

**EVALUATION OF ALTERATIONS IN OTTOMAN
HANS IN TIRE FOR THEIR RESTITUTION**

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**by
Sevinç ÇULCU**

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İZMİR**

We approve the thesis of **Sevinç ÇULCU**

Date of Signature

18 July 2005

.....

Assoc. Prof. Dr. Başak İPEKOĞLU

Supervisor

Department of Architectural Restoration

İzmir Institute of Technology

18 July 2005

.....

Assist. Prof. Dr. S. Sarp TUNÇOKU

Department of Architectural Restoration

İzmir Institute of Technology

18 July 2005

.....

Assoc. Prof. Dr. Ülker SEĞMEN

Department of City and Regional Planning

İzmir Institute of Technology

18 July 2005

.....

Prof. Dr. Ömür BAKIRER

Department of Architecture

Middle East Technical University

18 July 2005

.....

Prof. Dr. Bozkurt ERSOY

Department of History of Art

Ege University

18 July 2005

.....

Assoc. Prof. Dr. Başak İPEKOĞLU

Head of Department

İzmir Institute of Technology

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ABSTRACT

In Turkish commercial buildings architecture, han buildings that were constructed between 13th and 19th century, are historical evidences that reveals commercial, social, cultural and economical condition of the cities in which they were located. These buildings were generally built in the regions that had commercial potential. As a result of increasing intensity, changes in economic structure etc. they lost their value and started to disappear rapidly.

Tire, located in western Anatolia, a region of commercial and agricultural importance, was the center of Aydınoğulları in Beylikler Period, and the center of Aydın Province in Ottoman Period. It was an important settlement in terms of politics, science, art and trade especially in the 15th and 16th centuries. In this period, as a result of increasing commercial activities, lots of hans were built. However, among these hans only Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han exist today. Since they reflect one of the old Ottoman city's physical status and also social, cultural and economical status of society, the conservation of these hans gains importance. At the planning period of the conservation study of Tire Hans, it is important to determine their original architectural characteristics.

Therefore, the study focused on the investigation of alterations, and preparation of the restitution study which reveals their original state by the data obtained. Such enable one to take more conscious decisions for their preservations.

First, the existing hans of Tire and their location were determined and their historical backgrounds were investigated. The present condition of these buildings and their alterations were determined and evaluated. The obtained data was supported with historical research and comparative studies. After that the restitution projects that show the original situation of these hans were prepared.

Key Words: City Hans, Tire, Alteration, Restitution, Ottoman Hans

ÖZ

Türk ticaret mimarisinde, 13. yy'dan 19. yy başlarına kadar inşa edilen han yapıları, buldukları kentin ya da bölgenin fiziksel, ekonomik ve toplumsal gelişimini yansıtma bakımından büyük önem taşımaktadırlar. Özellikle ticaret yoğunluğu olan bölgelerde inşa edilen bu yapılar, zaman içinde bu yoğunluğun azalması, ekonomik yapının değişmesi gibi nedenlerle, değerlerini kaybetmişler ve hızla yok olmaya başlamışlardır.

Anadolu'nun batısında, ticari ve tarımsal üretim bakımından önemli bir bölgede bulunan Tire, Beylikler Dönemi'nde Aydınoğulları'nın, Osmanlılar Dönemi'nde ise Aydın Sancağı'nın merkezi olması nedeniyle, özellikle 15. ve 16. yy'larda idari, siyasi ve ticari açıdan önemli bir merkez durumundadır. Bu dönemde oluşan ticari canlılık sonucu kentte pek çok han yapısı inşa edilmiştir. Ancak bu yapılardan günümüze sadece Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han ve Yeni Han ulaşabilmiştir. Zaman içinde hızlı bir şekilde yok olan ve günümüzde işlevlerini yitirmiş olan bu yapıların eski bir Osmanlı kentinin fiziksel yapısını ve toplumun sosyal, kültürel ve ekonomik yapısını yansıtma açısından korunmaları önem taşımaktadır. Az sayıda örneği kalan Tire hanlarının koruma çalışmalarının planlanmasında öncelikle özgün mimari özelliklerinin belirlenmesi gerekli görülmüştür.

Bu amaçla, çalışma, yapılardaki değişmişliklerinin incelenmesi ve elde edilecek verilerle özgün durumlarına ilişkin restitüsyon çalışmalarının gerçekleştirilmesi üzerine yoğunlaştırılmıştır. Yapılan restitüsyon çalışmaları restorasyon ve koruma kararlarının daha sağlıklı ve doğru verilmesini sağlayacaktır.

Öncelikle Tire'deki mevcut hanlar ve konumları tespit edilmiş, yapılarla ilgili tarihi araştırma yapılmıştır. Yapıların günümüzdeki durumları incelenmiş, değişmişlikleri belirlenmiş ve değerlendirilmiştir. Elde edilen veriler tarihi araştırma ve karşılaştırmalı çalışmalarla desteklenmiş ve hanların özgün durumlarına ilişkin restitüsyon çalışmaları gerçekleştirilmiştir.

Anahtar Kelimeler: Şehir İçi Hanları, Tire, Değişmişlik, Restitüsyon, Osmanlı Hanları

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CHAPTER 1

INTRODUCTION

1.1. Aim and Content of the Study

Since Tire was the center of the Aydınoğulları Principality in Beylikler Period, and the center of Aydın Provence in the Ottoman Period, it was an important settlement in terms of politics, science, art and trade (Armağan 1983). Being the center of *Sancak*, many statesmen had served this town and founded several foundations, that helped the development (Tokluoğlu 1973).

Tire was under domination of the Aydınoğulları Principality in 708 H. /1308 A.D. Then the Ottoman Empire controlled this settlement in 829 H./1425 A.D. The economical progress starting in the period of Beylikler showed continued great development in the 15th and 16th centuries. As a result of the increase in commercial activities in Tire, which was one of the most important production and trading centers of the Ottoman Period lots of hans were built. Depending on existing sources and publications, there were 27 hans in this period (Özer 1992, Çakmak 2002, Armağan 2003). Now, there are only 5 existing hans in Tire: Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han.

Although these hans have lost their function now, they are historical documents that reveal the commercial, social, physical, cultural and economical condition of the 15th and 16th centuries. These buildings lost their original functions due to the changes in traditional commercial activities. They also lost their original form and architectural characteristics because of poor quality the unconscious repairs and restorations. The conservation of the Tire hans, which are special building types of local Ottoman architecture, is important for the historical identity of the settlement. During the planning period of the conservation study of Tire hans, the very first thing to do is to determine their original architectural characteristics.

Therefore, the aim of this study is the investigation of the previous alterations and the preparation of a restitution study relating to the original condition of these

buildings through obtained data. Proven restoration and conservation decisions can be based on the results of these reliable restitution studies.

The first chapter of the thesis contains the aim, content and method of the study.

The second chapter involves, the history of Tire. In this part, also the historical development of this city from antique period, to Aydınoğulları Principality period and Ottoman period and the social and economical condition at Ottoman period were also investigated.

In the third chapter, some information about the development of Turkish hans, and the commercial buildings of Ottoman period of Tire are presented.

In the fourth chapter, the existing situations of Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han ve Yeni Han were analyzed. The existing plan and façade features, construction methods, building materials, and alterations which were defined. These are investigated as two main topic; interventions and structural failures.

In the fifth chapter of the study, the effects of the alterations on the hans' physical features were evaluated. In respect to data, the restitution proposals that show the original condition were prepared.

In the conclusion, the original characteristics of investigated hans were determined.

1.2. Definition of the Problem

During the period of historical development hans were first built on roads between cities, then the city hans were built due to the development of the trade zones. (Güran 1976). These hans that appeared in the 15th century in Ottoman architecture, were built to provide the needs of shelter and safety of travellers and animals (Ersoy 1991).

As a result of development of trade in Tire from the 15th to the 19th century, the city became an important production and trade center of the Ottoman Empire. The Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han, which were 5 of the 27 hans built in the Ottoman period still exist in Tire. These hans document the trading life of that time, so they have importance as the historical and cultural heritage. These buildings give us information about the period that they were built by their locations in

the town, plan and facade characteristics and the building materials. It is difficult to notice these hans as they have lost their original function in a changed city and they have started to disappear rapidly.

