

**THE TROAS PROJECT:
INVESTIGATING MARITIME AND LAND ROUTES TO CLARIFY
THE ROLE OF ALEXANDRIA TROAS IN COMMERCE AND RELIGION**

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by

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Although not as famous as the older cities of Ephesus or Smyrna, the commercial city of Troas became a crucial travel center for early Christian missionaries and emissaries. The importance of Troas in Greco-Roman maritime strategy and in the early Christian mission has long been recognized,¹ but neither the road network nor the function of the artificial harbor for ancient sailing vessels have been thoroughly investigated. The Troas Project will investigate the transportation network around Alexandria Troas in order to clarify (1) why the artificial harbor was built at this particular point on the west coast of the Troad and how this location facilitated travel into the Dardenelles and elsewhere; and (2) whether the details about the travels of Paul and other early Christian leaders to and from Alexandria Troas can be replicated and hence seem historically plausible. The project will investigate the road system emanating from the three city gates of Troas. After several years of preparation, a replica of a Roman trading vessel will be built to experiment with ancient trading routes and the itineraries found in the Book of Acts. Although previous visits and consultations since 1997 laid the foundation, the Troas Project will begin with an exploratory visit to the Troad in the late summer of 2005.

The site of Troas has been looted over the centuries so that hardly a stone is left above ground, but beginning in the 1760's scholars described the city walls and remaining buildings

¹ See Jean Bérard, "Recherches sur les itinéraires de Saint Paul en Asie Mineure," *Revue archéologique* Ser. VI, V (1935) 57-90; Ernle Bradford, *Paul the Traveller* (New York: Macmillan, 1974) 144-46; 204-07; William Mitchell Ramsay, *St. Paul the Traveller and Roman Citizen* (London: Hodder & Stoughton, 1897. 3rd edition. Reprint by Grand Rapids: Baker, 1979) 195-97; Valentin Weber, *Des Paulus Reisenrouten bei der zweimaligen Durchquerung Kleinasiens. Neues Licht für die Paulusforschung* (Würzburg: Becker, 1920) 32-35; Donald W. Burdick, "With Paul in the Troad," *Near Eastern Archaeological Society Bulletin* 12 (1978) 31-53; M. Brändl, "Troas," *Das Grosse Bibellexikon* (Wuppertal/Giessen: Brockhaus, 1989) 1604-06; Colin J. Hemer, "Alexandria Troas," *Tyndale Bulletin* 26 (1975) 79-112; Jewett, *A Chronology of Paul's Life* (Philadelphia: Fortress, 1979); British edition under the title, *Dating Paul's Life* (London: SCM, 1979) 60.

in a state before the last removals to build Istanbul.² Modern archaeological research has confirmed a defensive wall system of 8 km length with 44 towers that enclosed an urban area of around 1,000 acres, or 400 hectares, with an estimated population of 100,000.³ Three city gates have been discovered, with the largest exiting the city on the east. Roads from the northern, southern and eastern gates have been discovered to be bordered by necropolises for a considerable distance beyond. The artificial harbor was first created and administered by the city of Neandria and then taken over when Alexandria Troas was refounded in 301 BCE by Lysimachus. On the basis of the historical account developed by Elmar Schwertheim and his team from the University of Muenster, Troas was established as a Roman colony in 44-41, and then reestablished by Augustus in 12 BCE.⁴ A large number of public buildings, an extensive aqueduct, and inscriptions related to Roman veterans and Latin speaking officials make clear that this was a crucial center of Roman administration.⁵ Troas is by far the largest city in the region, and as a nodal point on the Roman postal system, one would expect an extensive road system linking this harbor city with the hinterland. However, the most recent map of Troas and its region indicates a skimpy knowledge that hardly differs from a century ago.

