fields (Tolun, 1993, p.90). There are ancient stones with motifs and figures around the courtyard and within the heap of stones which enclose the fields. Some of these stones belong to the courtyard of İncir Khan. A few houses have been built very near to the caravanserai (figure 5.68), in the preservation area of the building while new ones continue to be constructed around. The view around İncir Khan is fascinating with green fields and trees on a flat area surrounded by hills (figure 5.61).

Plan Layout: The caravanserai suits the classic sultan khan plan scheme, consisting of the closed and open sections, with smaller dimensions of 2750 m² (Aslanapa, 1989, p.179). However, the courtyard in front of the front façade of the closed section has collapsed and only its traces exist today.

Exterior Description: The exterior dimensions of the closed section are 44.05 x 33.66 m. (General Directorate of Vakfs Archives). The main walls, made of huge cut broad stone, are strengthened by buttresses situated at the corners and on the sides. These buttresses, as the towers of a castle against attacks, differ in shape and they are cylindrical at the rear corners, prismatic on the sides and square shaped at the front corners (Tolun, 1993, p.90). The ones on the west side are square shaped (figure 5.56) while one is pentagonal and the other one is cylindrical on the east side. There are not any buttresses on the southern front. Two slit windows take place on each part separated equally by these buttresses on the east and west sides. On the north side, there is a single window in the center (figure 5.59). The magnificent portal takes place in the middle of the south façade while the collapsed courtyard is situated at the front (figure 5.55).

Interior Description: The square shaped courtyard starts from the slope of a small hill in the northern direction. The exact plan of the courtyard is not certain for it has lost all its special characteristics due to the fact that it has completely collapsed, and only the base walls can be determined. Most of the cut broad stone walls surrounding the courtyard have fallen down and buried under the ground. The place of the entrance gate has been determined in the excavation made in 1992. The examination of the remains indicates that the thick high walls of the courtyard were strengthened by buttresses at the corners which protruded outwards (Vakıflar Genel Müdürlüğü Yayınları, 1977, pp.405-406). What is left from the courtyard today, are the remains that belong to the west and east walls together with its portal. The closed section has a rectangular plan with interior dimensions of 39.25 x 28.86 m., and still remains standing. The closed section, consisting of five aisles (figure 5.71), is covered with vaults that have collapsed partially (General Directorate of Vakfs Archives). The entrance gate opens to the central aisle extending in the north-south

direction. The high barrel vault and the nonexistent small dome over the central aisle (figure 5.67) are supported by pointed arches connecting 12 piers. The collapsed middle part of the central aisle probably included a lantern tower rising over the high vault, and a dome is supposed to take place inside originally. The piers on both sides of the central aisle are connected with lower pointed arches in the east-west direction which support the pointed barrel vaults over them (Vakıflar Genel Müdürlüğü Yayınları, 1977, pp.408-409). These lower vaults in seven rows, attached to the central higher vault perpendicularly, cover the side aisles. There are slit windows on the main walls. No traces of a *seki* and the original floor covering are present today, and all the floor is on the same level (Demir, 1989, p.9). The depressed arched entrance gate, consisting of two folds, includes a repairing inscription of two sentences beneath the springer stone of the arch on the right side. The original space characteristics of the closed section are interpreted as preserved against the destruction of the vaults and the nonexistent state of the *sekis*.

Architectural Elements: The stonework portal protrudes forward from the main wall of the closed section (figure 5.57) and its decoration constitutes one of the most splendid examples of Anatolian Seljuk stonework. The portal niche has a fluted rampant vault in the shape of an oyster shell sloping inside (figure 5.63). There is not enough evidence about the height and finish of the portal since the upper part of the fluted rampant vault has fallen down. Its inscription of four sentences, on a large surface, takes place just beneath this vault and over the arch of the entrance gate (Demir, 1989, pp.10-11). The ornaments as geometrical relief borders, symmetrical rosettes and lion figures on the portal (figure 5.58) are destroyed by reason of natural conditions (Tolun, 1993, p.90). The border on the outer sides of the portal, trellised on the inside and carved geometrically on the outside, rises upwards and is not seen in any other building. On two corners of the portal niche (figure 5.64), two colonnettes with geometrical ornaments have capitals over them decorated with lotiforms. There is a big rosette with a diameter of 40 cm. over the capital of each colonnette, symmetrically. There are two symmetric lion figures in relief form on both sides of the portal niche, situated at the level where the niche arch started. Each lion figure has a disk of the sun with a human face, over its back. This symbolic composition might be Sultan's armorial bearings and it is also seen on coins as well (Aslanapa, 1989, p.180). It is supposed that the lion figure symbolizes the power of the ruler while the sun symbolizes the countries he ruled. The niche arch, starting from the level of two disks of the sun, consists of 15 single pieces. Its front face is decorated with stripes in two rows, one within the other, and has a cusped profile appropriate to the rampant vault. The relief band of *rumî* motifs on two side walls, starts from beside the capitals of the colonnettes and continues until the depressed arch over the entrance gate. While the springers of the arch continue over this band, two small niches covered with semi domes take place beneath the band, on both sides

of the portal niche. These plain niches (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.406, 408) on the right and left sides of the entrance gate within the portal niche, are in ruined condition. Since the upper parts of the portal have fallen down, the stonework ornamentation on the portal is destroyed due to the penetration of water. Today the ground level is completely the same in the building and there is not any trace of a seki. The slit windows covered with radial arches still exist today, however they are ruined partially due to the destruction that has occurred in the upper parts of the main walls (Binan, 1990, p.109).

Structural Elements: The main walls are supported by 10 buttresses on the outside. The side aisles are covered with seven rows of lower vaults, attached perpendicularly to the higher pointed vault over the central aisle, on both sides. There must have been a lantern tower originally in the middle of the central high vault which has fallen down today (Demir, 1989, p.9). The high vault over the central aisle is divided into seven parts by arches. The first, fourth, fifth and seventh parts from the entrance have disappeared. The first and seventh parts have fallen down due to the destruction of the upper parts of the main walls while the fourth and fifth parts have collapsed due to the collapse of the arches in between. The corresponding parts of the vaults over the side aisles to the main walls, have also collapsed. The absence of the roof system causes the destruction in the upper parts of both the vaults. There is not a sign of any destruction effecting the superstructure that might have occurred in the foundations such as a settlement crack. Although the soil which was carried from the hill at the back has completely filled the front of the eastern wall of the closed section, no signs of any destruction is seen due to this condition. The upper parts of the main walls of the closed section have destroyed due to the fact that the roofing has fallen down partially (figure 5.60). The existent walls of the courtyard have become remains. The piers in the closed section are in good condition (Binan, 1990, pp.108-109). Sloping water spouts can be determined within the vaults (General Directorate of Wakfs Archives).

Material: The outer and inner faces of all the main walls were covered with regular thin cut broad stone, and in between these two faces they were made of rubble stone with lime mortar as binder. The material used is essentially limestone while a part of the ancient material is marble (Binan, 1990, pp.108, 109). The courtyard is built with huge cut broad stone. A lot of ancient material has been used which has been brought from the city of Kretopolos (General Directorate of Wakfs Archives). The ancient stones are mostly used after the figures on them are rubbed off. The ones used as they are, without figures and writing on them being rubbed off, are very few. One of these takes place on the north wall at a part near the ground where the east buttress connected with the wall (figure 5.66). Another one takes place between the piers of the fourth low vault, on the left of the

entrance while there is a human head relief on one of the keystones of the first low vault, on the right of the entrance (Demir, 1989, pp.9-10). The ancient stone blocks with sword and shield motifs on them, are used in the foundations of the west buttresses in the courtyard (Tolun, 1993, p.90). The stones are destroyed due to the penetration of water into the structure. Three mason's marks are found in the closed section and there could be others as well (Binan, 1990, p.110). The roof covering material is soil.

5.2.4.3 COMPARATIVE STUDY

The portal niche has a fluted rampant vault in the shape of an oyster shell sloping inside instead of the mukarnases which are usually seen in Anatolian Seljuk caravanseraies (Tolun, 1993, p.90). There must have been a lantern tower originally in the middle of the central high vault which has fallen down today just as in Horozlu Khan, Zazadin Khan and Susuz Khan, though no trace exists (Demir, 1989, p.9).

5.2.4.4 PRESERVATION STATE

Present Condition: The exterior features of the building are clearly definite despite the fact that the east and south walls of the closed section are filled with silt, brought by the floods coming from the huge hill at the back, up to the vaults and the bottom level of the windows (figure 5.70) (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.405). The height of the silt covering the front façade is about 1.60-1.70 m. The filling in front of the east façade is about 3.80 m. high. This wall is the mostly destroyed surface of the building and almost all of its cover slabs are removed. The water spouts on the eastern wall are very near to the existing ground level, and it is possible to climb up to the roof over this filling of soil. The northern wall is ruined much as well and it has also lost most of its cover slabs. The western wall is in a good condition in comparison to other three walls, and it still has most of its cover slabs. The upper parts of all four walls have fallen down. Meanwhile the upper part of the portal has also collapsed, and today it exists up to the front arch of the fluted rampant vault in the shape of an oyster shell. There are wall parts extending towards the courtyard on both sides of the closed section at present. The row of stones, protruding outwards from the main wall at the left of the entrance of the closed section, must be the springer stones of the vault that covered the eyvans opening to the courtyard. The wall remains together with the traces of the buttresses at the south of the closed section belong to the courtyard as well. Meanwhile, the ornamented stones of the courtyard are piled up one on top of the other to border the fields around (Demir, 1989, pp.9-10). The roofing of the closed section

is in a ruined condition. Most parts of the higher central vault have collapsed while the lower vaults over the side aisles are destroyed at certain parts where the vaults connect with the exterior walls. Since the upper part of the portal has collapsed, the section of the central vault has come out. The missing parts of the central vault have not been found, although they would be expected to be fallen down on the ground inside the building. This means that these stones were taken away, and the wheel traces of a vehicle which has been seen in the past supports this thought (Binan, 1990, pp.110-111). The reasons for the destruction in the caravanserai are as follows: The broad stone is effected negatively by natural conditions. The walls seem to be in good condition, however the piers are destroyed and cracks have appeared on the stones due to the penetration of water from the ground, thermal differences and pressure from above. The abandoned building had been used as a sheepfold. The destruction caused by the plants is not prevented, therefore fig trees have grown within the structure (figure 5.72). The east side of the building has been filled with soil and this causes a high pressure on the building. The cistern in the caravanserai is filled with stone. The reason for that may be to prevent the animals from falling into the cistern when the building was used as a sheepfold. Moreover some destructive writings and figures have been made on the walls due to vandalism. Sedimentary layers are formed on stone surfaces in the building by reason of moisture and soot. The stones of the building have been used as construction material around (Tolun, 1993, p.91). Antalya Conservation Committee decided that the area where the registered caravanserai stands, is an archeological site to be preserved in the first degree, and the bath together with the fountain are monumental works to be registered. The bath and fountain, standing side by side and one in the other on the same foundations, are built by stones of several sizes as well as the ancient cut stone blocks. Today the building which could be a bath or a laundry, consists of the wall remains with arched vaults and the drinking basin in front of the fountain wall, and water still runs from the fountain. The building under heavy damage is continually exposed to physical destruction. Electric posts are placed very close to it and its stones are under threat of being taken away by people of the near settlement (General Directorate of Wakfs Archives). Immediate restoration studies must be started for the bath and the fountain, and a foundation excavation must be done essentially.

Preceding Restoration Procedures: An area of 35000 m² around Incir Khan is determined to be preserved by Antalya Conservation Committee. In 1990, a decision was taken for a searching excavation, and Directorate of Burdur Museum has carried on an excavation. At the end of this work, it was determined that lots of the architectural pieces around the building were not in-situ and they must have either been brought from the near environment for the construction of the building or there was an ancient city in the region. It was understood that an extensive excavation was required for more details (Tolun, 1993,

pp.90, 91). General Directorate of Wakfs included some works as clearing away the plants, medicating the weeds, examination excavation and replacing the missing cover slabs of İncir Khan in their 1990 schedule. Antalya Conservation Committee determined that the applications which would be done by a contractor should be carried under the supervision of an advisory committee (Tolun, 1993, pp.91, 92). When it was understood that İncir Khan was used as a place to keep sheep inside, the iron door was repaired in 1993 (figure 5.69) and this negative aspect has been prevented. In the report entitled "İncir Hanı 1993 Çalışmaları" by R. H. Ünal which is found in General Directorate of Wakfs Archives, 1992 and 1993 excavation works are explained. Although the repairing of İncir Khan was given to a contractor by the Directorate, it was stopped by Antalya Conservation Committee. As a result of an agreement made between General Directorate of Wakfs and Art History Branch of Ege University, Faculty of Literature, Department of Archeology and Art History, in 1992, the Branch started a scientific excavation process by removing soil which covered the courtyard of İncir Khan (figure 5.62). Before the excavation, the foundations of the courtyard had been covered with soil layer, two to four m. in thickness, and certain traces only belonged to the foundations of the western and southern walls. During the excavation period started in 1992, the west corner of the courtyard was excavated, and the place of the portal was determined as well as the foundations covered with smooth cut stone that were thought to belong to the entrance eyvan, were found. Since the thickness of the soil layer in the east of the courtyard was four m., the ground was not excavated. The excavation process continued in other parts of the courtyard in 1993. To the west of the southern and western walls of the courtyard, a wall without mortar on the original foundation, probably built in the near past, was found and it was recognized that the courtyard was used as a field. As the excavation went on, it was seen that the wall continued in other parts. The traces found in the southern part of the courtyard shows that a space was formed here later and probably was used as a blacksmith workshop or for a similar purpose. In addition, a canal was found here. It is presumed that, in contradiction to most Anatolian Seljuk caravanserais, there were no rooms on both sides of the entrance eyvan, on the front façade of the courtyard, in the south. To understand the original characteristics of the courtyard, further excavation works must continue (Ünal, 1993).

Restitution Interpretation: It is supposed that İncir Khan had a place for defense like a castle on the top as in Alara Khan (Vakıflar Genel Müdürlüğü Yayınları, 1977, p.410). The roof covering was probably made up of soil filling which has lost its function today. Although there are not sufficient traces of the roof finishing, the height of two water spouts on the eastern wall and the parts over it could help to evaluate. There is not enough evidence about the height and the finish of the portal since the upper part of the fluted rampant vault has fallen down. The central vault is visible from outside since the upper part

of the portal which covered this vault has been destroyed. In the closed section, the side aisles were for the passengers and animals. It can not be presumed whether sekis existed inside or not, since there are no traces. Further excavation works should be held in the courtyard to know about the specific plan characteristics of the open section. The ancient road lead to the south after passing in front of the ruined bath and fountain. In the northwest, this ancient road connected to the old caravan road which extended in the eastern-western direction and then continued to the north (General Directorate of Wakfs Archives).