For the protection of these hans that were the center of commercial life requires the determination of correct conservation decision. The first priority is to determine their original features. It is important to prepare the restitution study, to identify and conserve the characteristics that should be emphasized of the buildings, which lost their original features due to previous intervention and structural failures.

1.3. Methodology

The method of the study was based on site investigations and historical research. Site investigations lasted approximately five weeks from September to October 2003 and also from March to April 2004. To determine the existing conditions of the buildings; the previously drawn plans of Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han were reviewed (Gürboğa 1985, Tüyel 1996). Also, general measurements were taken to identify these hans and to draw 1/100 scale plans. During this study, general and detailed photographs of the buildings were taken. The data obtained from the investigation sites were interpreted into graphical presentation by AutoCAD software drawing program. The drawings to present the existing conditions of buildings are classified in three groups:

- Plan drawings that document the existing condition
- Analytical drawings that show alterations
- Drawings that alterations are graded

Restitution drawings were developed according to these three groups. Restitution study aims to determine the condition of the buildings in the 15th and 16th century when these buildings were built.

1.4. Sources

The primary source of information concerning this thesis were the visual documentation that was gathered. As well as comparison with other Ottoman Hans, commercial life and commercial buildings in Tire literary sources were also utilized for Tire han.. These sources are as follows:

Armağan, M., 2003. “*Devlet Arşivlerinde Tire*” (Tire in the Government Archives). This book analyzed the historical process of Tire in Beylikler and Ottoman Period. In this study the types of hans, mosques and baths were classified and supplemented with archives and photographs.

Cezar, M., 1983. “*Typical Commercial Buildings of the Ottoman Classical Period and the Ottoman Construction System*”. This study described the architectural features of *bedestens*, *hans*, covered *bazaars* and *arastas* which are now either in a state of ruin or maintain their function after being modified and adapted to serve present-day requirements.

Ersoy, B., 1991. “*İzmir Hanları*” (Hans of İzmir). This study includes the characteristics of the city hans of Ottoman Period in the city of İzmir.

Göksu, E., 1985. Master thesis “*Formation and Alteration Process of the Small Town Centres in Anatolia: The Case Study of Tire*”. In this study, it is revealed that the town of Tire, especially its central area, had protected its traditional spatial elements despite the change in the town’s economic functions through time.

Güran, C., 1976. “*Türk Hanlarının Gelişimi ve İstanbul Hanları Mimarisi*” (Development of Turkish Hans and Architecture of Istanbul Hans). This study is of great importance since the fundamental characteristics of Turkish Hans were thoroughly examined. In this study general information about the hans was given, the role of the hans in Turkish architecture were questioned and the hans were classified by a detailed investigation.

Gürboğa, F., 1985. Undergraduate thesis “*Tire’de Türk İslam Anıtları*”. (Turk-Islam Monuments in Tire). The subject of this thesis includes features of hans and tombs from Turk-Islam monuments in Tire.

Özer, M., 1992. Master thesis “*Tire’deki Ticaret Yapıları*”. (Commercial Buildings in Tire). The subject of this thesis explains the importance of the commercial buildings (*bedesten*, *arasta*, *hans*) in Tire in Turkish commercial architecture.

Tokluođlu, F., 1964. “*Tire*”. In this study, the history of Tire and architecture of the principality were examined.

Tokluođlu, F., 1973. “*Tire Çevre İncelemeleri*” (Investigation of the Vicinity of Tire). This study consists of the development of Tire which has rarely been a matter of research. This study consisted of two steps, in the first detailed information was given about Tire and the latter introduced some historical documentation.

Tüyel, E., 1996. Master thesis “*Restoration Project of Matyos Han in Tire İzmir*”. The subject of this thesis is the restoration of the Matyos (Yeni) Han in Tire, possessing historical and cultural values.

CHAPTER 2

LOCATION AND HISTORICAL INFORMATION

2.1. Location of Tire

Tire is one of the important historical and administrative towns of İzmir. Tire is situated in the East-West direction on the foot of Güme Mountation chain which separates the Küçükmenderes plain and Büyük and Küçükmenderes valleys. It is surrounded by Ödemiş on the East; Selçuk, Kuşadası, Torbalı on the West; Bayındır on the North and Aydın on the South (Figure 2.1).



Figure 2.1. Location of the Tire.

2.2. Historical Information about Tire

Tire is an important historical settlement because its center includes traces of the ancient times, up to the 15th and 16th centuries. The economic role of this town changed with time. Tire was not only an important administrative center but was located on a vital transport network. Owing to this it gained importance becoming a trade and economic center in a regional scale.

2.2.1. Antique Period

The founders of Tire is unknown. Hittites, Lydians, Cimmerians and Persians lived in the region. In the Hittite period, the district was known as Ahyova and natives of Anatolia were established here. During the Hittite Empire, they came to West Anatolia, so Tire was under Hittite control.

There are different theories as to the source of Tire, but the one generally accepted is Tyrha or Teira. (Tokluoğlu 1973). Tire is spelled differently according to varying sources: Tyrha, Tyra, Trha, Thyraia, Thyeira, Thira. Also it is not certainly known if the word Tire comes from tyrrha which means castle, fort or from the word teirea which means city, town in Anatolian languages.

Towards the middle of the sixth century BC, Tire came under the control of Lydia. In 652 BC. Cimmerians took control of Tire. But after a short time, Cimmerians spread out to Anatolia and penetrated the native groups of Anatolia. So, the Tire region was again joined to the Lydian State. The Lydian Emperor Krezus was defeated by the Persians in Kızılırmak so Persians took control of Tire. This lasted 213 years. Then Alexander the Great invaded Tire. (Tokluoğlu 1973). Twenty years later, after his death, Tire was separated and shared by the state commanders. Commander Lizimahos took control of Tire. Then Tire was connected to Pergamon Dynasty. Then 150 years later, last king of the Dynasty donated his lands to Rome before his death.

After separation of the Roman Empire, Tire was connected to East Roman, Byzantine Empire (476) (Figure 2.2). The residential districts and ruins of Tire are as follows: the castle walls, in which are the remains of Romans, in Büyükkale and Hisarlık; the old cemetery, the remains of the Romans in Kahrat and Işıklı; the residential areas were Akçaşehir, Uzgur and Gökçen and also other ruins. Deliktepe, Toptepe, Kırtepe, Kazantepe are the important places where archeological finds still remain.

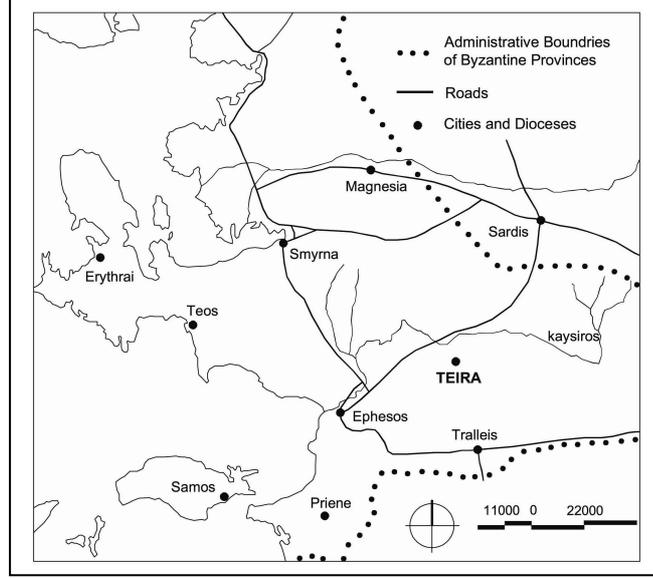


Figure 2.2. Byzantine Roads; Asia, Lydia and Caria (Göksu 1985).