² Richard Chandler, *Travels in Asia Minor 1764-1765* (London, 1775; reprint edited and abridged by Edith Clay. London: Trustees of the British Museum, 1971) 28-34; Marie-Gabriel-Auguste-Florent, Comte de Choiseul-Gouffier, *Voyage pittoresque de la Grèce* (Paris, 1782-[1824]) 2. 434-38; Jean-Baptiste Lechevalier, *Beschreibung der Ebene von Troja mit einer Charte von dieser Landschaft*, trans. from Royal Society in Edinburg by A. Dalzel (Leipzig: Weidmann, 1792) 14, with detailed map at the end; Lechevalier, *Voyage de la Troade, fait dans les années 1785 et 1786* (Paris: Dentu, 1802 3rd revised and expanded edition) 1.236-47; Charles Fellows, *A Journal Written during an Excursion in Asia Minor* (London: Murray, 1839) 58-61; Edward Daniel Clarke, *Travels in Various Countries of Europe, Asia and Africa* (New York: Fay, 1813, Second American Edition), with an account of journeys beginning in 1800, to Troas in 3.191-96; J. M. Cook, *The Troad: An Archaeological and Topographical Study* (Oxford: Clarendon, 1973) 317-18, 391.

³ See Armin Schulz, "Die Befestigungsanlagen Alexandria Troas," *Asia Minor Studien* 44 (2002) 33-58; Armin Schulz, "Die Stadtmauern von Neandria in der Troas," *Asia Minor Studien* 38 (2000), section summarizing other fortified cities in the Troad, with discussion of Alexandria Troas 12-14.

⁴ See Elmar Schwertheim, "Zur Gründung der römischen Kolonie in Alexandria Troas," *Asia Minor Studien* 33 (1999) 95-101; see also the historical summary by Kuktalmus Görkay, "A Podium Temple at Alexandria Troas," *Asia Minor Studien* 33 (1999) 21-26.

⁵ For example, Stephen Mitchell reports in *Anatolia: Land, Men, and Gods in Asia Minor* (Oxford: Clarendon; New York: Oxford, 1993) on 1.119 that the legion recruited and stationed for a time at Troas was the VI Ferrata, which accompanied the campaign east to Samosota in 72-73 CE.

*The Barrington Atlas of the Greek and Roman World*⁶ identifies "minor roads" south from Troas through Kolonoï and Smintheon, and then turning east to Assos, following the route of the stone roads we found in 1999. The minor road north from Troas goes to Illium and then on eastward. The only road directly eastward from Troas is also identified as "minor" and goes to the area near Skamandria and then links up with what has been identified as a major north/south route from Gargara to Ophroneian on to the Dardennelles. No route extends into the rich Skamander valley toward Skepsis, Argyria, Argiza and Pericharxis, which is an amazing situation of a major metropolitan center being cut off from its agricultural and mining hinterland.⁷ In 1997 I provided a summary of archaeological and historical information about these sites while sketching the probable route of Paul's so-called Second Missionary Journey from Galatia to Troas through these urban and mining areas.⁸

The *Barrington Atlas* also shows no connection between Troas and the formerly influential Hellenistic city of Neandria, which founded the artificial harbor at Troas. There must have been a well developed Hellenistic road in this direction eastward of Troas, and Neandria in turn must have been connected with roads eastward into the Skamander Valley. Although Neandria was evacuated in 301 BCE to populate Troas, at least some convenient portions of its road system surely would have been employed by the Hellenistic rulers of the new city, which would then have been further developed by their Roman successors. Farther

⁶ Richard J. A. Talbert, ed., *The Barrington Atlas of the Greek and Roman World* (Princeton University Press, 2000) 56.

⁷ In most regards the Barrington map indicates that no advances have been made in understanding the transportation network around Troas since the publication of *A Classical Map of Asia Minor* by W. M. Calder and George E. Bean (London: British Institute of Archaeology at Ankara, 1958).

⁸ Jewett, "Mapping the Route of Paul's 'Second Missionary Journey' on Previously Undiscovered Roman Roads from Pisidian Antioch to Troas," *Tyndale Bulletin* 48.1 (1997) 1-22; the article was reprinted, with a "Postscript," in *Thetis. Mannheimer Beiträge zur klassischen Archäologie und Geschichte* 4 (1997) 127-34; this was followed up in "Paul and the Caravaneers: A Proposal on the Mode of 'Passing through Mysia' on the 'Second Missionary Journey,'" in *Text and Artifact in the Religions of Mediterranean Antiquity: Essays in Honour of Peter Richardson*, edited by S. G. Wilson and M. Desjardins, *Studies in Christianity and Judaism* 9 (Waterloo: Willfrid Laurier Press, 2000) 74-90. David H. French indicates the need for further research in "Acts and the Roman Roads of Asia Minor," in D. W. J. Gill and C. Gempf, eds., *The Book of Acts in Its First Century Setting*. Vol. 2. *The Book of Acts in Its Graeco-Roman Setting* (Grand Rapids: Eerdmans; Carlisle: Paternoster, 1994) 49-58, which concludes (56) that with regard to the 2nd missionary journey, "The roads and routes taken by Paul cannot be established and, accordingly, there is not as yet a demonstrable correlation between his journeys and the then existing Roman Roads." He suggests that the routes through Galatia were on unpaved roads.