5.2.4.5 RESTORATION CONCEPT

Reusing Potential: The caravanseraï could be refunctioned due to the fact that most parts of the building still exist today, although they are ruined. There is a risky area in the east of the building, originating from the soil filling brought by floods from the hill at the back where an essential precaution should be taken. An appropriate new function could be given to İncir Khan together with its surroundings by making use of this natural factor in a positive way, as well.

Refunctioning Proposal: İncir Khan is considered to be reused as a theme park and the proposed function is Center of Presenting Bird Life.

Phases of Restoration:

■ **Sounding & Cleaning:** The sounding and cleaning process will be carried on at certain parts in order to gain more information about the building which will help with the decisions related to further restoration procedures. The plants will be removed from outer walls and roofing. The soil filling will be removed especially in the areas beside the exterior walls and the courtyard. The ground level inside the building and outside should be made the same. The excavation of the courtyard which has been carried on previously will start again to learn about its features.

■ **Conservation:** The courtyard will be conserved as it will be found after being excavated. Meanwhile the stone blocks around the building that are thought to belong to the courtyard should be examined and evaluated. As the main principle, the missing parts of the building elements which are the upper parts of the exterior walls and the portal are not to be completed since a great deal of the material is absent. However they need to be integrated partially in order to cover the open parts of the closed section. Only the required interventions will be applied and the rest will be kept untouched.

■ **Consolidation:** This process will be applied by strengthening the material, structure and ground in the building. The damaged parts will be removed partially or completely while the missing parts will be completed. Insulation against water and moisture constitutes one of the most important procedures of this process. The eastern wall, exposed to the load of the soil filling brought by floods, should be strengthened after this filling is removed.

■ **Reintegration:** The missing parts of the building elements which are the upper parts of the exterior walls and the fallen down parts of the central vault will be completed in order to have a totally covered space in the closed section. The missing parts of the wall covering as cut stone will be completed for esthetic and technical reasons, by making use of the original material as well as the new according to the predetermined principles.

■ **Renovation:** Alterations and additions that are required by the new function will be made by keeping them reversible and on a small scale. In this process, all implementations will be carried on with respect to the predetermined restoration principles, and the highest priority will be given to the preservation of the original building characteristics.