2.2.2. Aydınoğulları Period

In the beginning of fourteenth century, Turkmen principalities spread out to West Anatolia. One of these principalities, Aydınoğulları was established in the Aegean coast of Anatolia and ruled there 90 years between 1300-1390 and again 23 years between 1402-1425. Another principality ruling in the Aegean coast was Menteşeoğulları who, for a short time, united with Aydınoğulları. During the time of Emir Menteşe, Tire, Pyrigion (Birgi), Tralles (Güzehisar), Nyssa (Sultanhisar) and Ephesus (Ayasoluk) were the capitals. Again, Sasa Bey one of the emperors of the Menteşeoğulları Principality, captured Ephesus in 1304. After they withdrew, Sasa Bey seized Tire, cooperating with Aydınoğulları. As a result of this, Tire became a dominion of Sasa Bey. Then Tire became one of the important towns of Aydınoğulları from 1308.

Later on, Mehmet Bey established a principality, which was independent of Menteşeoğulları, he conquered almost all of the area within Ionia. Mehmet Bey, the principal of the Aydınoğulları, had shared his principality with five people from his dynasty and it was given to Süleyman Shah who ruled Tire as the governor till he died in 1349. His tomb lies in the garden of the Ibn-i Melek Medresesi (Tüyel 1996).

In 1390, Yıldırım Beyazıt took Tire under the rule of Osmanoğulları. Isa Bey Ruler of Aydınoğulları gave his land to Osmanoğulları. He moved to Tire. After the Ankara Battle, Timur conquered Tire and gave them back to Aydınoğulları and Musa

Bey ruled the principality. But after Timur left, in 1403, Çelebi Mehmet annexed Tire to the Ottoman Empire. Tire remained within the boundaries of the Ottoman Empire until the government of Murat II, but sometimes the town rebelled in order to be independent. Aydınoğulları left some remarkable architectural buildings such as mosques, tombs, medrese in Birgi, Ayasluğ and Tire. During the fourteenth century Tire was considered to be one of the important cities like Konya, Ankara, Bursa, Amasya and İznik until the second half of the fifteenth century.

2.2.3. Ottoman Empire Period

During the Ottoman Empire period, Tire was an important city such as a science center. In fifteenth century, Tire was a pioneer of the districts of Aydın, in all aspects like, population, economy and science to emphasize the significance of the city. Tire, up to seventeenth century, was a provincial center (Figure 2.3).

According to Cadastral Survey Registers (*Tapu Tahrir Defterleri*) during the periods of Fatih and Süleyman the magnificent, Tire which was the center of the province was composed of 26 districts and a center. After Istanbul was conquered by the Ottoman Empire, the people from different parts of Anatolia migrated to Istanbul. This started during the Fatih Period 35.000 people migrated to Istanbul from Tire and other parts of Anatolia including the Black Sea coast. The immigrants from Tire had settled down in the Vefa districts. These people were given houses, shops, vineyards, and gardens and kept exempt from the farming taxes called “mukataa” in Turkish. Through this, it was intended to have the Turkish society settle down in İstanbul and make this society superior to the other societies (Tokluoğlu 1973).

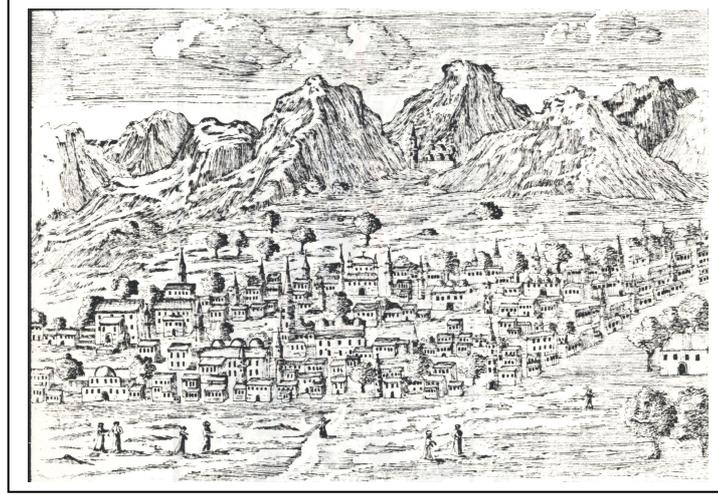


Figure 2.3. Tire, Paul Lucas, 1709 (Göksu 1985).

Throughout history, some travelers passed through Tire and they wrote about Tire in their books of travels. Katip Çelebi speaks on the significance of Tire as a district of Aydın and defines the mosques, hans and baths with lead coverings. Evliya Çelebi in his book mentions that Tire was established on the foot of Güme Mountain and does not have a castle. Tire has 68 neighborhoods, 36 mosques, 30 medreses, 13 baths, 27 hans and a bedesten (Evliya Çelebi 1935).

In some sources from the seventeenth century, Cihannüma and Evliya Çelebi, Tire was reported to be the center of the province (Figure 2.4).

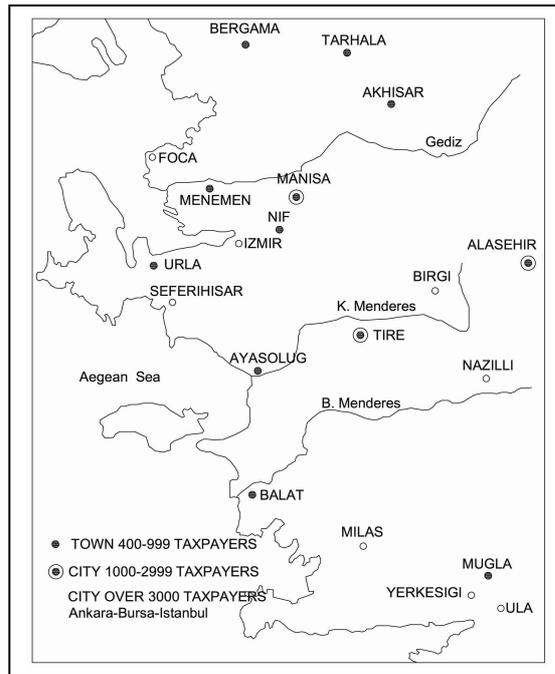


Figure 2.4. Towns of Western Anatolia Between 1520-1540 (Göksu 1985).

In the seventeenth century, Aydın Güzelhisar, which was the center of the town, became the center of Aydın town. The records of the census which took place in 1831 for the first time in the Ottoman Empire and the Encyclopedia of Islam write that the center of Liva and province was Güzelhisar.

The Vilayet of Aydın was separated into five provinces from the administrative point of view according to the 'Law of Administration of Vilayets', Tire being attached to Izmir. During the invasions of Izmir in 1919 and 1922 some important civilization centers had been burnt down in Tire, Ephesus and Birgi (Tüyel 1996).

During Tire's historical evolution frequent natural disasters occurred. The earthquakes, which caused an immense amount of damage, were as follows: 177 A.D., 1653, and 1668 August continuous, 1739 April and 1778 June, 1846-1850 continuous, 1870, 1880, 1928, and 1949 intermittent.

In 1591 and 1886 epidemics of infection started and the fires in 1880 and 1914 again caused a great deal of destruction. The evolution of the small market centers upon important transport routes had spatial content in the Ottoman period (Özer 1992).

Tire is a town which has been significant economically, culturally and for the purposes of administration during every period in history (Figure 2.5).

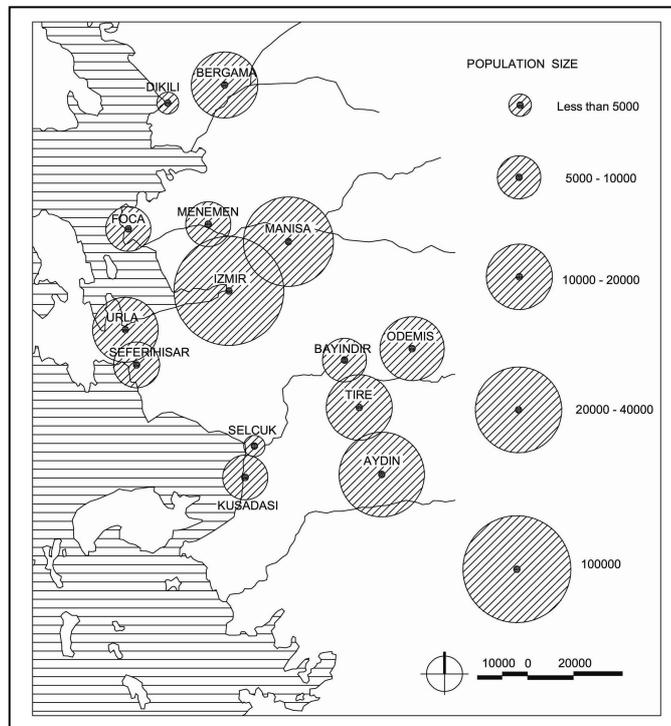


Figure 2.5. Towns of Western Anatolia in 19th Century (Göksu 1985).