to the east, as indicated by another Barrington map (62-63) the well developed route between Dorylaion west to Kotiaion and Aizanoi goes on further west through Kodai, Synaos and Ankyra in Mysia, but then stops abruptly although the Mekestus River valley continues on west.⁹ Thus even according to the most recent and reliable summary of archaeological evidence of roads and city locations, the link between Galatia and Troas remains unclear.¹⁰

The investigation of the road network leading from the south, east, and north gates of Troas¹¹ will employ standard archaeological survey techniques, including identification of road markers¹² and the use of aerial photographs, along with magnetic resonance and / or ground radar probes at crucial locations where the roads appear to be lost in ploughed fields.

There is good evidence already available that the routes north to Troja,¹³ south to Assos,¹⁴ and

⁹ This reflects the information in *Tabula Imperii Byzantini* published by the Österreichische Akademie der Wissenschaften: Denkschriften (philosophisch-historische Klasse), *Phrygien und Pisidien* by Klaus Belke and Norbert Mersich, Vol 211 (1990) map 7, showing a road marked in red to indicate a major route during Byzantine times, from Cotiaion to Aezani and Cadi (= Gediz), then SW to Synaos (= Sinhan?) past a lake and then along the Macestus river, past Ankyra in Mysia and then along the river where no more Byzantine settlements are identified. There is a need to follow up on J. Arthur R. Munro and H. M. Anthony. "Explorations in Mysia." *The Geography Journal* 9 (1897) 150-69, 256-76, an account of a journey in 1894, exploring the Macestus Valley & its roads; there was some evidence of the road up the Macestus valley toward Nicea, with references to milestones. There were remnants of a Roman bridge above "Susurlu"; several miles of ancient road were visible above the village of Omer Keui; he thinks Achyraeus was at Bigadich. The article analyzes the travels of Aristides, who lived north, NW of Balikesir; his journey to the hot springs on the Aesepus is described (Aristides pp. 502-03). They cite Hierocles's enumeration of sites "Ilium, Troas, Scamandrus, Polichna, Poemaneunum" which suggests a road" (256) and against Ramsay, they propose a route "by Balat, Balukisir, Balia, and the Scamander" which is "almost a straight line from Cotyaium to Alexandria Troas. . ." (257) They discuss the roads in the Macestus valley (258ff) and report finding two Roman bridges in the "eastern valley" (276) near Pericharaxis.

¹⁰ See Bernhard Tenger, "Zur Geographie und Geschichte der Troas," *Asia Minor Studien* 33 (1999) 116-18. Konrad Miller, *Itineraria Romana. Römische Reisewege an der Hand der Tabula Peutingeriana* (Rome: Bretschneider, 1964) shows how closely this information matches the 4th century C. E. conditions as noted by the cartographer Castorius. The discussion in chapter VIII "Die Pontusprovinzen" shows on 628 that the Peutinger maps have no direct route between Dorylaeum and Troas, with the only possible routes going either through Bithynia or through central Asia. The example of the map on 631 shows Troas in the bottom left, with a range of mountains behind it, and a coastal road going south through Sminthium, Assos, Gargara, etc. but no overland route out of the city. The detailed map of NW Anatolia on 694 shows no E-W route from Troas East to the Menander Valley or to the cities further East of that point. It shows the only route into Troas as being the coastal highway.

¹¹ See particularly the sketches and drawings in *Asia Minor Studien* 33 (1999) of these gates and the necropolises that extend out from them alongside the exit roads.

¹² David S. French provides a starting point in *Roman Roads and Milestones of Asia Minor* (Oxford: B. A. R., 1981-88) 2 vols, with vol 2 in 2 fascicles. Vols. 2 & 3 identify almost 1000 milestones found in Turkey, among them 20 from Republican and Augustan periods; 3 from Claudius; none from Nero; 7 from Vespasian & Titus; but only a few along our route; at Türkmenli, on the road between Baymaric and Troas, milestone discussed in Cook 396, now in village cemetery with no emperor or governor visible; on southern coastal road of Troas, 6 miles E of Antandra ruins, milestone from Theodius's time (2.82); at Ayvacik, identified in Cook 414.56 (2.119).