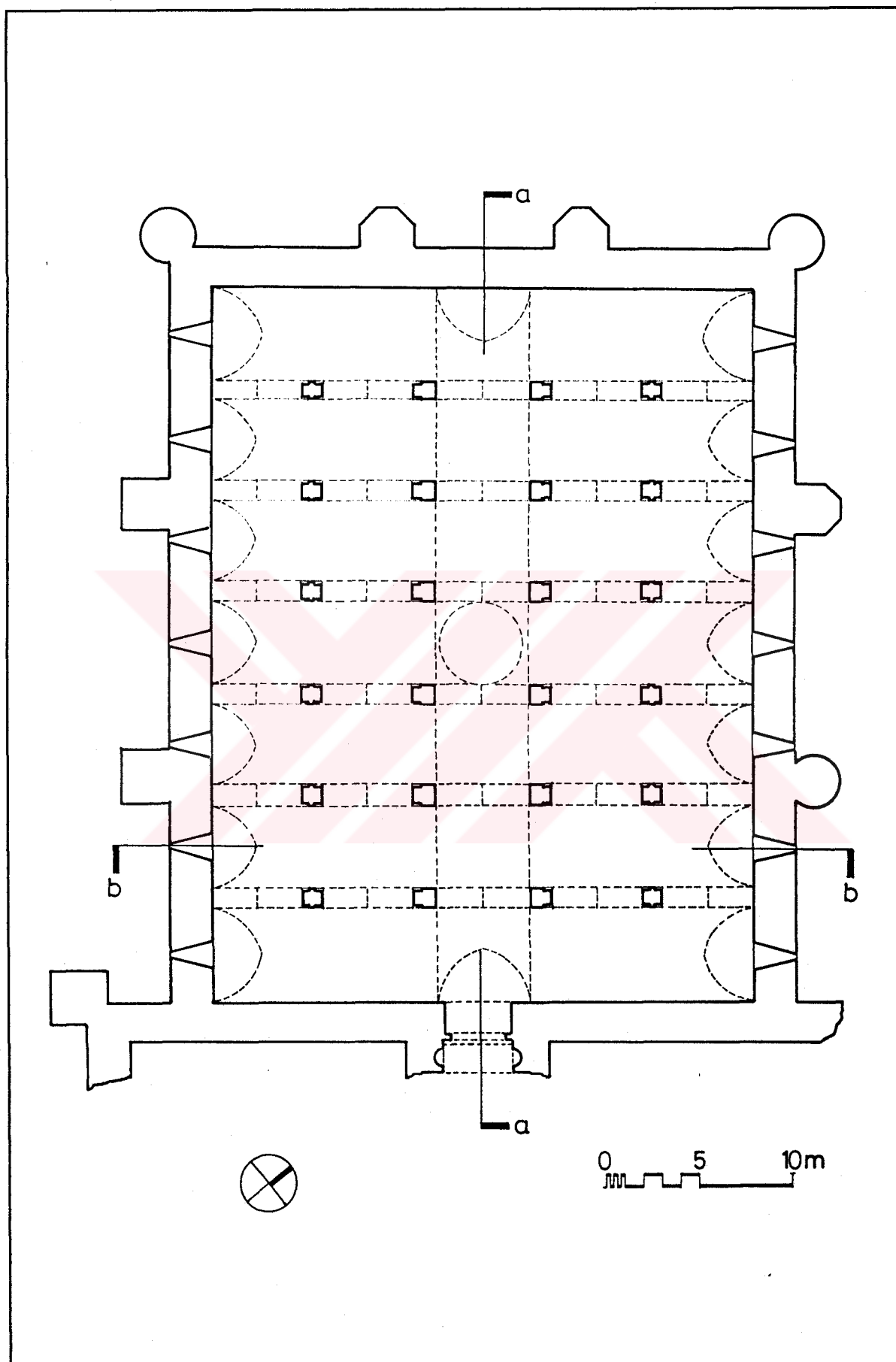


Figure 5.49 Measured Plan Drawing of İncir Khan

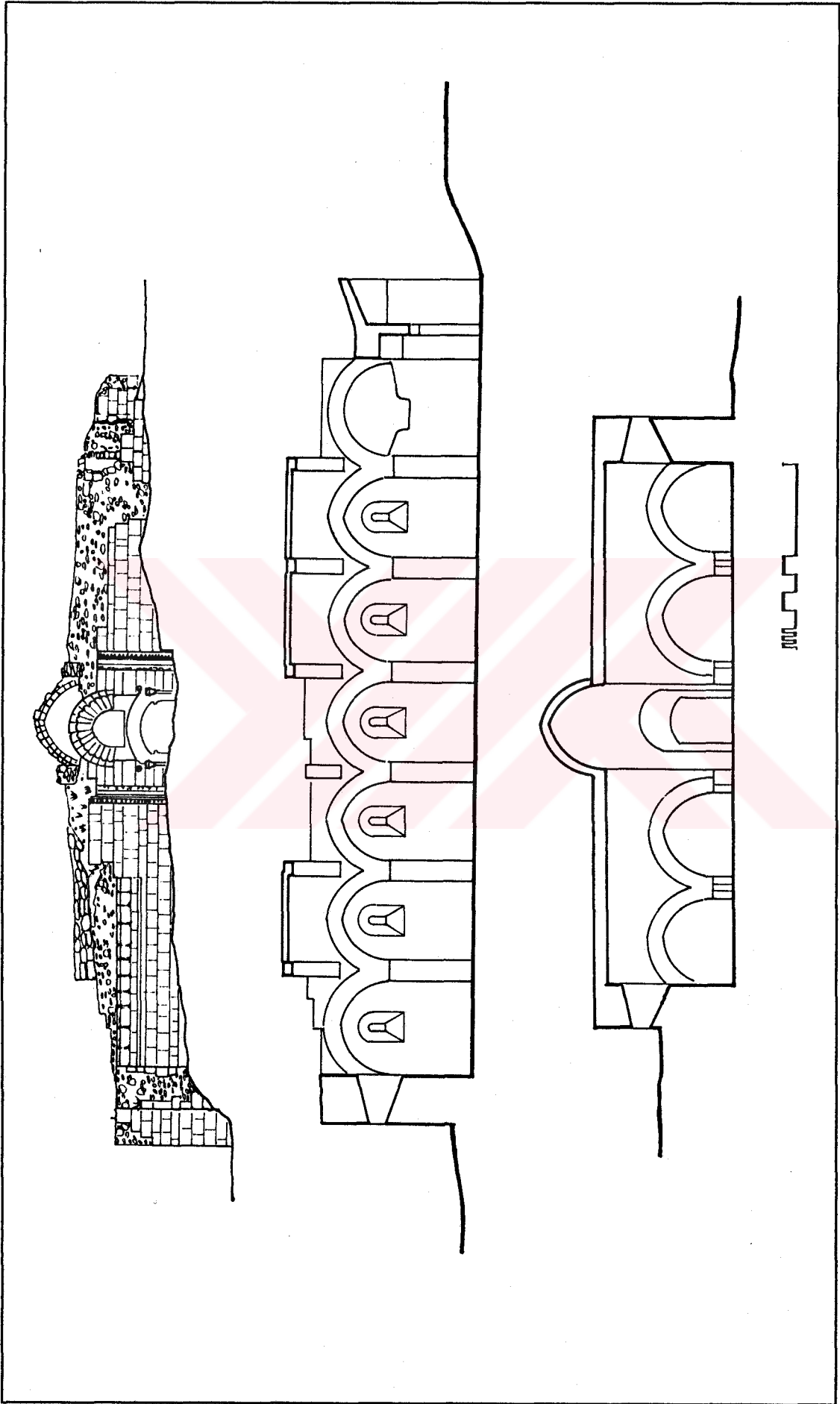


Figure 5.50 Front Façade and Sections of Incir Khan

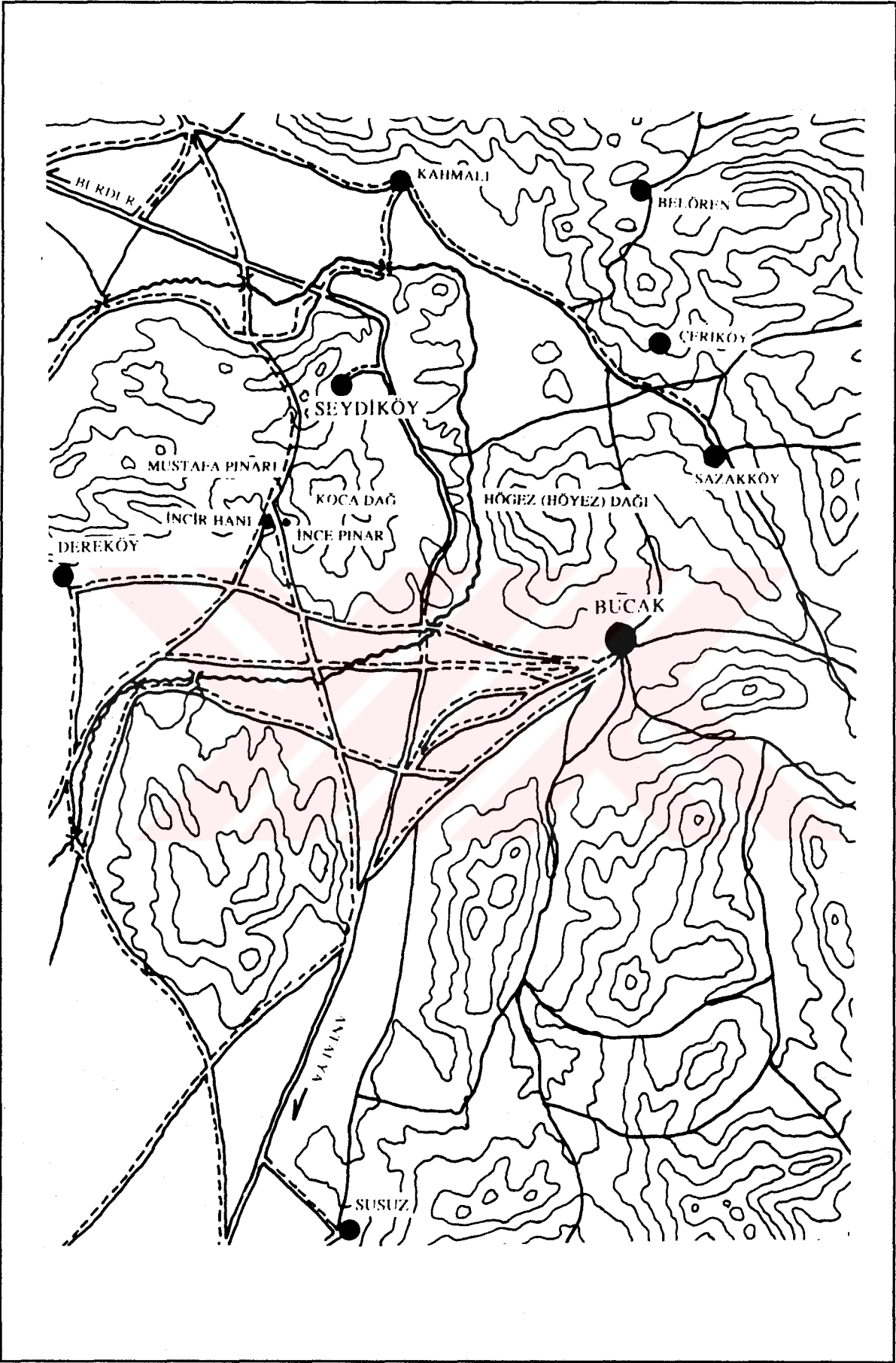


Figure 5.51 Geographical Environment of İncir Khan and Susuz Khan

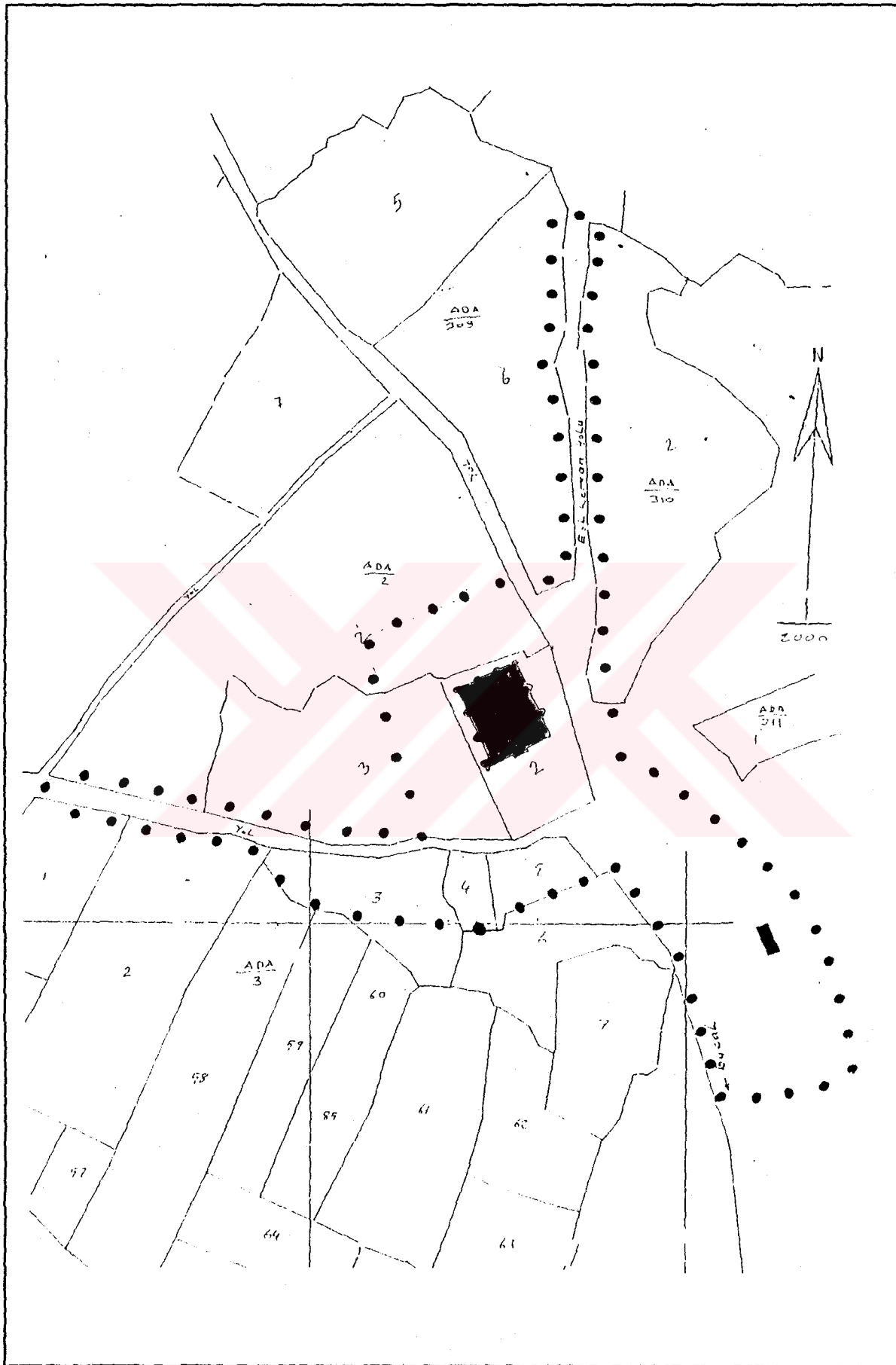


Figure 5.52 Area to Be Preserved Around Incir Khan

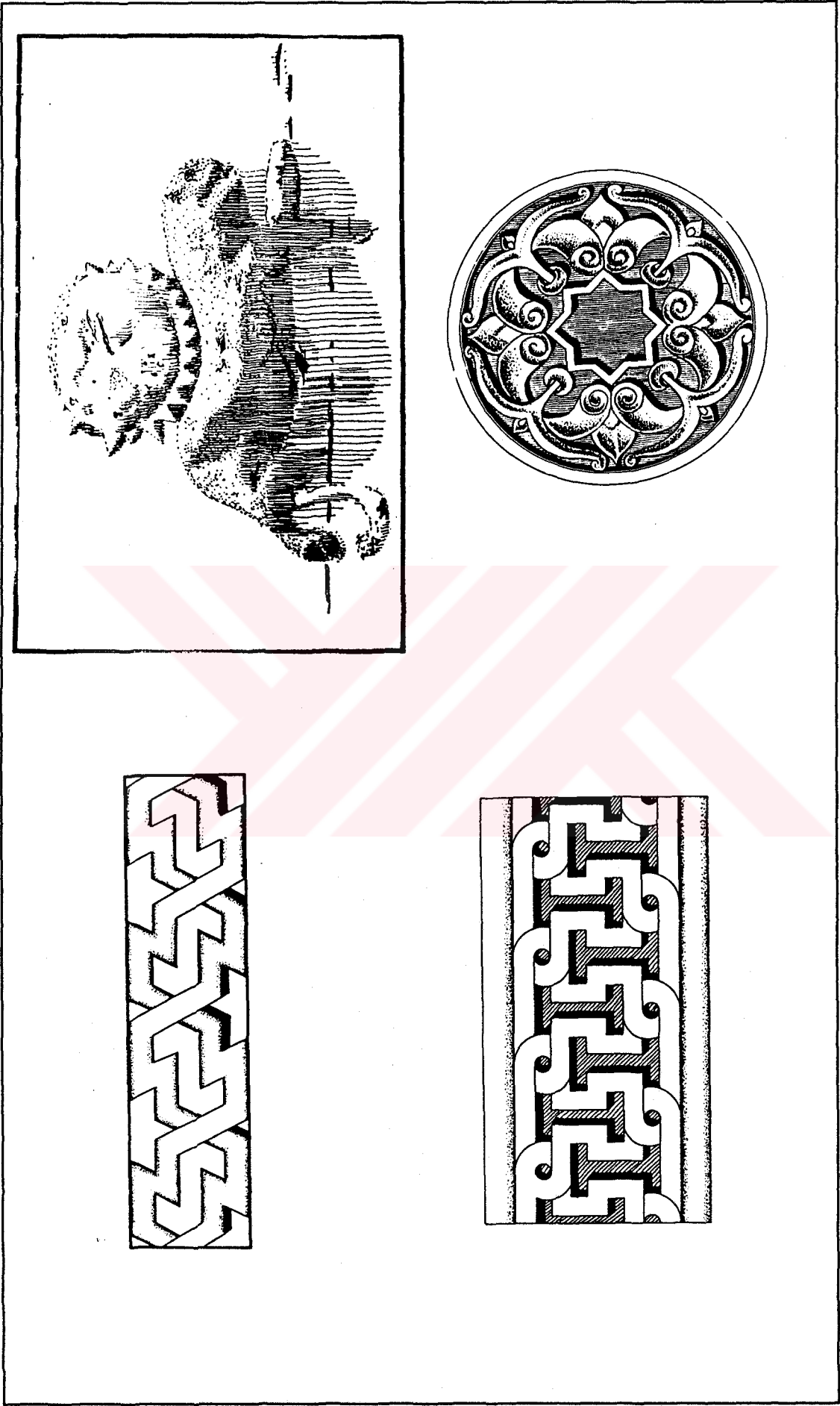


Figure 5.53 Various Ornamentation of İncir Khan

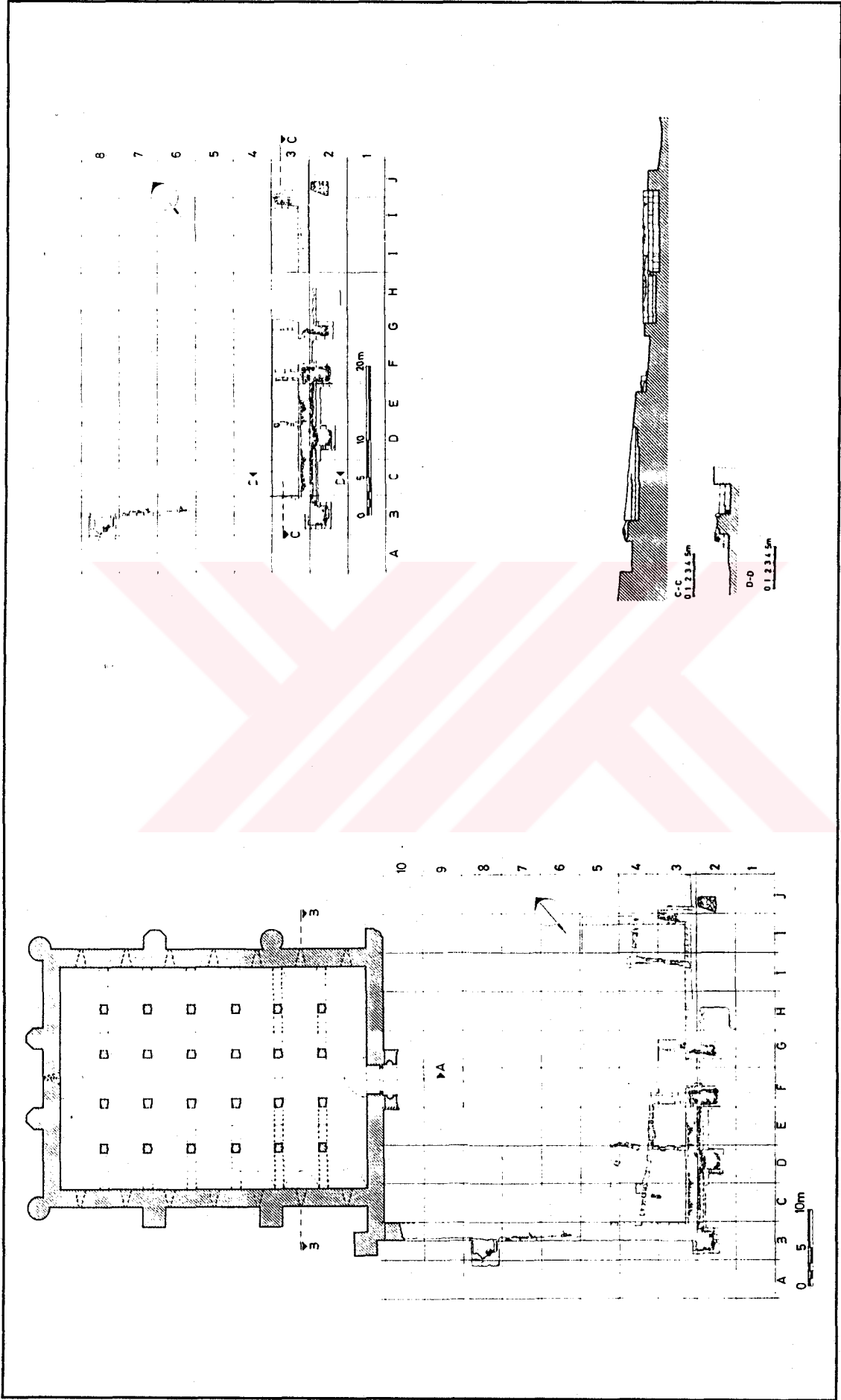




Figure 5.55 General View of İncir Khan from the South (8/1997)



Figure 5.56 General View from the West (8/1997)



Figure 5.57 Front Façade and Partially Collapsed Central Portal (8/1997)

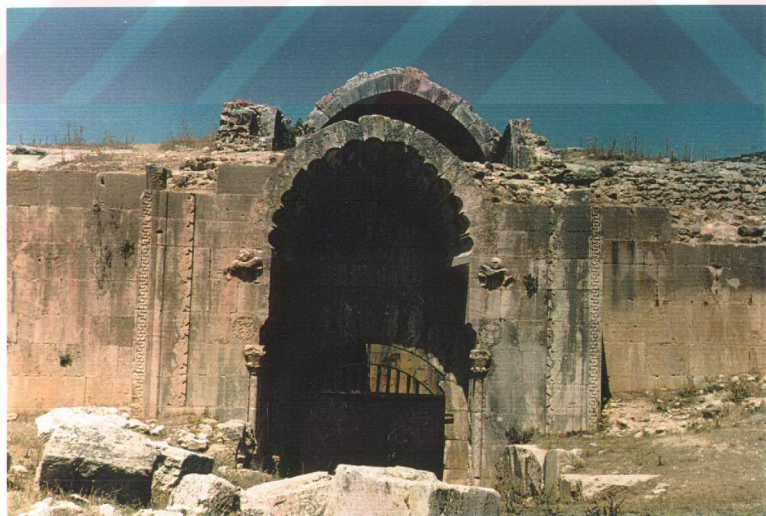


Figure 5.58 Portal Niche with Lion Figures, Rozettes and Colonnets (8/1997)



Figure 5.59 General View from the North (8/1997)



Figure 5.60 Northern Façade and the Fallen Down Stone Blocks Around (8/1997)

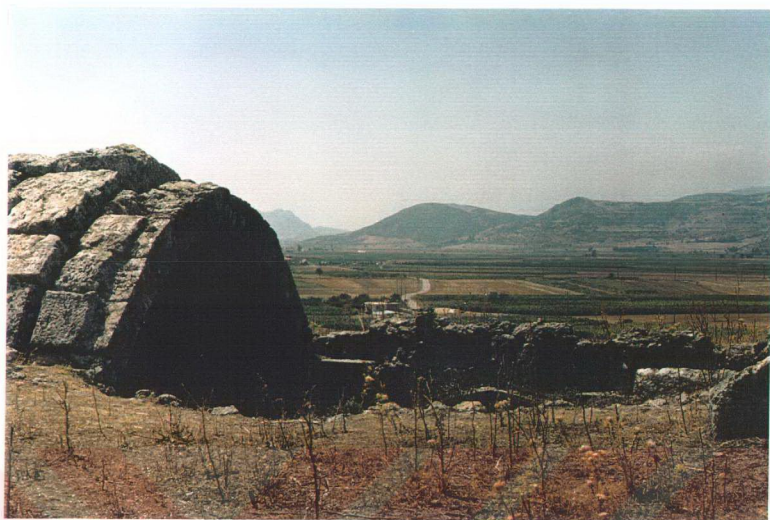


Figure 5.61 Surroundings that are Seen from the Top of the Roof (8/1997)



Figure 5.62 Traces of the Excavated Walls Belonging to the Courtyard (8/1997)



Figure 5.64 Magnificent Ornaments of the Portal (8/1997)