2.2.3.1. Social and Economic Structure during the Period of Ottoman Empire

The economy of the Ottoman towns was based on consumer goods, which were produced by artisans, who were fed by the commerce were carried out over long distant in a general sense. In the historical evolution, the towns, which were close to the main roads that were used for the transport of goods to the places where they could be exchanged, became the important centers of commerce. These towns continued their development as long as they protected their locations on the important networks during the Ottoman Period.

Anatolian towns had produced goods for the markets around them or the distant trade in a specialized way, because the traditional caravan transport was employed as a commercial enterprise. The economic and commercial sectors of Turkish society were organized as guilds between the 13th and 18th centuries and the guild institution between the 18th and 20th centuries.

Consequently, the ethical and professional bases for handicrafts had been established in a hierarchy of an assistant apprentice (yamak), apprentice (çırak), assistant-master (kalfa) and master (usta), on the other hand the relationships between the consumer and producer had been adapted in such a way that they could not fight with each other which was a very important problem in trade and the production of handicrafts (Özer 1992).

The numbers of commercial units in the places where economic activities took place, their formation and arrangement were conditioned by the guilds and the gaps were attended and repaired by foundation funds. These were the factors that let the physical structure continue without any intervention or alteration.

Since the urban form and formation of the physical structure in a given time period were dependent on the location of the activities in the area, examining guild organization in the economic system and spatial features of commerce, will form a criterion related to the contribution of the commerce to the urban spatial change either in a direct physical format or in an indirect way by means of organization.

2.2.3.2. Physical Urban Structure during the Ottoman Empire Period

The physical structure and form of a town is the result of functional differentiation which arises over a wide time dimension inside a certain time. It is the economic structure, which mainly shapes the physical structure of a town and its functional variations.

During the Ottoman period, two types of towns were increased and reshaped according to the needs. Consequently the common elements were the mosque, bedesten and imaret. At the outset, the main center of the town, the bedesten was built for the exchange of fabrics, cotton materials, linens etc., later they were transformed into markets for valuable goods such as gold and silver. There were hans which specialized in trade activities and the roads, that specialized in production, commerce and services around the bedesten (Göksu 1985).

The residential districts were located around the center. They were separated according to ethnic and cultural variations rather than class differentiations. Imarets became the prime nucleus of the location which became encircled by the houses in later years.

There were two functional types of center in the Anatolian towns: 1. “Hans” where exchange of handicrafts were carried out and storing was done, 2. The shopping center where manufactured goods were sold either in covered or open markets and foods were sold in bazaars. Open markets, which were generally founded near the mosques, were generally named according to the goods sold, such as grain market, animal market, wood market etc.

The physical elements such as the hans, bedestens started to be built during the 15th and 16th centuries in the town centers. The development of these elements up to the 17th and 19th centuries in the centers of the towns, later the handicrafts became incorporated and they continued to function in that way.

The hans were named according to the goods sold or distributed and each han consisted of rooms downstairs around a courtyard used as stores, the ones upstairs were used as accommodation or bargaining places. The sale of goods was carried out in the courtyards (Özer 1992).

The majority of shopping centers, hans and the baths were the possessions of the foundations. The rents collected for these buildings were spent for the foundations. A

provision was made that the buildings rented could be repaired or rebuilt, if necessary with the permission of the trustee, through a law passed in 1611 which was later extended in to 1868-1869 for the shops used as if they were the private property of individuals.

Tire was an important town in the region because it is close to Izmir, which was one of the largest ports of Turkey. Tire had been endowed with mosques, medrese, aşevi, caravansaries, türbes, baths and other social services, oriented buildings such as hans, bedestens, arastas and the shops that had been established by the foundations in the large cities between the end of the 14th century and the end of the 16th century. From the administrative point of view, Tire, which was the provincial center, and was related to Liva of Aydın in that period from the middle of the 15th century until the 17th century.

Among economically vigorous towns such as Bergama, Manisa, Tire and Urla, Tire was the one which had the highest number of foundation shops (Figure 2.6). Ankara with 836 foundation shops was followed by Tokat with 736 shops and Tire 632, in the sixteenth century. The increase in foundation shops, related to a single foundation contributed to development of the settlement and emphasizes their economic importance. For the most important agricultural products of Tire were cotton, hemp, and the manufactured woven products of the region. Tire's hemp has been recorded as having been sold amongst other Anatolian products, in Istanbul in the sixteenth century.

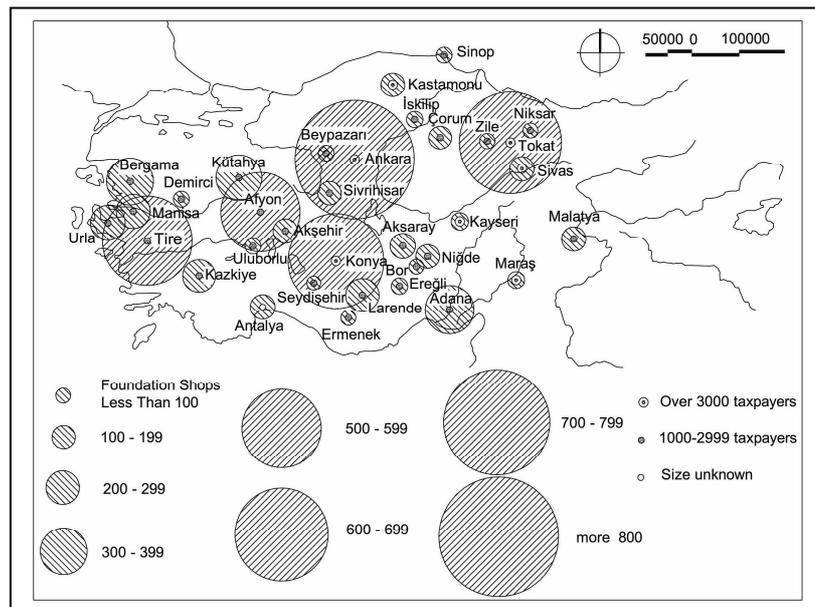


Figure 2.6. Foundation Shops in Late Sixteenth Century (Göksu 1985).

The residential areas of Tire were located on the gentle slopes of Güme Mountain. The first settlement area of Tire was that surrounding the Mosque of Suratlı, Paşa District and part of Dere District. The next settlements tended to move west and more especially towards the plain. Therefore Duatepe, İstiklal, Paşa, Cumhuriyet and Ertuğrul Districts can be dated to the fifteenth and sixteenth centuries. The districts of Dumlupınar, Ketenciler, Dörteylül and Turan developed in the seventeenth to nineteenth centuries.

According to Evliya Çelebi who visited the city in 1671, the town was composed of 68 districts with a square working well and a market visited by caravans. Evliya Çelebi provided information about the housing of the town and writes that Tire like Bursa was built on the slope of a mountain. There were 30 medreses, 9 imarets, 16 baths, 27 hans, 1 darülkura, 60 sübyan mektebi, 270 fountains, 2000 common fountains among the districts and 5 public fountains under domes in 1671 with 18 kazas. Evliya Çelebi had written that there were 2800 shops in the town. There was 1 bedesten, 6 hans in the center (Yenihan, Kurşunlu Han, Kutuhan, Çöplü Han, İki Kapılı Han and Savran Han, 2 hans outside the center (Miri Ali Han and Pembe Han).