¹³ Schulz, "Befestigungsanlagen," 37, 42.

¹⁴ Schulz, "Befestigungsanlagen," 37, 42; Reinhard Stupperich, "Zweiter Vorbericht über die Grabung in der Westtor-Nekropole von Assos im Sommer 1990," *Asia Minor Studien* 5 (1992) 31; Stupperich, "Grabungen in der Nekropole von Assos 1989-94," *Thetis* 3 (1996) 49-70.

east to Neandria,¹⁵ Skepsis,¹⁶ Argyria,¹⁷ and Pericharaxis¹⁸ can be located. This would throw light on the routes possibly used by Paul and his colleagues on the travels reported in Acts and 2 Corinthians, as well as details in the Ignatian letters. It is anticipated that the road project will be carried out in cooperation with Prof. Elmar Schwertheim, who has led the archaeological investigation of Troas and its predecessor city, Neandria, and who shares an interest in the ancient travel networks.

The investigation of the maritime dimension of Troas involves building a replica of an ancient sailing vessel to sail on routes that will clarify (1) why the artificial harbor of Troas was placed in the location selected by Hellenistic engineers, and (2) whether the travel details in the Book of Acts concerning Paul's journeys to and from Troas are feasible. The following itineraries and likely vessels are reflected in the account of voyages to and from Troas.¹⁹ (Since it did not involve Troas, the later journey from Caesarea toward Rome that ended in shipwreck (Acts 27-28) is not envisioned as part of the proposed project.)

Acts 16:11 Troas to Samothrace (1 day)

Samothrace to Neapolis/Philippi (1 day)

Season: March-May 48, with a prevailing south wind

Vessel unclear

Acts 20:6 Neapolis/Philippi to Troas (5 days)

Departure April 19, 57, against a prevailing south wind

¹⁵ See Elmar Schwertheim, "Neandria: Geschichte und Forschungsstand," *Asia Minor Studien* 11 (1994) 21-38; Armin Schulz, "Zur jüngeren Stadtmauer von Neandria," *Asia Minor Studien* 11 (1994) 65-89, esp. Illustration 3 on p. 74; Thomas Maischatz, *Neandria: Untersuchungen zur Bebauung und Stadtentwicklung*, in *Asia Minor Studien* 40 (2003) 25-36, with photo of paved road running east-west from Troas toward Neandria on 26.

¹⁶ Magie, *Roman Rule*, 69, 82-83; Hemer, "Alexandria Troas," concludes on 90 that the "likelihood of a direct Roman route at least from Troas to Scepsis has been corroborated by the recent discovery of a fragmentary milestone in the Scamander valley in line between the two cities. The numeral XV is preserved on it: the stone / is eighteen miles from Troas and over thirteen from Scepsis, but certainly not *in situ*," citing Cook, *Troad*, 396-97. See also Walter Leaf, "Skepsis in the Troad," in W. H. Buckler and W. M. Calder, eds., *Anatolian Studies Presented to Sir William Mitchell Ramsay* (Manchester: University Press, 1923) 267-81.

¹⁷ Magie, *Roman Rule*, 44, 804; Ernst Pernicka, et al, "Archäometallurgische Untersuchungen in Nordwestanatolien," *Jahrbuch des römisch-germanischen Zentralmuseums Mainz* 31 (1984) 538.

¹⁸ Magie, *Roman Rule*, 44,, 7998-804; Pernicka, "Archäometallurgische Untersuchungen," 540-49, 572, describing extensive Roman remains around the mining site, with a clearly visible paved road (548) and Roman bridge (572). W. Rüge, "Pericharaxis," *PaulyW* 19.720 reports slave graves from Roman times of persons apparently working in the silver mines.

¹⁹ The itineraries and schedules are worked out in my study, *Chronology*; but of course the itineraries would need to be tested at other times in the sailing season; see also Brian Rapske, "Acts, Travel and Shipwreck," in D. W. J. Gill and C. Gempf, eds., *The Book of Acts in Its Graeco-Roman Setting*. Vol. 2. *The Book of Acts in Its Graeco-Roman Setting* (Grand Rapids: Wm. B. Eerdmans Publishing Company; Carlisle: Paternoster Press, 1994) 1-48.