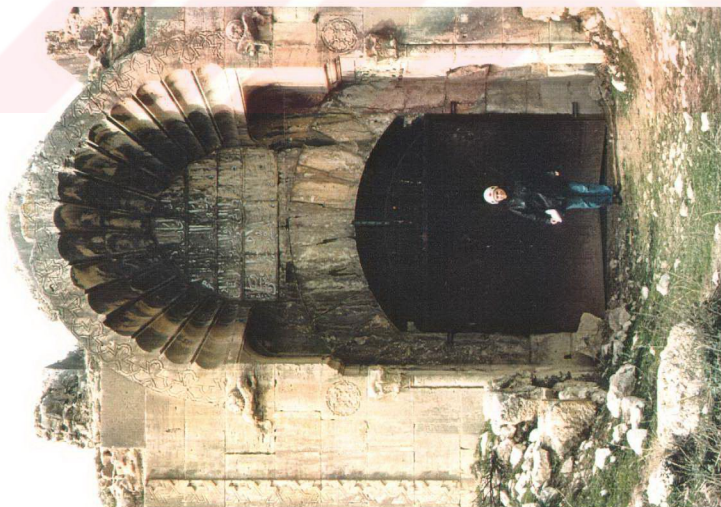


Figure 5.63 Portal Niche Covered with Fluted Vault (11/1996)

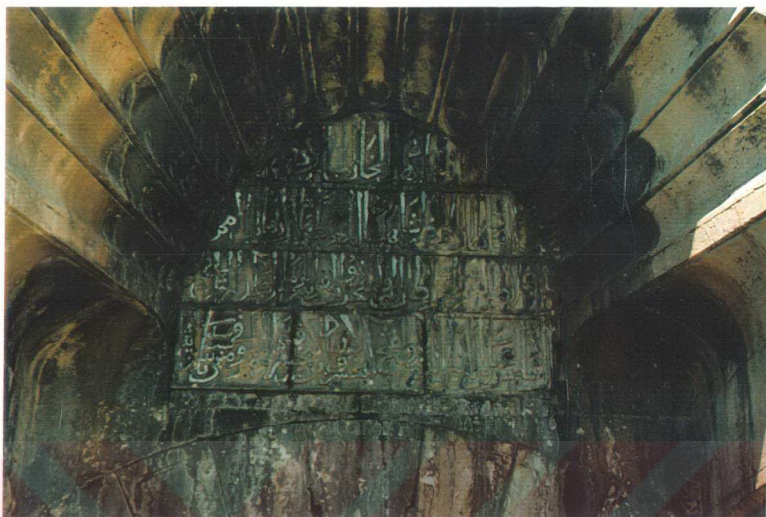


Figure 5.65 Inscription of Four Sentences over the Entrance Arch (8/1997)



Figure 5.66 Ancient Stone Block at the Northeast Corner (8/1997)



Figure 5.67 The Central Aisle of İncir Khan (11/1996)



Figure 5.68 The Houses Built at the Back (8/1997)



Figure 5.69 Entrance Eyvan with Iron Door Made to Prevent Destruction (8/1997)



Figure 5.70 Window at the Ground Level on East Façade Filled with Soil (8/1997)



Figure 5.72 Tree Grown on the Wall (8/1997)

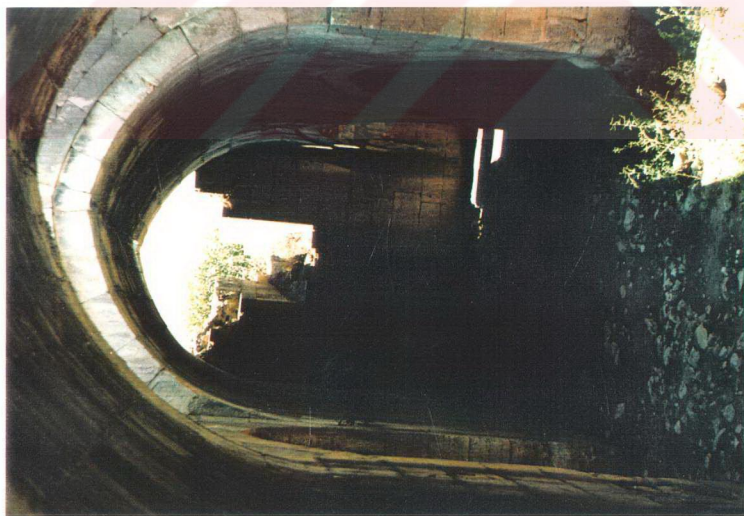


Figure 5.71 Vaulted Aisles Inside (8/1997)



Figure 5.73 Portal of Evdir Khan

5.3 THE SUGGESTION OF REVITALIZING ANTALYA-BURDUR CARAVAN ROAD BY REFUNCTIONING THE CARAVANSERAIES SET ON IT

In the final step, the suggestion project for the revitalization of the selected Antalya-Burdur caravan road is presented by explaining the proposed new function for each caravanserai that exists on it. These selected caravanseraies are Evdir Khan, Kırkgöz Khan, Susuz Khan and İncir Khan, and they are considered to be refunctioned within the sphere of cultural tourism. The preservation states of three of these four caravanseraies are appropriate for refunctioning while Evdir Khan is not available to be given a new function due to its ruined condition. The new functions for the other three caravanseraies are brought out specially aiming at the conservation of these significant buildings together with their surroundings. A certain touring program for tourist groups concerning these caravanseraies, is considered to be carried out by a main organization, and tourist agencies are also thought to take part in this action. The program will consist of various choices such as a day visit to these four buildings. Another alternative will be a longer journey done by means of trekking, jeep safari, camels and etc. As a matter of fact, the refunctioned caravanseraies will also be visited by travelers on their own. A guiding service unit will take place inside each caravanserai or at a near place, managed by the main organization and tourist agencies which will arrange natural activities around the building such as trekking, climbing, mountain biking, camping and etc. as well as advising visitors about these matters.

5.3.1 REFUNCTIONING PROPOSAL FOR EVDİR KHAN

Evdir Khan, the nearest caravanserai to Antalya among the selected ones, has fallen into ruin. Thus its restoration will be handled differently from the other three. Almost half of the caravanserai has disappeared and this prevents the building to be given any contemporary function other than an open air museum function. Today the portal (figure 5.73) and other certain parts near the entrance, are the only definable elements standing partially. The other parts have mostly collapsed and turned into remains. The caravanserai will be restored according to the predetermined basic decisions and all parts will be conserved as they are. Afterwards an anastylosis work will be implemented and the original fallen down pieces of the caravanserai that are found around will be brought together and put in their exact places for display. The original characteristics of the building will be explained by means of drawings, models and etc. to inform the visitors. The building will be used as an open air museum and only small displays will take place in its large courtyard. The required implementations for refunctioning such as the guiding service unit, restaurants, cafes will take place near the neighboring settlement and they will not be seen from the caravanserai.



Figure 5.74 View of Kırkgöz Khan After the Repair in the Future

5.3.2 REFUNCTIONING PROPOSAL FOR KIRKGÖZ KHAN

5.3.2.1 Stating The Refunctioning Concept

It is aimed that Kirkgöz Khan (figure 5.74) and its natural surroundings will be evaluated within today's conditions and in the sphere of cultural tourism. The panorama consisting of mountains, green land, trees and watering-place around the building creates an excellent natural atmosphere while this historical caravanserai contributes this atmosphere with its monumental view. Today the building is surrounded by fields and the source of Düden Stream constitutes a lake near the building.

In this study, the touristic function of theme park is proposed for Kirkgöz Khan. For the purpose of giving this particular function to the building and its surroundings, a certain amount of area around the caravanserai should be reserved. If the land around the building is proprietary, then it should be expropriated to create the needed area.

Kirkgöz Khan (figure 5.75) (table 5.2.a-b) has a high refunctioning potential for it is located near Antalya. The theme park use proposed for the caravanserai carries the theme as Center of Presenting Anatolian Seljuk Culture (table 5.1.a-b). Within this scope, it is considered to create a planning in which the caravanserai would take the central position and become the main component of the new function. Kirkgöz Khan will include open and closed exhibition spaces, conference halls, together with performance, shopping and relaxation availability as well as dining and guiding services. The purpose here is to introduce Anatolian Seljuk cultural, artistic and social life to visitors. Every kind of information, document and work belonging to that period, will be exhibited for the presentation. Material to be exhibited may be both as the original or reproduction. Projectors and electronic equipment will be used to support the introduction in question. Anatolian Seljuk style of living will be revived by means of works of plastic arts which will be put on particular places in the building. The visitors wandering around the building will be able to dine, to shop, to look at the exhibition and to watch the performance beside these scenes peculiar to the XIII th century (figure 5.76).

Around the building, grounds and gardens will be laid out to create a definite landscape that will carry the character of the accepted theme. These arrangements which will be compatible with the natural surroundings, are also planned to be decorated with scenes of Anatolian Seljuk style of living which is the main theme. Moreover, some additional buildings will be constructed that are required by the new function, but they will be arranged

as buried under the ground by making use of the topographical conditions. The mentioned additional buildings are an amphitheater, restaurant, cafe, bazaar, storage, workshop, personnel and installation centers. During the implementation of these new arrangements, it is accepted as a principle to make minimum interventions to the original relation of the building with its natural surroundings.

5.3.2.2 Building Planning for Kırkgöz Khan

Spaces of The New Function That Will Take Place in The Caravanserai:

- Entrance: Control and inquiry posts.
- Exhibition: Displaying information, documents and works peculiar to Anatolian Seljuk Period, as original or reproduction; in open and closed spaces.
- Reading: Written material concerning Anatolian Seljuk style of living.
- Conference Hall: Available for introducing the main theme by means of audio-visual material; seminars, meetings and conferences to be held.
- Shop: Sale of the choice things related to the main theme.
- Guiding Service: Natural sports activities organized in the environment such as trekking, jeep safari etc.; performing the duty of advising people about these matters.
- Relaxation: Spending leisure time while watching the historic and esthetic values of the caravanserai.
- Dining Hall: Available for eating snacks in a short time which are prepared before.
- Open Performance: Displays to be watched by spectators on foot.
- Administrative Office: Working area for managers and staff.
- Service Kitchen & WC: Service kitchen to keep snacks that are prepared beforehand, to serve the restaurant; WC to serve the whole building.

- Description of Building: Displaying the original features of Kırkgöz Khan to the visitors.

Spaces of The New Function That Will Take Place Near The Caravanserai:

- Amphitheater: Available for relaxation, entertainment, watching displays.
- Restaurant: Open and closed spaces for dining; preparing the snacks for the dining hall in the caravanserai.
- Cafe: Open and closed spaces for dining; preparing the snacks for the dining hall in the caravanserai.
- Bazaar: Sale of the choice things related to the main theme; in open and closed areas.
- Administration: Working area for the staff of the theme park.
- Storage: Keeping all kinds of goods required by the usage.
- Workshop: Making the required productions and repairing.
- Personnel: Dining, relaxation, showers, and WC for the staff.
- Installation Center: Heating, water, illumination, etc.
- Parking Place: parking area for vehicles.

Table 5.1.a Building Planning of the New Function for Kırkgöz Khan

KIRKGÖZ KHAN CENTER OF PRESENTING ANATOLIAN SELJUK CULTURE		SYMBOLS:		■ Primarily Required		▲ Secondly Required		● Valid Alternative					
		FUNCTIONAL REQUIREMENTS SPECIFICATIONS		Character		Ventilation		Lighting		Heating		Water	
				Open	Semi Open	Closed	Natural	Mechanical	Natural	Artificial	Required	Not Required	Required
S P A C E S	ENTRANCE EN	Relative activities: EX - RG - CO - SH - GU - RE DI - OP - AD - SE - DE Equipment: A checkpoint and an information desk near the entrance gate.		●	●	●	■	▲	●	●	●	●	●
	EXHIBITION EX	Relative activities: EN - RG - SH - AD - DE Equipment: Display units for presenting drawings, pictures, models, statues etc. concerning Anatolian Seljuk culture.			●	●	■	▲	▲	■	●	●	●
& A C T I V I T I E S	READING RG	Relative activities: EN - EX Equipment: Tables, chairs, bookshelves for visitors to learn about Anatolian Seljuk culture by reading periodicals, books etc.		●	▲	■	■	▲	▲	■	●	●	●
	CONFERENCE HALL CO	Relative activities: EN - RE - DI - OP - AD Equipment: Seats, stage, TV, video all kinds of apparatus for projecting slides and films.			●	●	■	▲		●	●		●
S H O P S	SHOP SH	Relative activities: EN - EX - RE - DI Equipment: A counter, a sale unit, seats and display units.			▲	■	■	▲	●	●	●		●
	GUIDING SERVICE GU	Relative activities: EN - CO - AD - DE Equipment: Desks, seats, wall cabinets, display units, projectors, TV, video for guides and visitors to use.			▲	■	■	▲	●	●	●	●	●

Relative activities: EX - RG - CO - SH - GU - RE
DI - OP - AD - SE - DE
Equipment: A checkpoint and an information desk near the entrance gate.

Relative activities: EN - RG - SH - AD - DE
Equipment: Display units for presenting drawings, pictures, models, statues etc. concerning Anatolian Seljuk culture.

Relative activities: EN - EX
Equipment: Tables, chairs, bookshelves for visitors to learn about Anatolian Seljuk culture by reading periodicals, books etc.

Relative activities: EN - RE - DI - OP - AD
Equipment: Seats, stage, TV, video
all kinds of apparatus for projecting slides and films.

Relative activities: EN - EX - RE - DI
Equipment: A counter, a sale unit, seats and display units.

Relative activities: EN - CO - AD - DE
Equipment: Desks, seats, wall cabinets, display units, projectors, TV, video for guides and visitors to use.