Evliya Çelebi in 1671 and Vital Cuinet in 1890 stated that Bergama and Tire were *kazas* which had the highest populations in the seventeenth and nineteenth centuries. It is possible to add Ödemiş to these settlements as also having important agricultural and industrial activities (Evliya Çelebi 1935).

The Torbalı-Bayındır-Tire railway lines of the Aydın-İzmir railway started to operate in 1883. By opening the Ödemiş line in 1888, the important surplus centers which would collect and send the surplus to İzmir, were connected to the port. We observe that the agriculture in Tire had changed by its adaptation to the general economic structure in the 19th century.

The physical structure both in the housing areas in the center were not immediately influenced by the economic transformation which started in the 19th century. The town market and the Jewish trade section were burnt down in a fire in 1884. The fire started in 1917 in Tire, the Jewish District, including three synagogues and part of the town and completely destroying the whole Greek District, all of the wooden houses and the timbers of the doors of the stone houses were completely burnt.

A planned restoration attempt was started at an unspecified date known but probably after the Republic in order to renew the damaged areas of the 1917 fire. In the new building blocks for protection from fire groups of stone houses were taken into

consideration. However, during the building of the radial roads the largest han of Tire, which was located where the existing covered fruit and vegetable market stands and İki Kapılı Han and some parts of Bakırhan were destroyed. We understand this from the dates on the buildings dated from before the fire were restored in the early years of the Republic Period. The buildings protected from the fire were restored during the renewal of the center, as for the others, they were rebuilt in accordance with a city plan (Tüyel 1996).

As a result, Tire is the town where the maximum numbers of foundation buildings were constructed in the 16th century. Spellout 86 % of these buildings are typically commercial. Tire was with its specialized products and with the opportunities provided by the Küçük Menderes River Plain, was an important commercial center.

CHAPTER 3

DEVELOPMENT OF HAN BUILDINGS IN TIRE

3.1. Historical Evaluation of Ottoman Hans

The buildings, in which merchants, pilgrims, people travelling for their business were sheltered with their animals and where good and safe accommodations and food were supplied, were called caravanserais, mihmansaray or han. Hans and caravanserais were the building in which the travelers were sheltered during their travels, until means of modern transportation began to be used (Tüyel 1996)

Hans are mainly established on trade routes serving caravans. The origin of hans, as mentioned in most sources, is the Ribat. Ribats, built around Transoxania (*Maveraunnehir*) in the 9th century, have both religious and military characteristics. They have a square plan with a central courtyard and a castle like appearance with massive walls, buttresses and projecting portals (Yavuz 2002).

The etymology of the words "rebetika" and "rebetis" has been a puzzle for half a century. Namely a derivation from the Arabic "riboat". Ribat-style caravanserais first appear in Central Asia in the Karakhanid (932-1212), Ghaznevid (963-1183) and Great Iranian Seljuk empires (1040-1157), and originated from the ribat building form. The Iranian and Central Asian (Turkmenistan and Uzbekistan) hans of the 11-12th centuries are the earliest large body of han constructions (Yavuz 2002).

The word was also used to describe urban structures which served commercial purposes or in which Sufis congregated. Another role they played was supporting the postal services, especially throughout the Seljuk lands. Many ribats are still to be found in the Maghrib; Munastir, Susa, Tafertast and Tit. In the eastern Muslim lands we have the celebrated 11th century Ribat-i Sharaf in Khurasan and Ribat-i Malik on the road between Bukhara and Samarqand (Figure 3.1) (Yavuz 2002).



Figure 3.1. Ribat Sharaf Caravanserai, Semerqand-1078 (Yavuz 2002).

Caravanserai is a building to house a brief overnight stop-over of a caravan, which is a body of merchants who travel together for greater protection. It is thus a way station or overnight inn for traveling merchants. The general name of these buildings in Turkish is "han". The typical caravanserai is a monumental stone building with a huge, highly-decorated main portal which provided access to a large open courtyard and a vaulted hall to the rear.

The majority of the caravanserais in Anatolia were built in the 13th century, by the Anatolian Seljuks. This was the period of an increase in economical activity in Anatolia, where major international trade routes were passing through connecting East and West. A network of caravanserais was developed on these roads. No payment was made for lodging in the caravanserais, which were charity foundations built by the sultan or important people. Hans were also built in the cities for commercial purposes (Bektaş 1999) (Figure 3.2, Figure 3.3).

Beginning with the Mongol raids after the 13th century, a period of confusion started in Anatolia. This negatively affected the trade on caravan routes. Later, when the Ottoman Empire was founded, unity was reestablished in Anatolia and security was provided. But the establishment of sea transportation, new trade routes, changing economic relations between of East and West caused transit trade in Anatolia to lose its importance. Instead, the commercial centers developed in the cities. (Cezar 1983).

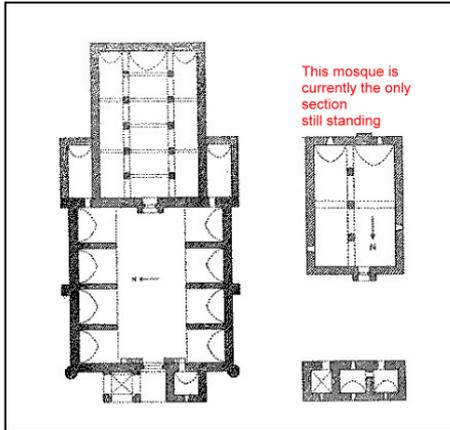


Figure 3.2. Kızılören Caravanserai
44km from Konya-1275.



Figure 3.3. Interior courtyard cells, is situated
looking towards main entrance(Yavuz 2002).

The hans in the centers functioned in accordance with the kind of trade activity in the city. Some hans provided only daily needs of that city and also some provided the goods which were to be sent to all the Ottoman provinces and foreign countries. The numbers of hans in cities was directly related to the degree of commercial activity and variety of these activities. It also has been seen that, in some hans, many kinds of goods were produced, stored and sold, but in some others only one sort of trade took place. Hans, which were used for overnight stay, usually were built out of the commercial centers (Cezar 1983). (Figure 3.4) (Figure 3.5).

However, the city han is also seen that, while commercial facilities continued on the ground floors of the hans, upper floors were used for overnight stay. Also the city hans influenced the commercial activity of the city by offering rooms for overnight stay to merchants, who were traveling with caravans, whether they were constructed inside or the outside of commercial centers (Yavuz 2002).

During the Ottoman era, many hans had been built using timber, brick, stone or a ground floor with stone and the upper floor with timber. However, brick and stone were used in most of the city hans, especially the ones which would be used for the storage of valuable goods. When hans, which were constructed with brick and stone are examined, “cut stone walls with rubble stone infill”, “alternating walls”, “rubble stone walls with plaster on them” can be seen as building techniques. At the hans, the spaces are spanned by domes and vaults were used. Generally, at the hans which have barrel vaulted colonnaded portico, there are cross-vaults in front of the main entrances.

The spaces for humans and animals are absolutely separated and stables are placed separately as spaces consisting of halls in Ottoman architecture. Also square or squarish arcade plan scheme is the main scheme and floored hans are of the Ottoman period. Many of sixteenth and seventeenth century han buildings are the examples of this (Güran, 1976).

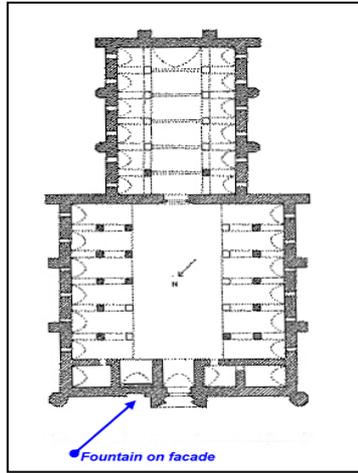


Figure3.4. Pazar Han Tokat-1378.



Figure3.5. Cells around courtyard

(Yavuz 2002).

3.2. Commercial Life and Commercial Building in Tire

The fact that the administrations built constructions for social and administrative purposes and that a number of hans, caravanserais and shops had emerged in this town supports our thesis that Tire was important as a center of commerce during the Aydınoğulları period and still later during the Ottoman Empire period.