- Vessel probably a chartered coastal freighter²⁰
- Acts 20:13 Troas to Assos (1 day)
 Departure in early May, 57
 Voyage continues in coastal freighter
- Acts 20:13 Assos to Mitylene (1 day or less)
 Early May, 57
- Acts 20:15 Mitylene to point “opposite Chios” (1 day)
 Early May, 57
- Acts 20:15 Chios to Samos (1 day)
 Early May, 57
- Acts 20:15 Samos to Miletus (1 day)
 Early May, 57
- Acts 21:1 Miletos to Cos (1 day, with following wind)
 Early May, 57
- Acts 21:1 Cos to Rhodes (1 day)
 Early May, 57
- Acts 21:1 Rhodes to Patara (no schedule provided)
 Circa May 10, 57
 End of voyage in chartered coastal vessel
- Acts 21:2-3 Patara to Tyre, passing Cyprus “on the left” (no schedule provided)
 Mid-May, 57
 Probably a large freighter

A significant test of the authenticity of the sailing data in the Book of Acts would be to follow the routes and schedules at the appropriate times of year, with appropriate wind conditions, in a coastal sailing vessel rigged according to ancient standards. If the times allotted to each segment of these journeys prove impossible to achieve, the plausibility of the hypothesis that the “we-source” in Acts originated as a contemporaneous travel journal beginning with Paul’s arrival in Troas would be disconfirmed.²¹ If the segments prove possible to replicate, this would confirm the plausibility of the travel details and tend to support the premise of a travel journal by a companion of Paul's journeys.

²⁰ There are three reasons for this assessment: (1) Acts indicates that the previous year's plan to deliver the Jerusalem Offering was cancelled because a shipboard plot was discovered; in view of the large amount of money being delivered, it seems unlikely that Paul and the church representatives delivering the offering would take the risk again of travelling on a large vessel with other passengers. (2) Paul's decision to walk from Troas to Assos where the ship picked him up on the way south indicates certainty on his part that the vessel would come to the rendezvous; the coastal vessel must have been chartered for the exclusive use of the delegation delivering the offering. (3) Changing to a larger vessel at Patara (Acts 21:2-3) indicates that the chartered vessel was not large enough to go beyond sight of land, which was required for the route past Cyprus to Syria.

²¹ An example of the extensive discussion on the “we-source” is Stanley E. Porter, "Excursus: The 'We' Passages," in D. W. J. Gill and C. Gempf, eds., *The Book of Acts in Its First Century Setting*. Vol. 2. *The Book of Acts in Its Graeco-Roman Setting* (Grand Rapids: Wm. B. Eerdmans Publishing Company; Carlisle: Paternoster Press, 1994) 545-74..

However the experimental voyages turn out, and whatever course the road network takes, the investigations will throw light on the question of why Troas played such a crucial role in the expansion of early Christianity. Beyond testing the reliability of an ancient source, sailing these routes in a vessel patterned after an ancient model should clarify the function of Troas as an artificial harbor in close proximity to the Island of Tenedos (= Turkish Island of Bozcaada), near to the entrance of the Hellespont that provided a link on the main Roman postal route²² from Asia to Europe via Philippi, Thessalonica and the Via Ignatia. With spring winds from the south and the summer Etesian blowing strongly from the north,²³ with offshore and onshore winds every day, sailing vessels had to take account of seasonal and temporal differences in this part of the Aegean. From the vantage point of sailors, it is anticipated that the relationship to protection in certain wind conditions provided by the Island of Tenedos lying to the west of Troas, that the difficulties in entering the Hellespont at certain times of the year because of adverse winds and current, and that the lack of natural harbors or protection on the west coast of the Troad were decisive factors for ancient engineers and sailors who decided on the location of Troas. It is therefore proposed that repeated journeys in different wind conditions throughout the sailing season be planned from Troas to the Hellespont, to Samothrace and Neapolis, to Assos and Mitylene, and possibly to islands lying further to the west. Evidence of trading relations discovered by the Schwertheim team in their excavation of Troas can be used as a further guide for such experimental voyages.²⁴ Moreover, this investigation could also make a significant contribution to the archaeological investigation of Troas led by Schwertheim and his team, who thus far have not

²² See David Magie, *Roman Rule in Asia Minor to the End of the Third Century after Christ* (Princeton: Princeton University Press, 1950) 488.