Table 5.11.b Building Planning of the New Function for Kırkgöz Khan

KIRKGÖZ KHAN		SYMBOLS:		Primarily Required		Secondly Required		Valid Alternative					
CENTER OF PRESENTING ANATOLIAN SELJUK CULTURE		FUNCTIONAL REQUIREMENTS SPECIFICATIONS		Character		Ventilation		Lighting		Heating		Water	
				Open	Semi Open	Closed	Natural	Mechanical	Natural	Artificial	Required	Not Required	Required
S	RELAXATION	RE	Relative activities: EN - SH - DI - DE Equipment: Seats and tables for visitors to spend time leisurely while examining the historic caravanserai.		●	▲	■	▲	●	●	●	●	●
	DINING HALL		DI	●	▲	■	■	▲	●	●	●	●	●
A	OPEN PERFORMANCE	OP	Relative activities: EN - CO - RE - DI - AD Equipment: Movable décor for displays watched by spectators on foot.		●	●	●	●	●	●	●	●	●
	ADMINISTRATIVE OFFICE		AD	●	●	●	■	▲	▲	■	●	●	●
I	SERVICE KITCHEN & WC	SE	Relative activities: EN - DI Equipment: Stove, refrigerator, sink, cabinets, apparatus and tools to keep snacks hot or cold. Toilets, basins.		●	●	●	▲	■	▲	■	●	●
	DESCRIPTION OF BUILDING		DE	●	●	●	■	▲	▲	■	●	●	●

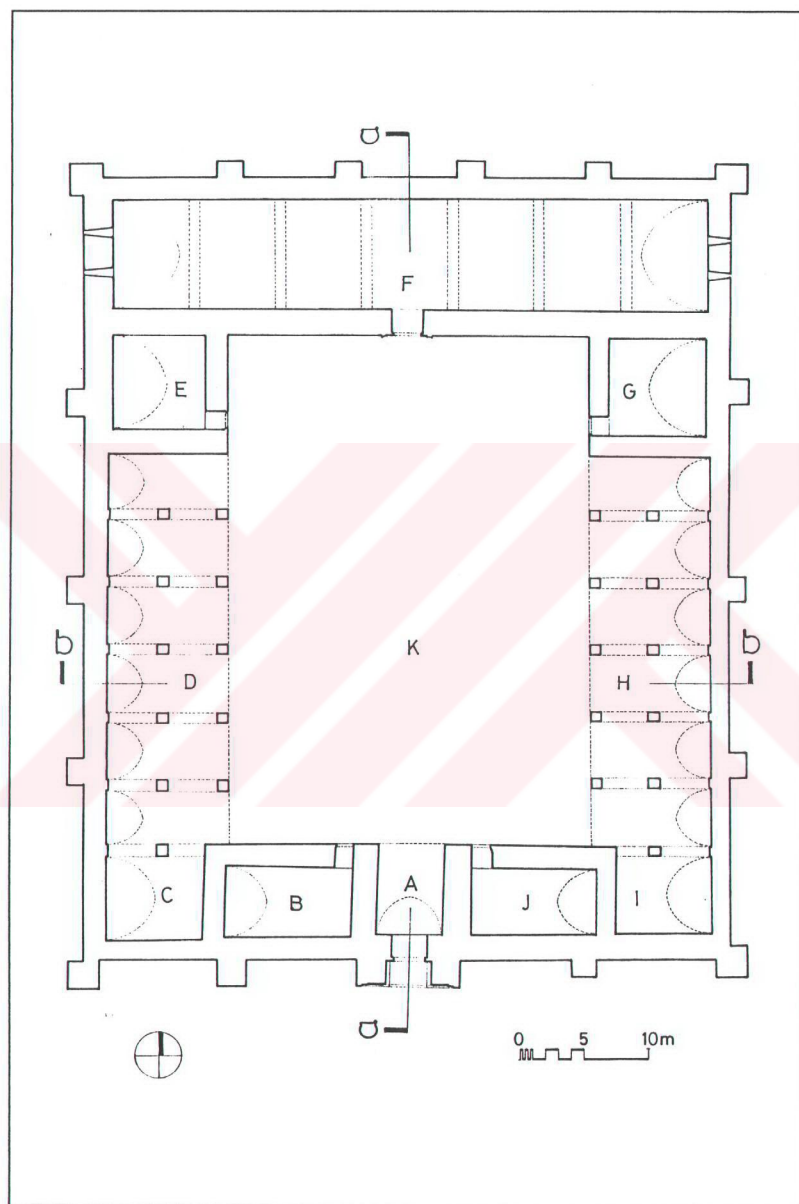


Figure 5.75 Key Plan of Kırkgöz Khan

Table 5.2.a Original Space Characteristics of Kirkgöz Khan

KIRKGÖZ KHAN		S P A C E S					
		SPACE A	SPACE B	SPACE C	SPACE D	SPACE E	SPACE F
S	DEFINITION	Entrance Hall	Room	Extension of the Western Arcade	Western Arcade	Room	Closed Section
P	APPROXIMATE DIMENSIONS	5.1 x 7.1 m.	9.8 x 5.4 m.	7.4 x 6.6 m.	9.5 x 30.9 m.	7.2 x 7.3 m.	45.9 x 8.9 m.
A	APPROXIMATE AREA MEASURE	36 m ²	53 m ²	49 m ²	294 m ²	53 m ²	409 m ²
C	ORIGINAL USE	Entrance			Sleeping in summer		Sleeping in winter
H	RELATIVE SPACES	B, J, K	A, C, K	B, D, K	B, C, E, K	D, F, K	E, G, K
A	SPACE CHARACTER	Semi Open	Closed	Semi Open	Semi Open	Closed	Closed
C	VENTILATION CONDITION	Efficient	Average	Efficient	Efficient	Average	Inefficient
T	NATURAL LIGHTING	Efficient	Inefficient	Inefficient	Average	Inefficient	Inefficient
R	PRESENT ARCHITECTURAL ELEMENTS	Portal Entrance Gate	Door Way 2 Skylights		Seki	Door Way	Entrance Gate Seki, 4 Windows Skylights
I	POSSIBLE NEW ACTIVITIES	EN	EX - RG CO - SH - GU AD - DE	EX - RG GU - AD SE - DE	EX - RE DI - OP - DE	EX - RG - CO SH - GU - DE	EX - RG - CO RE - DE

Table 5.2.b Original Space Characteristics of Kirkgöz Khan

KIRKGÖZ KHAN		S P A C E S				
		SPACE G	SPACE H	SPACE I	SPACE J	SPACE K
S	DEFINITION	Room	Eastern Arcade	Extension of the Eastern Arcade	Room	Courtyard
P	APPROXIMATE DIMENSIONS	7.5 x 7.5 m.	9.4 x 31.2 m.	7.4 x 6.0 m.	9.7 x 5.0 m.	28.2 x 40.1 m.
A	APPROXIMATE AREA MEASURE	56 m ²	293 m ²	44 m ²	49 m ²	1131 m ²
C	ORIGINAL USE		Sleeping in summer			
H	RELATIVE SPACES	F, H, K	G, I, J, K	J, H, K	A, I, K	A, B, C, D, E, F, G, H, I, J
R	SPACE CHARACTER	Closed	Semi Open	Semi Open	Closed	Open
A	VENTILATION CONDITION	Average	Efficient	Efficient	Average	Efficient
C	NATURAL LIGHTING	Inefficient	Average	Inefficient	Inefficient	Efficient
T	PRESENT ARCHITECTURAL ELEMENTS	Door Way	Seki	1 Skylight	Door Way 2 Skylights	
I	POSSIBLE NEW ACTIVITIES	EX - RG - CO SH - GU - DE	EX - RE DI - OP - DE	EX - RG GU - AD SE - DE	EX - RG CO - SH - GU AD - DE	EX - RE - DI OP - DE

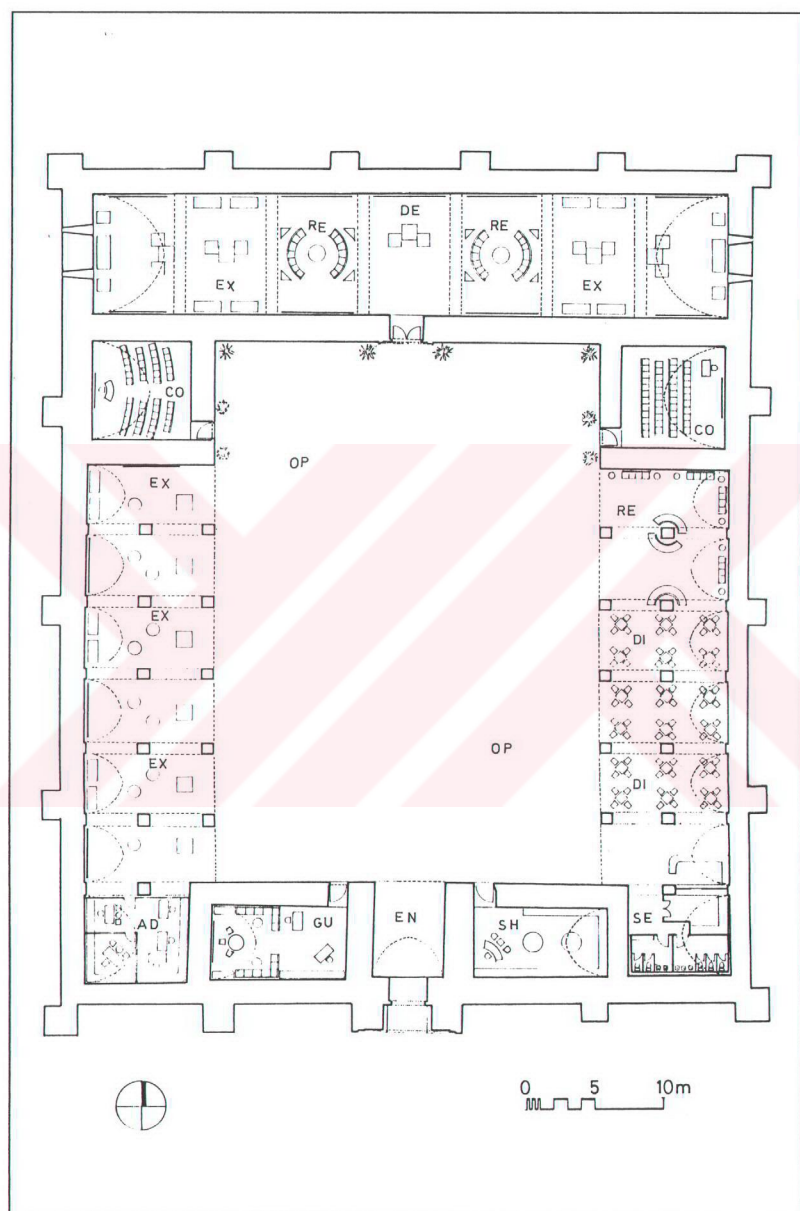


Figure 5.76 Refunctioning Proposal for Kirkgöz Khan - Plan Drawing



Figure 5.77 View of Susuz Khan After the Repair in the Future

5.3.3 REFUNCTIONING PROPOSAL FOR SUSUZ KHAN

5.3.3.1 Stating The Refunctioning Concept

It is aimed that Susuz Khan (figure 5.77) will be evaluated within today's conditions and in the sphere of cultural tourism, together with Susuz Village where it is situated in. The building surrounded completely by the village houses and fields, still carries the traces of the restoration implemented a few years ago and left unfinished which has really ruined it. As a result of the investigation done in place during the second visit in August 1997, against all the negative aspects the building is exposed to, it has been noticed that the villagers have realized the economic value of the historic caravanserai together with its potential for income. So it is considered that the local people will be willing to take part in a touristic activity in which Susuz Khan will be the main constituent. This project could be made real by carrying out the necessary researches and determining the current potentials regarding Susuz Village. Consequently, the villagers are suggested to take part in this project, if it is possible. If it is not, removing the village houses will be considered.

The new function suggested for Susuz Khan and Susuz Village is Traditional Handicrafts Village (table 5.3). It is thought that lots of people will be interested in this new usage, if it will be properly organized. Thus the historic caravanserai (figure 5.78) (table 5.4) will be revitalized by giving an appropriate function to the building and preserving its original values. This will contribute to the progress of cultural tourism while the traditional handicrafts will live here as well. To attain this, firstly the villagers will be trained to specialize in various handicrafts. In the scope of this proposal, the caravanserai will be used to exhibit and sell the handicrafts (figure 5.79). The village houses nearby will be rearranged to be used as training place of traditional handicrafts, restaurant, pension and etc (figure 5.80).

The village houses at present do not have peculiar characteristics while some of them are completely built as reinforced concrete constructions recently. In this duration, it is considered that some village houses which are appropriate to the new use will be kept and the others will be knocked down. New buildings are also thought to be constructed around that are required by the new function.

The necessity not to let new buildings to be built around the caravanseraies which is repeated very often in this study loses its validity due to the present condition of Susuz Khan which is already situated in a settlement. The integration of the village to the new

function by keeping the scope extensive is accepted as the basis of this study, instead of removing this settlement completely to a far place.

After the buildings that are considered as useless will be knocked down, new ones will be constructed in accordance to the rural character, and planned in traditional architecture style. These new buildings in question will not compete with the historic caravanserai, and their dimensions will especially be kept on a small scale. Refunctioning planning will be implemented in a way that the future development of Traditional Handicrafts Village will also be taken into account.

5.3.3.2 Building Planning for Susuz Khan

Spaces of The New Function That Will Take Place in The Caravanserai:

- Entrance: Control and inquiry posts.
- Exhibition: Displaying traditional handicrafts products for sale; products such as rugs, carpets etc. will be placed on walls, smaller products will be put beside sekis.
- Sale: Selling activity of the products exhibited in the building.
- Relaxation: Spending leisure time while watching the historic and esthetic values of the caravanserai.
- Demonstration: Applied presentation of traditional handicrafts; showing the relative applications by means of projectors and electronic apparatus.
- Description of Building: Displaying the original features of Susuz Khan to the visitors by means of audio-visual material.

Spaces of The New Function That Will Take Place In The Village Buildings:

- Entrance Building: control; guiding service; workshop; storage.
- School of Traditional Handicrafts: workshops; classes; storage; material room; stove; office; WC; etc.

- Conference Hall and Library: auditorium; reading room; storage.
- Administrative Office: offices; meeting room; dining hall; personnel; kitchen; WC; etc.
- Restaurant: open and closed spaces for dining; kitchen; WC; personnel; etc.
- Cafe: open and closed spaces for dining; kitchen; WC; personnel; etc.
- Shops: display; sale; office; storage; personnel; service entrance; workshop; etc.
- Pension: lobby; reception; cloakroom; WC; phones; dining hall; bedrooms; office; kitchen; personnel; laundry; installation.
- Parking Place: parking area for vehicles.