We know that the majority of the mosques were built in the 14th century on the hill side. We have observed that the mosque constructions were intensified in the center in the 15th and 16th centuries. Almost all the commercial buildings, such as hans and shops can be dated to the same period.

The buildings which belonged to the Yahşi Bey Foundation in 1441;

- ◆ Zaviye of YahşiBey (mosque, imaret, cellar, stable, guest house).
- ◆ Bath of Tahtakale.
- ◆ Kabban Caravanserai to the north of the bath (Kapanhanı).
- ◆ Kutuhan

Buildings of the Lütü Paşa Vakıf in 1543;

- ◆ Kurşunluhan (34 rooms upstairs, 19 downstairs).
- ◆ Yenihan (37 rooms upstairs, 24 rooms downstairs).
- ◆ Miri Ali Hanı which was outside the center, in the Yedi Dogancılar District.
- ◆ Pembe Han in the Pink Bazaar.

Totally; 677 shops, 5 hans, 2 caravansaries, 40 hanuts, 1 kapan, 4 mills, 3 gardens and 2 baths. There were also many shops which belonged to the Lütü Paşa Foundation in different areas in the market places outside the center (Tüyel 1996).

It seems that Matyos Han was built in place of the Animal Market in 1518 to the east of the foundation garden which belonged to Yahşi Bey because it was recorded that the Foundation of Lütü Paşa was to the west of the land of Yahşi Bey Foundation.

In the physical structure of Tire Hans, there were different types of buildings for the various activities carried out in the city center which still functions. Bedesten on a large scale; five hans, mosques of various scales and types; and shops in small units forming a row built with the aid of foundations, namely the arastas row of shops, forming the central physical pattern.

South of Gümüşpala Street, where hans with dense rows of shops, squares, mosques and the Turkish baths, as a whole, is the part of the center where the processed products were marketed. Traditional products and mass produced goods sold and buildings, called “Quilt Maker’s Arasta” with their roll up shutters of iron located in the open street, may have belonged to rich merchants in those days. In addition to this there is a center at the north of Gümüşpala Street which takes up an entire han and a open square where the small product making workshops are located in groups.

There is evidence that producers of particular items had worked together in a definite place in the historical process and it has been observed that buildings for activities which were closely linked to each other had been built in one particular area. The titles of some of the hans give some idea of the choice of those activities. For example, there are Tailors’ shops, Shoe makers, Barbers’ Street etc.

It has been observed that buildings had been damaged by the indiscriminate addition of stories and use of the surrounding grounds. The construction of new routes and service roads or the widening of the old roads were the reasons for demolishing the

hans. Moreover, the regulations on the height of the building against the width of the roads were another attractive factor for the renovation of the old buildings.

The development plan prepared by Vedat Eren and certified on 25th of March, 1950 considerably affected the macro form of the town. The new residential areas have developed around the Izmir highway as measures for transferring the slope settlements to the plain. The north side development in the plan has been limited with the station as a border. The building of the Cumhuriyet Square and the radial road system introduced by a new law after the fire of 1917 was also dominant in the first development plan. The development plan of 1950 emphasized only the centralization in town depending on the radial road system. Here the historical texture was not taken into consideration and there was no difference between the “residential areas” and the historical texture. There were no conservation measures in this decision (Göksu 1985).

As for the new plan ratified on the 23rd of March, 1984, it opened a new door to development about the highway of Izmir. As can be seen, the rents have been increased in the center as a result of the plan. The attitude of the new development plan towards the historic buildings is very interesting. It is reported that there are no historical buildings of historical value and could be used as landmark. Persistence in this view was seen in the plan also and buildings such as: Hans, covered market, Turkish baths, which are private property. They were not registered. The only ones registered as historical places were Matyos Han, Ali Efe Han, Savran Han, Çöplü Han and Bakırhan, which are considered historic buildings.

The structure of Tire has changed parallel to the economic change of the 19th century. Together with the exportation of raw materials and luxury products and importation of certain products, Tire was negatively influenced, like many other Anatolian cities, in the production of traditional goods which included hand woven cloth, rope, felt, leather etc. on the other hand trade with foreign countries increased the output of raw and manufactured agricultural goods. Moreover Tire was a center where the surplus output of smaller centers of the Menderes valley gathered in order to be transferred to Izmir and shipped from there.

Despite the sudden change witnessed in the economic structure, Tire was not negatively changed in its economy. This was due to its product gathering functions and, secondly, because of increased accessibility by being situated on the principal axes of railroad transport. Buildings situated in its central area adapted to new structural changes by changing their functions.

Tire was negatively influenced, like many other Anatolian cities. The effects of the change in the regional system and of new transport connections took place during the Republican period were of a permanent nature.

Tire, where the oldest residential area is located on the slopes of the southern part of the city. Gümüşpala Street and the municipal buildings started to be built in the 1920s, the northern parts of Turan Mahallesi and Yenimahalle were developed in 1950-1960 (Figure 3.6).

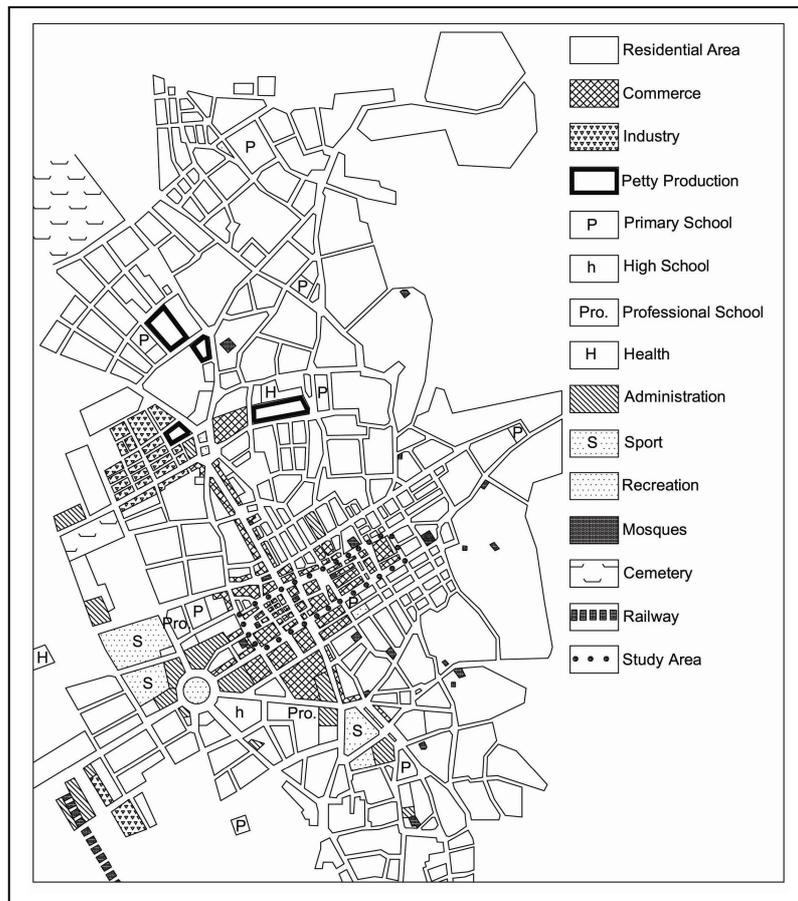


Figure 3.6. Land-Use 1983 (Göksu 1985).

In accordance with the policy to establish Cumhuriyet squares in all of the settlements in Turkey between 1923 and 1950. Cumhuriyet square was established, which included the new administrative buildings that emphasized the change in the economic, political and social life of the period, distinctive from the traditional urban pattern, during the rebuilding of the area after the fire in Tire. The southern part of the city was divided into plots, which were low priced and distributed to the low earning groups, and consequently this part of the town became a densely populated area.