²³ See C. Newmann and J. Partsch, *Physikalische Geographie von Griechenland mit besonderer Rücksicht auf das Altertum* (Breslau: Koebner, 1885) 113-16; Ellen Churchill Semple, *The Geography of the Mediterranean Region: Its Relation to Ancient History* (New York: AMS Press, 1971; reprint of the 1931 edition) 83-87; 479-82.

²⁴ The crucial importance of trade routes is demonstrated by M. P. Charlesworth, *Trade Routes and Commerce of the Roman Empire* (Cambridge: Cambridge University Press, 1924); Lionel Casson, *Travel in the Ancient World* (London: Allen and Unwin, 1974) and D. Topham-Meekings, *The Hollow Ships: Trade and Seafaring in the Ancient World* (London: Macmillan, 1976).

been able to answer the question of why the artificial harbor was built at precisely this point on the west coast of the Troad.

In view of the itineraries for which schedules are indicated, a coastal vessel of modest size would be appropriate; a wooden freighter with hull shape approximating the ancient models would suit the purpose quite well.²⁵ A hull length of around 20 meters would match the length of a typical coastal freighter. The remains of a Roman freighter of approximately this size found in the Mediterranean is on display in the Musée d' Histoire de Marseilles where a partial reconstruction has been made following the exact measurements of the extensive pieces founded by underwater archaeologists. Since no comparable vessel has yet been found by underwater archaeologists in Turkey,²⁶ this ship can serve as a model for the experimental vessel. The ship will need to be rigged with linen sails and steering oars rather than a rudder. Since both square rigged sails and lanteen sails were employed for Roman coastal freighters, the experiment needs to extend over two sailing seasons, one for each sail type. It is anticipated that some routes are likely to be feasible in view of wind conditions with one rig or the other. For the sake of safety, particularly in view of repeated entry into the area of the hazardous mouth of the Dardenelles, diesel engines should be installed in place of an equal weight of stone ballast, but it is not anticipated that the engines would be used to enter or depart from harbors or coves used in overnight shelter. It is crucial to discover how the offshore and onshore winds in the vicinity of Troas can be used to enter and depart from anchorages, because such winds provided the parameters for ancient sailing schedules. In place of propellers that would alter the sailing performance of the ship, ram jet engines would

²⁵ See Lionel Casson, *Ships and Seamanship in the Ancient World* (Princeton: Princeton University Press, 1971); Jürgen Hausen, *Schiffbau in der Antike* (Herford: Koehlers Verlagsgesellschaft, 1979) 151-89; Olaf Höckman, *Antike Seefahrt* (Munich: Beck, 1985) 52-74.

²⁶ For orientation, see George F. Bass, ed., *A History of Seafaring Based on Underwater Archaeology* (London: Thames and Hudson, 1972); Fik Meijer, *A History of Seafaring in the Classical World* (London and Sydney: Crom Helm, 1986) 187-95; Arvid Göttlicher, *Die Schiffe der Antike. Eine Einführung in die Archäologie der Wasserfahrzeuge* (Berlin: Mann, 1985) 69-82; the evidence from Turkish archaeology has been catalogued by Dr. Harun Oezdas of the Marine Science Faculty at the University of Izmir, who has been a consultant on the Troas Project.

be used, which would not protrude from the hull and would provide steering to compensate for the inadequacy of steering oars.

Although some ancient vessels of this size contained no galley, and were intended to be safely in port unless sailing in very sheltered waters, our subsequent use of this vessel for demonstration cruises as well as convenience during the two experimental years suggest the advisability of installing a small galley and a water tank for marine plumbing for showers and toilets. Private spaces for the belongings of the research team would also be provided; in place of modern cabins, walk-in closet spaces would be arranged in a portion of the hull not filled with amphorae, with a stairway built to accommodate later use for tourists examining the appearance of the hold of an ancient vessel.