Table 5.3 Building Planning of the New Function for Susuz Khan

SYMBOLS:		■ Primarily Required	▲ Secondly Required	● Valid Alternative								
FUNCTIONAL REQUIREMENTS		SPECIFICATIONS										
ENTRANCE EN	Relative Activities: EX - SA - RE - DN - DE Equipment: A check point and an information desk near the entrance gate.	Character			Ventilation		Lighting		Heating		Water	
		Open	Semi Open	Closed	Natural	Mechanical	Natural	Artificial	Required	Not Required	Required	Not Required
EXHIBITION EX	Relative Activities: EN - SA - RE - DN Equipment: Unit furniture to display traditional handicrafts products for sale.	●	▲	■	■	▲	▲	●	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
SALE SA	Relative Activities: EN - EX - RE - DN Equipment: Sale units and seats for the customers.	●	▲	■	■	▲	▲	●	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
RELAXATION RE	Relative Activities: EN - SA - DN - DE Equipment: Armchairs and tables for visitors to spend time leisurely while examining the historic caravanserai.	●	▲	■	■	▲	▲	●	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
		●	▲	■	■	▲	▲	▲	●	●	●	●
DEMONSTRATION DN	Relative Activities: EN - EX - SA - RE Equipment: Looms and workbenches for applied presentation of traditional handicrafts. Projectors, TV, video.	●	▲	■	■	▲	▲	▲	■	●	●	●
		●	▲	■	■	▲	▲	▲	▲	■	●	●
		●	▲	■	■	▲	▲	▲	▲	■	●	●
		●	▲	■	■	▲	▲	▲	▲	■	●	●
DESCRIPTION OF BUILDING DE	Relative Activities: EN - EX - RE Equipment: Display units and audio-visual apparatus for presenting all the information about Susuz Khan.	●	●	●	■	▲	▲	▲	■	●	●	●
		●	●	●	■	▲	▲	▲	▲	■	●	●
		●	●	●	■	▲	▲	▲	▲	■	●	●
		●	●	●	■	▲	▲	▲	▲	■	●	●

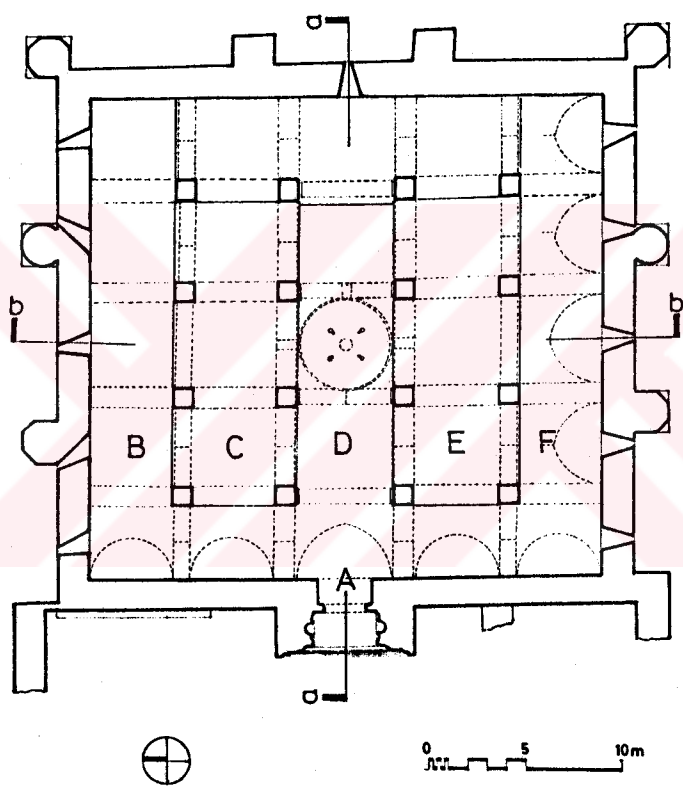


Figure 5.78 Key Plan of Susuz Khan

Table 5.4 Original Space Characteristics of Susuz Khan

SUSUZ KHAN		S P A C E S					
		BAY A	BAY B	BAY C	BAY D	BAY E	BAY F
S	DEFINITION	Entrance	Side Aisle beside the North Wall	North Side Aisle beside Bay D	Central Aisle	South Side Aisle beside Bay D	Side Aisle beside the South Wall
P	APPROXIMATE	2.8 x 1.3 m.	4.3 x 25.4 m.	4.2 x 25.4 m.	4.9 x 25.4 m.	4.3 x 25.4 m.	4.2 x 25.01 m.
A	DIMENSIONS						
C	APPROXIMATE	3.6 m ²	109.2 m ²	106.7 m ²	124.5 m ²	109.2 m ²	105.0 m ²
E	AREA MEASURE						
C	ORIGINAL	Entrance	Animals	Seki: Passangers - Possessions			
C	USE			Lower Level: Animals - Goods - Passage			
H	RELATIVE	C, D, E	C	B, D	A, C, E	D, F	E
A	SPACES						
R	SPACE	Closed	Closed	Closed	Closed	Closed	Closed
A	CHARACTER						
C	VENTILATION	Efficient	Inefficient	Average	Average	Average	Inefficient
T	CONDITION			Inefficient		Inefficient	
E	NATURAL	Inefficient	Inefficient	Inefficient	Average	Inefficient	Inefficient
R	LIGHTING						
I	PRESENT						
S	ARCHITECTURAL	Portal	5 Windows	Seki	Portal, Seki, Entrance Gate	Seki	5 Windows
T	ELEMENTS				1 Window, 1 Dome		
I							
C	POSSIBLE NEW	EN	EX - SA	Seki: EX - RE	EX - DE	Seki: EX - RE	EX - SA
S	ACTIVITIES		DN - DE	DN - DE		DN - DE	DN - DE
				Lower Level:		Lower Level:	
				EX - DE		EX - DE	

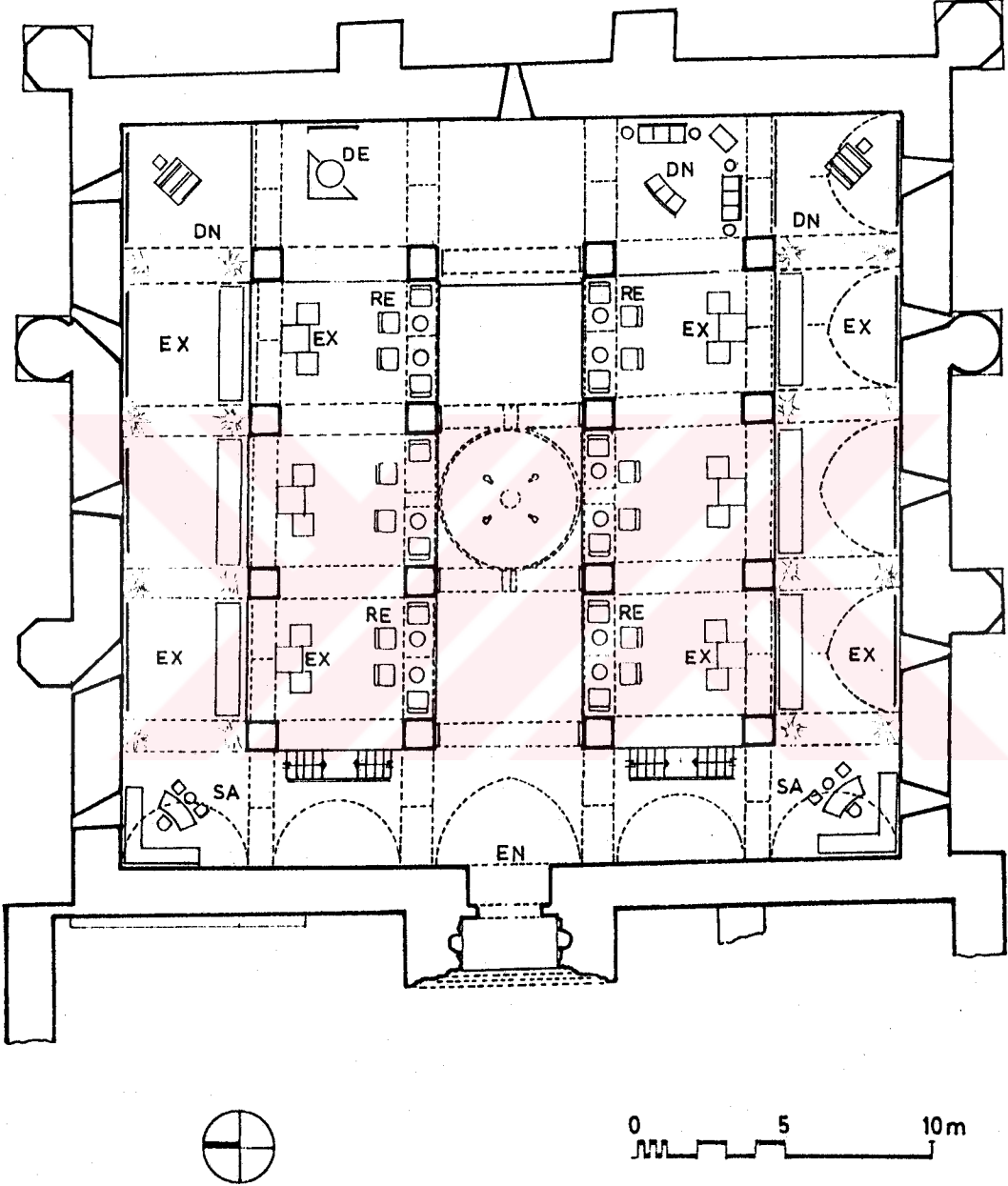


Figure 5.79 Refunctioning Proposal for Susuz Khan - Plan Drawing

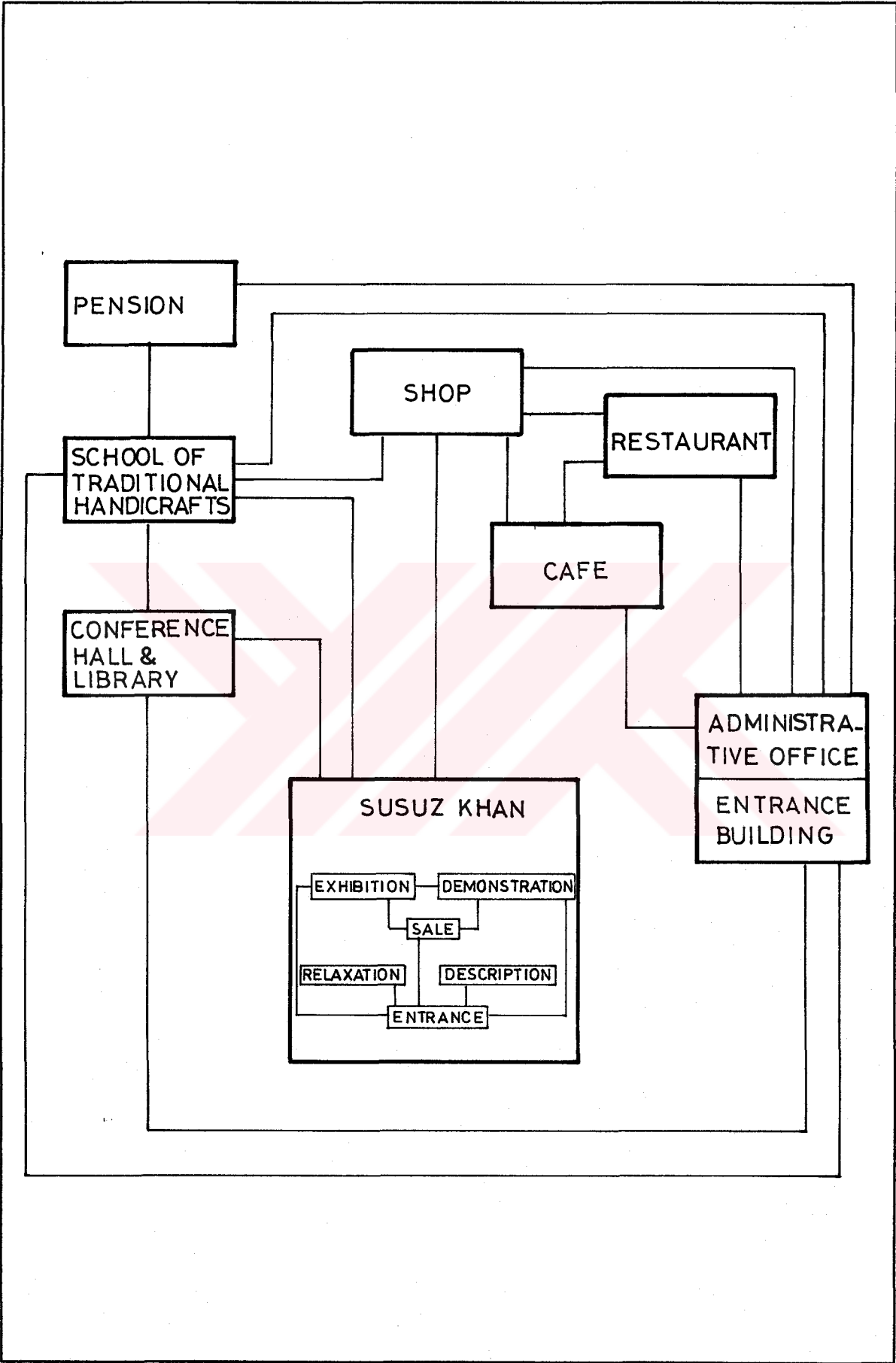


Figure 5.80 Refunctioning Planning for Susuz Khan

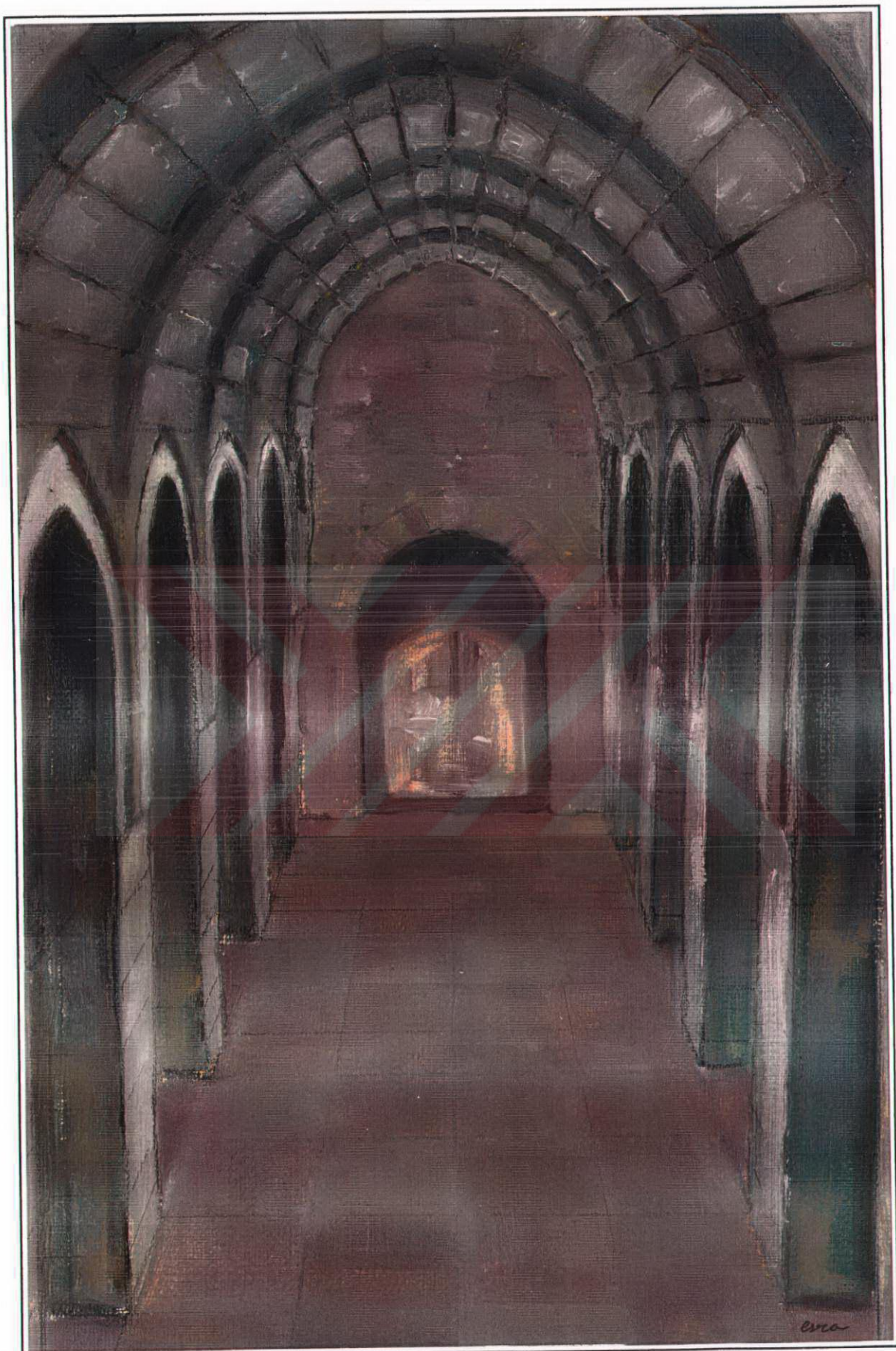


Figure 5.81 View of İncir Khan After the Repair in the Future

5.3.4 REFUNCTIONING PROPOSAL FOR İNCİR KHAN

5.3.4.1 Stating The Refunctioning Concept

İncir Khan is an effective constituent of the atmosphere it is situated in, and the environment having a rural character is composed of green land surrounded by mountains. İncir Khan (figure 5.81) is considered to be reused as a theme park. A certain amount of land around the building will be reserved for this function, and the preservation area of the caravanserai is considered to meet this requirement.