The recent development is towards the northern part because of the natural structure and transport facilities to the center. The slope settlement is a grid and organic pattern which includes two kinds of buildings. The damaged area of the city from the fire in 1917 can be easily seen in the existing spatial pattern. A grid plan was set up on the traditional organic pattern of Tire. The prosperity level in the grid pattern of the stone buildings is higher than that of the pattern of the half-timbered buildings (hımış). The buildings are two storeys in this area but in other residential areas developed in the Republic period there are four storey buildings.

Commercial activities occur inside a definitive and described boundary, in accordance with the historical development but the market areas have been extending towards Atatürk Street and Gümüşpala Street owing to the developing housing areas in the north and the site of petty-production in the west (Tüyel 1996).

The rearrangements of restorations made insides the shops results in loss of the original characteristics of the buildings due to lack of technical knowledge. Besides this there are uses for these buildings which make the buildings deteriorate or cause damage in the central functions. For this reason, there is serious damage in the buildings in proportion to their age.

3.3. Hans of Tire

The economical development that had started since the period of Beylikler (14th century), was increased in 15th and 16th centuries. This situation was required a commercial structure. In this structure the hans had a great importance to obtain the needs such as shelter and accomodation.

According to the result of the researches, there were 27 hans constructed in Tire in 15th and 16th centuries (Özer 1992, Çakmak 2002, Armağan 2003). The name of these buildings are different from each other in documents and in colloquial language. So that, it was difficult to determining them. These are named Lütfü Paşa, Rüstem Paşa, Frenk, Esir, Destimal, Abdüsselam, Kutu, Çöplüce, Pasban, Mardinli and Karakadı hans. These buildings were investigated in two groups as existing ones and disappearing ones (Figure 3.7).

EVALUATION OF ALTERATIONS IN OTTOMAN HANS IN TİRE FOR THEIR RESTITUTION

LOCATION OF THE LOST HANS

THE EXISTING HANS	NON-EXISTING HANS		
A-ÇOPLUÇE HAN	1-KARAKADI HAN	7-EMİR ALİ HAN	13-HOCA KEMAL CARAVANSERAI
B-KUTU HAN	2-ALACEŞME HAN	8-FRENK HAN	14-PIRİNÇ HAN
C-BAKIR HAN	3-TOMA HAN	9-İBN-İ MELEK HAN	15-BOZAHANE HAN
D-ALİ EFE HAN	4-ALİ HAN	10-HACI AHMET CARAVANSERAI	16-YARIM HAN
E-YENİ HAN	5-PENBE HAN	11-DESTİMAL HAN	17-PASBAN HAN
	6-RÜSTEM PAŞA HAN	12-HOCA EMİR CARAVANSERAI	18-KARAPINARLI HAN

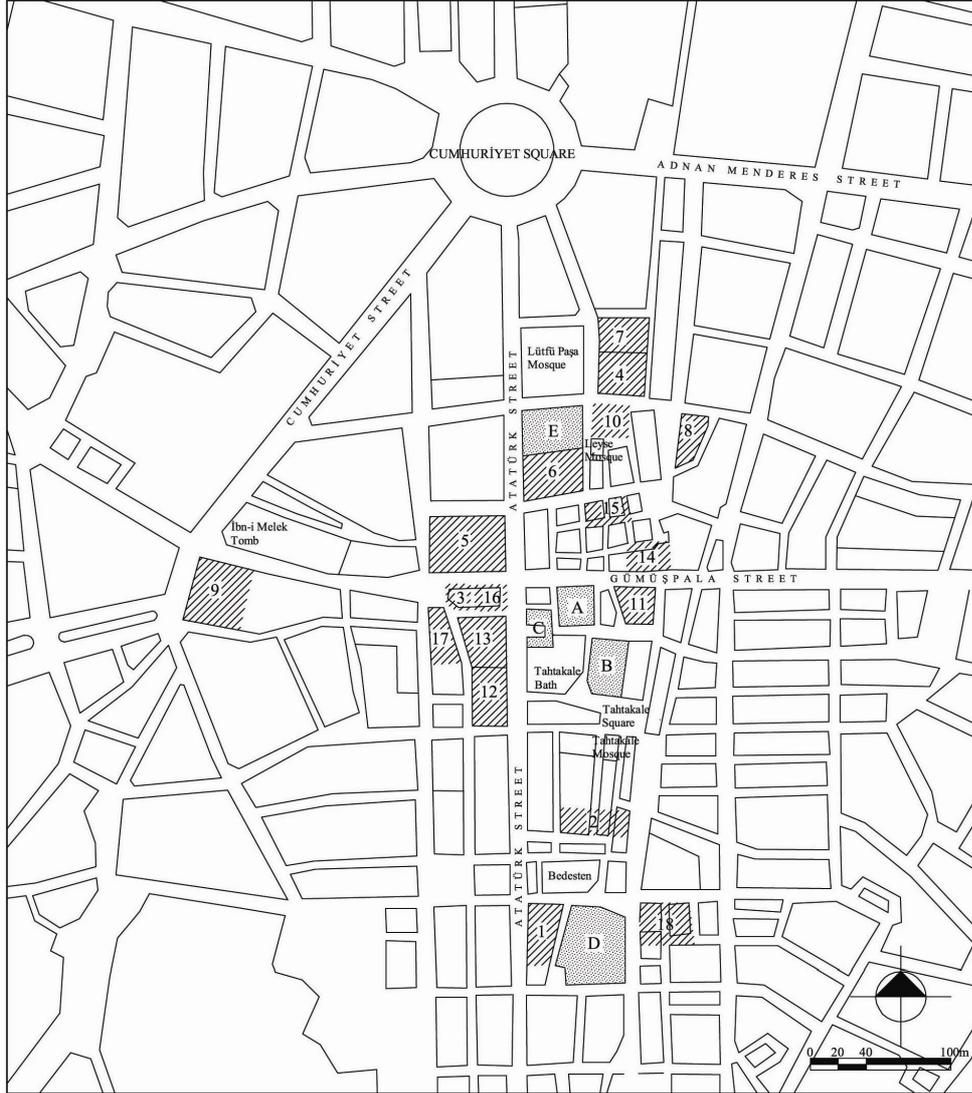


Figure 3.7. Hans of Tîre.

3.3.1. The Existing Hans in Tire

There are just 5 of 27 hans. These buildings are Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han subject the study.

3.3.2. Non-Existing Hans in Tire

There are 22 hans that are not in existence today. The data about them is from Munis Armağan's book that called "Devlet Arşivlerinde Tire" (Armağan 2003). The place of these buildings were collected through interviews with long time residents of Tire.

1. Karakadı Han

The han, which belongs to Karakadı Necmettin Foundation is mentioned in documents as İki Kapılı Han and Caravanserai. It is located at the point where Atatürk Street and Bedesten Street intersect each other. There is Terziler Bath in the south, Bedesten¹ in the north, Ali Efe Han in the east. Today, a portion of the east part and the arch that opens out into the garden of the Terziler Bath are standing. The exterior shops in the north facade were restored (Figure 3.8). On the ground floor, there were 16 rooms and the stable space, and there were 30 rooms on the first floor. It gives the impression that it was one of the earliest hans in Tire. Considering the architectural characteristics that it has, it seems that it belonged to late 14th century (Armağan 2003).

¹ Bedesten: Vaulted and fireproof part of a bazaar where valuable good are kept.



Figure 3.8. Karakadı Han, The Exterior Shops in North Facade

2. Alaçesme Han

The han was located in a place between Alaçesme Hekim Bath and Yeni Mosque. No detailed information is given about the han which is mentioned in the Tax Register (*Tahrir Defteri*) dated 1531 (Armağan 2003).

3. Toma Han

Toma Han, which belongs to Yahşi Bey Foundation, was located in a place which is called Portakal Bazaar today. In other words, it was located at a point where İbni Melek Street intersects Aydınoğlu Street. There was Penbe Han in the north and Pasban Han in the south. Toma Hanı was one of the small hans in Tire. The ground floor consisted of mostly stables. There were 15 rooms on the first floor. The entrance to the han was in the south facade and there were shops in the south and west facades.