In order to accommodate the research team's need for meals and sleeping accommodations as well as the requirement of a vantage point for photography, a medium sized gulet with its Turkish crew will need to be engaged for the course of the two research years. The gulet would also provide a measure of security in being able to come to the aid of the experimental vessel whose sailing characteristics are under investigation. The mouth of the Dardenelles is particularly dangerous, with swiftly moving and constantly changing currents along with heavy ship traffic; under normal circumstances this is the last place one would want to sail an experimental vessel with a clumsy sail and steering system, yet this is most important location in investigating the reason for the placement of Troas. Special permission will have to be sought from Turkish authorities who otherwise forbid the use of sails in this dangerous area. It will be proposed that with each entry of the research vessel under sail, the gulet will be attached with a towing cable in a slack position and the engines of the research vessel will be idling, in case of trouble. The gulet therefore needs to be fast, powerful, and skillfully handled by a captain who can communicate quickly and easily with the Turkish captain of the experimental vessel. As a substitute for a hotel during the sailing season of the two experimental years, the gulet should be large enough to accommodate 10

passengers, taking account of the need to provide space for film crews along with research teams and some guests.

In view of the need to experiment with itineraries during two sailing seasons from April through October, it will be necessary to invite a number of researchers to participate in the project. A minimal crew of four or five on the research vessel will be required for every trip, taking account of the management of the heavy linen sail with a relatively inexperienced crew. In order to provide continuity of experience in handling the vessel, a Turkish captain with the ability to learn ancient sailing techniques will need to be engaged for the entire period of the project.

The creation of educational films is a crucial element in raising funds for this project and publicizing the results. Their parameters must be developed prior to approaching educational television and film companies. One documentary film will concentrate on the factors that made this location strategically important. In addition to depicting the search for the road system, this film will show the likelihood that the same wind patterns that made Troy strategically significant in the 3rd millennia BCE and led to the creation of the artificial harbor at Troas in the 4th century BCE, are still in evidence in the 3rd millennium CE. This film would contain scenes of searching for the roads as well as planning, model testing and building the research vessel. It would concentrate on the question of which geographical factors, weather conditions, and sailing requirements led to the decision of the Hellenistic engineers from Neandria to create an artificial harbor at the location of Troas, just south of the ancient city of Troy. The film will suggest that the same conditions led the Romans to develop an immense city here, whose strategic importance was so great that Julius Caesar once proposed it as the capital of the empire in place of Rome. The film investigates the wind conditions in different times of day and season that would have allowed ancient ships to travel safely from Troas to the Dardenelles, to the west coast of Turkey, to the Greek

mainland, and to the Greek Islands. These beautiful locations with their classical associations would augment the appeal of this film.

The second documentary film will deal with the crucial role of Troas as the point where traditional scholarship inferred that the Paul and Luke first met, with Luke subsequently making a travel diary of their journeys together. Are the travel details about sailing schedules and routes in the “we-source” in the Book of Acts accurate enough that the hypothesis of a travel diary is plausible? The land and maritime journeys to and from Troas will be replicated to test this hypothesis, and in the process to review the dramatic purposes and outcomes of these journeys. For instance the journey bringing the Christian gospel to Europe for the first time began at Troas, and the final journey with the offering for the church in Jerusalem, that led to Paul’s imprisonment and death, involved a rendezvous at Troas. Later Christian leaders such as Ignatius also used Troas as a travel center.

These two documentaries would be created in generic form, with scholars from various countries invited to participate in the two experimental years, so they can host documentary versions in various languages for their own national television networks. This international team of scholars would serve as the advisory board for the Troas Project, guiding the development of the investigation of the road network, the two years of nautical experiments, and the creation of the documentary films. It is our hope that several scholars interested in the Canadian project of investigating travel in the ancient world may become members of this advisory board.

In subsequent years after the construction of the experimental vessel and the completion of the Troas Project, the freighter will be made available to scholars interested in investigating other ancient itineraries in the Mediterranean. In addition the vessel will be available for ship-based tours of Asia Minor and the Greek Islands led by scholars interested in religion and travel in the classical world. These considerations remain secondary, however, to the scholarly premise of the Troas Project. The questions regarding the placement of Troas,

its function in the travels of Paul and other religious leaders, and the land routes linking the city to its hinterland can only be resolved by modern surface survey techniques and a form of experimental, nautical archaeology. In particular, the account of Paul's travels by land and sea in the latter part of the Book of Acts offers a rare opportunity to corroborate or falsify explicit details about routes and schedules in an ancient source. We hope that the colleagues at the CSBS conference will provide critical assistance in shaping the project and will view it as a potentially constructive part of the new research program into "Religion and Travel in Antiquity."