The main theme of the theme park function is decided as Center of Presenting Bird Life (table 5.5). Here, the means of informing and training will be offered to tourist groups and individuals who are interested in the subject. Meanwhile, a different and significant atmosphere will be created for visitors. The administration of the center will be implemented by an association concerning birds. Tours accompanied by guides will be arranged to Burdur Lake and the birds will be observed there. This way the caravanserai will be conserved by being given an appropriate function (figure 5.82) (table 5.6). It will contribute to the progress of cultural tourism as well as people's interest will be aroused to the issue of birds. The lake of Burdur will be introduced within the sphere, and a lively atmosphere will be created there. Also efforts to protect birds will gain importance this way.

Activities like exhibition, performance, reading and relaxation will take place in the caravanserai, and the historic building will be introduced within the sphere as well (figure 5.83). The new building where the spaces which are required by the new function will take place such as the administration, guiding service, trainers' section, restaurant, storage and services, will be arranged in a way that an important problem of the caravanserai will be caused to cease at the same time. The soil filling brought from the hill at the back by floods which has almost completely covered the eastern exterior wall, will be removed firstly. After the ground level inside and outside the building will be made the same, the required spaces of the new function will be placed inside the building which will be buried within the soil filling at the hill side, at a certain distance from the historic building. A roof garden will be arranged on the top of the new building which will be covered with trees and plants, and also paths for visitors to wander around. The required arrangements will be installed to take away the rain water and prevent erosion that both the caravanserai and the new building will not be effected from it. Thus the new building will not appear as a destructive element in the surroundings of the caravanserai. The land between the caravanserai and the new establishment will be laid out in a special way that people will enjoy spending time there.

5.3.4.2 Building Planning for İncir Khan

Spaces of The New Function That Will Take Place in The Caravanserai:

- Entrance: Control and inquiry posts.
- Exhibition: Displaying all kinds of material to inform individuals about birds.
- Reading: Written material concerning birds.
- Relaxation: Spending leisure time while watching the historic and esthetic values of the caravanserai.
- Performance: Displaying, meeting, training activities related to birds.
- Description of Building: Displaying the original features of İncir Khan to the visitors by means of audio-visual material.

Spaces of The New Function That Will Take Place In The New Establishment:

- Administration: Working area for the staff of the theme park.
- Guiding Service: Natural sports activities organized in the environment such as trekking, jeep safari etc.; performing the duty of advising people about these matters.
- Trainers' Section: Working area for the trainers in the theme park.
- Restaurant: Open and closed spaces for dining.
- Storage: Keeping all kinds of goods required by the usage.
- Services: Personnel; installation center; WC.
- Parking Place: parking area for vehicles.

Table 5.5 Building Planning of the New Function for Incir Khan

[illegible]

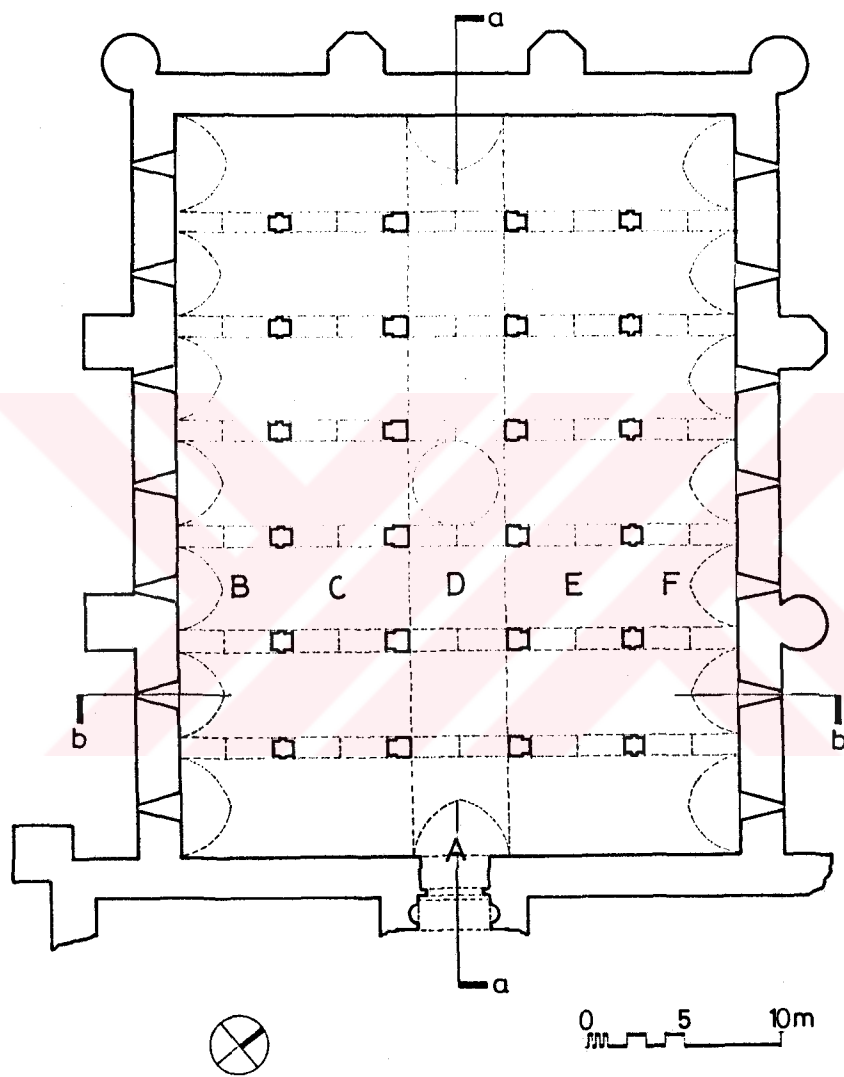
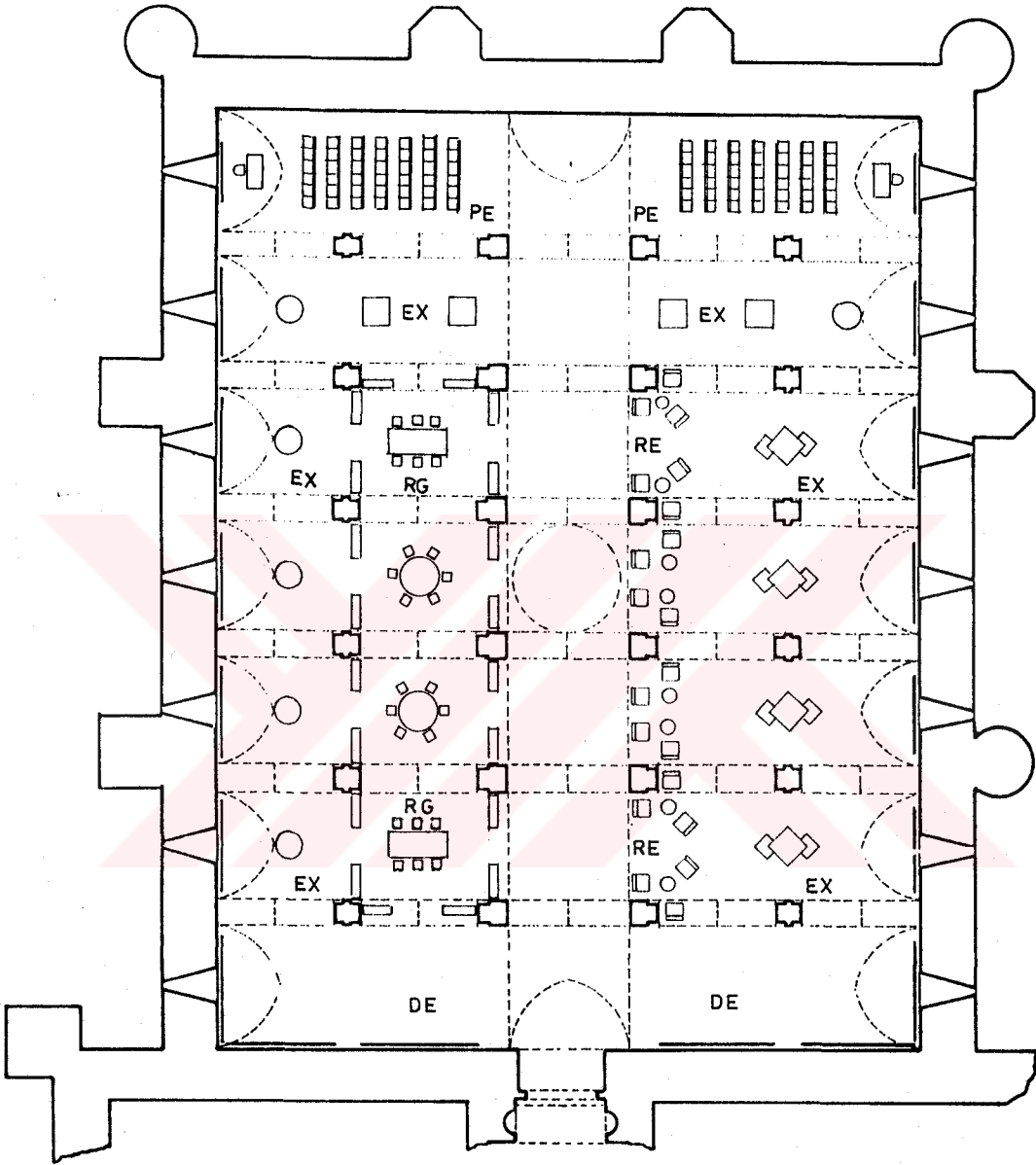


Figure 5.82 Key Plan of İncir Khan

Table 5.6 Original Space Characteristics of İncir Khan

İNCİR KHAN		S P A C E S					
		BAY A	BAY B	BAY C	BAY D	BAY E	BAY F
S	DEFINITION	Entrance	Side Aisle beside Southwest Wall	Southwest Side Aisle beside Bay D	Central Aisle	Northeast Side Aisle beside Bay D	Side Aisle beside Northeast wall
P	APPROXIMATE DIMENSIONS	3.4 x 1.7 m.	4.8 x 38.8 m.	4.7 x 38.8 m.	5.0 x 38.8 m.	4.7 x 38.8 m.	4.8 x 38.7 m.
A	DIMENSIONS						
C	APPROXIMATE AREA MEASURE	5.8 m ²	186.2 m ²	182.4 m ²	194.0 m ²	182.4 m ²	185.8 m ²
E	ORIGINAL USE	Entrance	May be for passengers, possessions, animals, goods and passage.				
C	RELATIVE SPACES	C, D, E	C	B, D	A, C, E	D, F	E
H	SPACE CHARACTER	Closed	Closed	Closed	Closed	Closed	Closed
A	VENTILATION	Efficient	Inefficient	Average	Average	Average	Inefficient
R	CONDITION	Inefficient	Inefficient	Inefficient	Average	Inefficient	Inefficient
A	NATURAL LIGHTING						
C	PRESENT ARCHITECTURAL ELEMENTS	Portal	7 Windows		Portal 1 Window		7 Windows
T	POSSIBLE NEW ACTIVITIES	EN	EX - RG - RE PE - DE	EX - RG - RE PE - DE	EX - DE	EX - RG - RE PE - DE	EX - RG - RE PE - DE



0 5 10m

Figure 5.83 Refunctioning Proposal for İncir Khan - Plan Drawing

CONCLUSION

Anatolian Seljuk caravanseraies of the Middle Age were set on the caravan roads of Anatolia which constituted an important route of The Historic Silk Road, the commercial route that enabled the transportation of the rich products of the east to the west in its period. The administrative, military and commercial transportation was carried out via the caravan roads in Anatolia. The vehicles of the past were caravans and they moved on the caravan roads which constituted the transportation system of the age. Depending on the technological improvement in time, way of transportation has changed in the XX th century, and consequently ancient caravan roads have been replaced with highways, caravans with motor-vehicles and as a result caravanseraies with motels. Meanwhile, the old caravan roads mostly join the existent highways.

These caravanseraies belonging to the XIII th century are the significant indicators of the period they were built. These buildings have certain architectural and structural characteristics in common with the samples of the earlier Turkish periods of the Gaznelis, Karahanlis and Great Seljuks. However Seljuk caravanseraies in Anatolia have evolved and differed in some ways from the previous ones of different periods in Turkistan and Persia. The event of establishing caravanseraies along the deserted roads was brought to Anatolia by the Seljuks from the Central Asia. Although the function has originated from the east, the plan type has differentiated in Anatolia. Caravanseraies together with city khans continued to be built in the following Ottoman period. Thus the continuity in Turkish caravanserai architecture has been obtained. In historic process, works have always been affected from the preceding ones and have evolved to influence the forthcoming ones.

Caravanseraies were established as foundation buildings originally, and then they were preserved until XIX th century due to their vakfiyes in which the necessity of repairing the buildings were stated. The road system that connected the settlements to each other enabled

the transportation of the goods from the east to the west. Numerous caravanseraies were constructed on these caravan roads, at a distance of about 30 to 40 km. from each other. The number of Anatolian Seljuk caravanseraies is supposed to be about 200. More than a hundred exist today and eight of these were built by sultans. The caravan roads in Anatolia were used by the government in order to establish the military duties and official utilities, and also by people for the purposes of trade and traveling for various reasons. Seljuk sultans took special precautions to improve trade in Anatolia, such as decreasing the customs tax, providing security on the caravan roads and building caravanseraies for accommodation. Also the loss of the merchants who suffered harm due to the lack of security on the trade roads was paid by the government.

The plan types of Anatolian Seljuk caravanseraies could be evaluated in three basic groups: The first one is open plan type consisting of a central open courtyard with four eyvans around. The second one is the closed plan type without a courtyard, only consisting of a closed section with parallel aisles, which has appeared in Anatolia. The third one is the mixed plan type which is the combination of the previous two plan types.

The Middle Age caravanseraies resemble castles with their strong cut stone façades. The exterior walls only have slit windows, buttresses and a magnificent portal containing stonework decoration on it. The caravanserai is organized in a way that it met all the needs of caravans related to accommodation in peace, and functioned as a castle during the war. Passengers could stay here unpaid for three days. In the building, sections such as the stable, storage, bath and mescid took place while doctors, veterinarians and repairmen worked in the building.

It is reached the conclusion that Anatolian Seljuk caravanseraies are very important monuments to pass on to the future when they are evaluated with respect to their documentary, historic and esthetic values. While all the caravanseraies carry the traces peculiar to the Middle Age style of living, they are also unique buildings which are the indicators of the cultural and esthetic understanding formed by Turks in Anatolia, on this new land.

The fact that the XIII th Century caravanseraies which constitute the subject, were established, as solitary buildings in deserted areas and on the caravan roads that joined the settlements with each other, has been very effective in the orientation of this study. As the basic principle, finding and bringing out the significant traces of the past is adopted, even though they are lost. In this direction, it is aimed to revitalize the caravan roads in Anatolia which constitute a part of The Historic Silk Road for which various projects are created at present. This will be carried out by way of refunctioning the caravanseraies set on these roads.

In order to preserve and reevaluate the caravanseraies in present conditions, studies are made and suggestions are developed continuously. However, results in sustained applications can not be successful due to limited financial, technical and organizational possibilities as well as lack of experts, and the interventions even damage the buildings. Restoration decisions made for the buildings today, are not actually handled considering their quality and quantity, and investigating appropriate evaluation ways, for caravanseraies both in solitary and in group scale. The solution for this problem is to form an approach and a system towards evaluating these buildings. In order to eliminate the negative effects, firstly these buildings should be studied carefully, their historic characteristics and original values should be well comprehended, and thoughts towards conservation through refunctioning should be continued in this direction. Bringing temporary solutions to the problem is not what should be done, instead contemporary evaluation ways by making use of today's extensive resources should be searched. This study is prepared to put forward a suggestion for the system in question.

Although the importance given to preserving cultural heritage has increased today, the negative effects of restoration applications still continue. The valid system and all its units should be reorganized, and this procedure would better be implemented in cooperation with the universities. In all the procedures related to the restoration of historic buildings and their refunctioning, keeping them alive should be taken as the principle and all the relative decisions should be directed towards preserving the original characteristics. The competent associations concerning conservation should be reorganized according to the contemporary understanding, aiming at sufficient management.

The original interior spaces and the exterior relations with their surroundings of the Middle Age caravanseraies should be preserved, and also their changing in time due to various kinds of factors should be held under control. Unfortunately, in present circumstances this condition has not been obtained. Some of the buildings have remained in settlements which have developed around them while roads have been built over some of them or nearby. Inharmonious new buildings have been set up for touristic purposes around certain caravanseraies, and it has become difficult to reach the buildings because of the fields surrounding them.

Tourism has appeared as a threatening risk for these buildings. The unplanned and uncontrolled construction of new buildings occur in and around the caravanseraies, situated in places having touristic density because of mass tourism. Some caravanseraies are rented to the private sector to be reused for touristic purposes. However, the historic values of those buildings refunctioned this way, have been harmed because of the requirements of the new function and also lack of control. These buildings are also effected negatively by the restoration works started, left uncompleted and completed.

Like in all restoration applications in our country, lacks in aspects of organization, specialty and inspection also occur in the applications concerning caravanseraies, because of the economical, politic, cultural and social problems. Generally, buildings are left open and unprotected to devastating factors, or most of the restoration applications are being implemented far off scientism, and in a way that damage documentary values. The fact that current applications result unsuccessfully in general, is also because of not well comprehending the qualities of the buildings which have appeared from the past until today, and not making rational basic conservation decisions. Even if the qualities are well comprehended and the relative decisions are made, there is a great possibility of not succeeding because of the limited possibilities explained above.

Some Anatolian Seljuk caravanseraies have been through certain restoration applications which have been either concluded or left uncompleted. These procedures have mostly been destructive due to various reasons such as giving inappropriate functions, functional needs, insufficiently prepared projects, lack of control, inefficient financial sources, and also uncaring attitudes of contractors and users. A large quantity of debatable alterations and

complements are applied in the restoration interventions of these Middle Age buildings as well as inappropriate repairing procedures.

Anatolian Seljuk caravanseraies situated far from settlements have limited reusing alternatives in present conditions, contrary to the khans located in or around cities which have more chances to be reused. Today, most of these buildings are still located out of settlements, and it is not even possible to reach some of them through the present road system or their locations are not known at all. These caravanseraies situated on every stage on the solitude caravan roads in Anatolia are in deserted state, and they are ruined by nature and human for they are not in use. Historic accommodation buildings disappear day by day because of these destructive effects which have continued for a long time. Some of Anatolian Seljuk caravanseraies are so ruined that they can not be refunctioned while the ones in usable state are generally utilized for incorrect purposes.

As a matter of fact, continuity of the caravanseraies having historic and esthetic values can be secured by refunctioning according to the requirements of their surroundings, and introducing them effectively in order to attract the public's attention. Today, they are left alone and unprotected, while much more than the required economic income could be earned to preserve them this way. Even the caravanseraies located in current touristic regions and those which can be easily reached, share this destiny as well. Only people who have knowledge about them visit these buildings at present.

When it is considered to preserve these buildings by refunctioning, it should be kept in mind that the new function should adapt the historic and esthetic values of the building, and also the fact that it exists just for the sake of saving the building. The new function should be chosen as it would not contradict with the original one, while determining to reuse it in present conditions. If the caravanserai is in good condition and can meet the needs of a contemporary function, arrangements can be done to meet the requirements of the function which has been defined in advance.

To succeed in conserving and revitalizing the caravanseraies, it is needed to create new financial sources and direct them properly by eliminating the deficiencies of these sources. Considering the positive contributions that the touristic usage of caravanseraies can make to

both the buildings and tourism, it is obvious that a reciprocal economic advantage balance should be established by giving priority to historic buildings. The income earned in return of the new use should be spent on the conservation and maintenance of the historic building continuously. Lack of financial resources forming the basis of all the preservation problems concerning caravanseraies, can be obtained by taking the attention of investors to the issue for creating investment possibilities. This can be managed by correct planning in order to create public support. To secure this, the public should be informed about the buildings' historic importance in the cultural process, how significant it is to save them and the project that would enable them to be evaluated should be introduced. The project concerning the preservation of caravanseraies should be implemented by experts and its inspection should be done correctly.

While planning to reuse caravanseraies, all Anatolian Seljuk caravanseraies should be involved in the study as well as the caravan roads. Primarily, general decisions should be made for the total of Seljuk caravanseraies in Anatolia and later more special decisions should be taken, concerning every caravan road and each caravanseraï located on it. Afterwards, the evaluation priorities should be determined and all the phases should be carried out depending on the predetermined systematic conservation approach.

Anatolian Seljuk caravanseraies having unique features should certainly be passed on to the future by means of the possibilities provided by the contemporary conservation phenomenon. The Middle Age caravanseraies are planned to be conserved together with their surroundings, in accordance with the original. The buildings available for refunctioning are considered to be reused for contemporary purposes. It is aimed that caravanseraies will be revived this way and at the same time the caravan roads on which they are situated will be revitalized. Caravanseraies sharing many features in common would better be handled as a group of buildings and certain conservation projects concerning them should be carried on accordingly.

As it has been stated above, the conservation of Anatolian Seljuk caravanseraies should be considered within their surroundings. These caravanseraies are mostly situated away from the settlements and they are mostly near the highways while some are located in deserted areas. Primarily the ones in good condition are planned to be refunctioned. The

ones in ruined condition and that have lost most of their original parts are considered to be conserved and consolidated. These demolished caravanseraies would better be partially erected in order to show their general characteristics and the surroundings would be arranged appropriately.

The new function should be selected in accordance with the original and the characteristics of the historic building should be preserved during the refunctioning process. The appropriate new use must help the peculiar features of the historic building to be exhibited for the visitors to examine. The new function will be selected with respect to the features of the surroundings and the regional potentials of commerce, culture, tourism or education. The suggested new function will be derived specially for each caravanserai with respect to its peculiar features.

The continuity of the existence of caravanseraies would be obtained by carrying out a conservation plan for all the buildings around the country since they have quite numerous characteristics in common. The XIII th century caravanseraies, included in this process, should be set up in order due to their original and present conditions. These caravanseraies could be rescued by means of a systematic and financially high procedure based on a straight conservation approach. All caravanseraies must be searched and documented in order to have the information for further restoration decisions. The caravanseraies that are appropriate for refunctioning, in good condition or easily reached will be restored and refunctioned primarily, with respect to the determined principles. This will be followed by the restoration applications of other caravanseraies which are located away from the contemporary roads, hardly reached or in ruined condition by means of the income gained from the new uses.

The refunctioning of Anatolian Seljuk caravanseraies would be based on three concepts:

- The selection of the new function would be made for each caravanserai seperately according to the social, cultural and geographical conditions of its surroundings.
- The XIII th century caravanseraies all over Anatolia with similar social, cultural and geographical environmental conditions would be reused as a group or all together by way of

refunctioning in relation with each other while every building still has its own unique character.

- The XIII th century caravanseraies all over Anatolia could be reused in a manner of isolation from their specific social, cultural and geographical environment by way of giving the similar predetermined function to all of them.

Tourism as a comprehensive fact of our time could be the sphere to evaluate caravanseraies in present conditions. Some of these alternatives could work out appropriately with respect to the peculiar features of caravanseraies. However, some of them would do harm rather than help these buildings out. In this study, a specific refunctioning approach is brought out as well as the possible alternatives of touristic usage for caravanseraies are determined. The correct decision of a new function is the most effective determinant for the continuation of these buildings. The possible alternatives of touristic usage stated in the written regulations of Ministry of Tourism related with the qualities of touristic investments and managements, have been searched and evaluated for caravanseraies.

- These buildings have often been proposed by competent organizations to be reused for the purpose of accommodation, a striking type of touristic facilities. However examining the standards required by the function of contemporary accommodation, shows that it is not possible to adapt caravanseraies to this function without harming their special features. Therefore it is not proper to reuse caravanseraies as hotels, motels, holiday villages or guest houses.

- Caravanseraies together with their surroundings could be used as camping sites and meet the required standards of this function.

- It is possible for caravanseraies to be refunctioned as mountain homes or sports facilities in order to serve sports tourism.

- Refunctioning as restaurants have been considered often for these buildings, meanwhile this sort of new use would cause both positive and negative effects on building properties.

- It is understood that caravanseraies can not meet the spacious function of congress and exhibition centers from the point of view of its contemporary needs. However they can be used for this purpose in special cases.

- The refunctioning process should essentially aim the preservation of the original surroundings as well as the historic caravanserai. The theme park usage of caravanseraies together with their surroundings seem to be one of the most appropriate contemporary functions for these buildings in accordance with their special properties.

- The function of entertainment centers mentioned in the written regulations of Ministry of Tourism would not be compatible conceptually as well as from the scope of its content with special qualities of historic buildings and their surroundings.

- The surroundings of caravanseraies could be used as golf facilities, while the historic buildings would be reused as club facilities. However this type of usage should not prevent interested visitors to observe the buildings and their settings.

- Day facilities are set up in places of natural and historic beauties and also in rural areas and highlands having high touristic potentials. They provide opportunities of activities such as dining, relaxing, entertainment and sports confined to the day without accommodation. Although this refunctioning suggestion seems to be suitable for caravanseraies and their surroundings, in case of the absence of a straight arrangement and inspection, both historic buildings and their surroundings would be destroyed due to various reasons.

- Staging posts are set on highroad routes or near them, and they provide the relaxation and dining requirements of passengers traveling on highroads all day long. This function is very similar to the original from the point of view of its purpose. However, reusing caravanseraies for purposes of social importance within the scope of contemporary understanding should be considered rather than a simple staging post usage.

Tourism is the total of activities occurring during journeys done in leisure time, and recreation tourism is one of the five types of tourism. Cultural tourism which is a branch of recreation tourism, could be defined as journeys done in order to be acquainted with different cultures and to see cultural assets. It holds various alternatives appropriate for refunctioning caravanseraies. The event of tourism has influence upon historic monuments and sites both in negative and positive aspects. It is a social, economic and cultural fact of our time and it is in a state of rapid development. Thus, to prevent the historic and natural environment to be controlled by this phenomenon, instead it should be examined and controlled in a proper way. The form of tourism, defined as cultural tourism constitutes a positive aspect in this contexture. Cultural tourism deals with the discovery of historic monuments and sites and as well contributes to keep them exist.

The basic refunctioning concept of this study regarding caravanseraies, could be determined as daily usage of these buildings without accommodation to serve today's passengers who are mainly tourists due to the contemporary conditions. Within the framework of the thesis, it is suggested that the restoration decisions regarding the Seljuk caravanseraies spread all over Anatolia will be made and afterwards the buildings having refunctioning potentials will be reused in connection with a wide organization and thus the demand of cultural tourism will be met.

It is obvious that Anatolian Seljuk caravanseraies in Turkey are in ruined and deserted condition. Yet it is inevitable to take precautions in order to pass on these buildings which are significant in regard to their historic and architectural values, to future generations by revitalizing them. Ministry of Tourism has been implementing certain studies about the issue.

In the scope of this thesis, what can be done in general for these caravanseraies in Anatolia are indicated and suggestions are developed towards revitalizing the selected buildings on the selected caravan road. On account of this study, a step is taken to revitalize these buildings having a significant place in our national identity, and pass them on to the future. It is also a leading model for further studies about this subject.

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