The han was run by a Greek called Greek Toma before the Republican time. For this reason the han is known by this name. After the War of Independence, the han began was leased and run by a Turkish man called Zeynel. From that date onward, the han to be called Zeynel's Han after the name of its tenant. Also it was described as Kapan Caravanserai, because the place where it was located is an historical Kapan region (Armağan 2003).

4. Ali Han

The han belongs to Sadrazam Mehmet Paşa Foundation, which is mentioned in Tax Register (*Tahrir Defteri*) dated 1531. There were Leyse Mosque in the south and Paşa Mosque in the west (Armağan 2003).

5. Penbe Han

The building belongs to Lütfü Paşa Foundation dated 1534 was one of the oldest and biggest hans in Tire. According to the information in the foundation charter, the han had 30 rooms on the first floor and 29 rooms on the ground floor. Also it has a stable in the south part and a ablution fountain in the courtyard. The building which comes the second after Yeni Han in terms of the number of rooms was also named Pamuk Han and Belediye Han. It collapsed in 1950 and Municipality Retail Food Market was constructed in its place (Armağan 2003).

6. Rüstem Paşa Han

The han belongs to Hirvat Rüstem Paşa Foundation, mentioned as Acem Hanı in the documents, while it was known among people as Gavur Han. The structure which has a foundation charter dated 1544 was located to the south of Yeni Han (Armağan 2003).

7. Emir Ali Han

The building belongs to the foundation charter of Lütfü Paşa dated 1543, was one of the earliest hans in Tire. According to the information in the foundation charter, there were 12 rooms on the first floor and 5 rooms on the ground floor. Emir Ali Han was located to the east of the Paşa Camii (Armağan 2003).

8. Frenk Han

The structure about which no detailed information is given in the documents, was located in the east of Leyse Mosque. There is no information about its date of construction (Armağan 2003).

9. İbn-i Melek Han

The han belongs to İzzettin Ferište Foundation and was one of the earliest hans in Tire. It was also known as Ekmekçi Han. Due to the increase in the number of travelers in the 1940s, it was used as a hotel. The structure was located in the south of İbni Melek Tomb (Armağan 2003).

10. Hacı Ahmet Caravanserai

It belongs to Hacı Ahmet Foundation. The structure was mentioned in Tax Register (*Tahrir Defteri*) dated 1531 and is located near the Leyse Mosque (Armağan 2003).

11. Destimal Han

It belongs to Sadrazam Rum Mehmet Paşa Foundation and was located in the west of the point where Gümüşpala Street and Fevzi Paşa streets intersect each other. It preserved its features until 19th century. A rather small structure it had 5 rooms on the first floor and no rooms on the ground floor. It was also known as Karamülazım Han (Armağan 2003).

12. Hoca Emir Caravanserai

The building was located in the north of the present Cumhuriyet School of Elementary Education. Later, in its place, a new caravanserai was constructed in late 15th century and was used as a hotel. The owner of the caravanserai, which was from the

Tahtakale Mosque Foundation, was Hoca Emirs. Since there is no detailed information in the documents, the number of rooms is not known (Armağan 2003).

13. Hoca Kemal Caravanserai

According to the information in Tire Court Register (*¶er'iyeye Sicili*), the Caravanserai, which was located in the south-west of Bakırhan, belongs to Hoca Kemal Madrasa Foundation. There is limited information about this Caravanserai which was built in early 15th century (Armağan 2003).

14. Piriñ Han

Belonging to Lala Paşa Foundation, the han was called Piriñ Han because it was a place where the merchants dealt with rice exporting business. According to the information in the foundation charter, it was the famous rice market in Ottoman Period. The han about which no detailed information is given was located in the north of Gümüşpala Street (Armağan 2003).

15. Bozahane Han

The han belongs to Lala Paşa Foundation was an important *boza* production center in Tire. The structure, which there is no information about its architectural characteristics, was located in the north of Leyse Mosque (Armağan 2003).

16. Yarım Han

There is no precise information about the foundation it belonged to. It was located in a place which is called Portakal Bazaar and it was adjacent to Toma Han in the east (Armağan 2003).

17. Pasban Han

The han which, was located in the south Portakal Bazaar, was standing up till recent times. The Han had two stories and there were two coffee houses; one being in the north and the other being in the west facade of the structure later due to the repairs it underwent it lost its originality and it collapsed after a while. Business spaces were established in the north façade (Armağan 2003).

18. Karapınarlı Han

It belongs to Karapınarlı Süleyman Ağa Foundation, it was located in the south of Yeni Mosque. It has a foundation charter dated 1743 and another one dated 1747. According to its foundation charter, it had 15 rooms on the first floor and 9 rooms and a stable on the ground floor (Armağan 2003).

19. Gurgur Caravanserai

Located on Bayındır route of Tire-İzmir road, the caravanserai belongs to Hoca Şeyh Seyyidi Foundation (Armağan 2003).

20. Karagaziler Caravanserai

No detailed information is given about the building which is mentioned in İbn-i Sina Mescidi Foundation. The location of the Han could not be determined (Armağan 2003).

21. İsa Bey Han

We have no precise information about the building. Only in the document of Tax Register (*Tahrir Defteri*) dated 1531, it is stated that the han belonged to İsa Bey

İmaret² Foundation. The place where the han was located could not be determined (Armağan 2003).

22. Kalamos Caravanserai

There is no detailed information about the building which belongs to Kalamus Mahalle Mescit Foundation. The place where the caravanserai was situated could not be determined (Armağan 2003).

² İmaret : Ottoman hist soup kitchen (place which served free food to the poor and to others, such as madrasah students).

CHAPTER 4

ANALYSES OF HANS IN TİRE

4.1. Descriptive Analyses of the Existing Hans

In conservation studies of these hans; Çöplüce Han, Kutu Han, Bakır Han, Ali Efe Han and Yeni Han, which have lost their original architectural characteristics, it is important to prepare the restitution projects. In addition, first the plan and facade characteristics were determined, also construction techniques and material of these five buildings, then the alterations was investigated.

4.1.1. Çöplüce Han

4.1.1.1. Date

The earliest dated document that mentioned the name of the han is the foundation charter of Halil Yahşi Bey dated 845 H./1442 A.D. According to the information in this foundation charter which is in the archives of the General Directorate of Foundations, the han was built by Halil Yahşi Bey in order to meet the repair and personnel expenditures of other foundation buildings. However the date of construction of the han was not mentioned in the foundation charter and its name was mentioned as Kapan Caravanserai. Another source that gives information about this structure is the Tire Court Register (*Tire Kar'ıyye Sicili*) dated 1257 H./ 1841 A.D., which mentioned the information in the foundation charter of Halil Yahşi Bey. On the other hand, Evliya Çelebi mentions only its name and doesn't give any information about this han (*Evliya Çelebi Seyahatnamesi*). Depending on these sources, it can be claimed that the han was built within the period of 830-846 H./1426-1442 A.D. during which Halil Yahşi Bey governed Aydın. The fact that the name of the han is mentioned in the foundation charter dated 845 H./1442 A.D. suggests that it was built before this date. In addition, the fact that the plan characteristics of the han resembles that of Kutu

Han, which was built by Halil Yahşi Bey, makes one think that it was built in the 15th century (Özer 1992, Armağan 2003).

The edifice was registered by the decision dated 12.12.1991 and numbered 3390 of the İzmir First Numbered Conservation Council of Immobile Cultural and Natural Riches.

Today, the edifice has lost its original function. The shops surrounding it are used for trade businesses (for manufacture, shoe seller, etc.) and the rooms are used as depots.

4.1.1.2. Location

The han is located within the historical urban site and it is surrounded with Gön Pazarı Street in the east, Bakırhan Street in the west, Gündüz Street in the south, and Gümüşpala Street in the north, which is one of the main arteries of the most dense trading zone in the town (Figure 4.1).

At present Çöplüce Han is in a trade zone as it was in the past and is surrounded by historical shops. The zone, where the building exists, was planned as a trade center by Halil Yahşi Bey in the 15th century. Kutu Han, which was built in the same period, is located to the southeast and Bakırhan to the west of Çöplüce Han.

4.1.1.3. Plan Characteristics

The building is a one-story building without any arcade, and has a rectangular plan; almost square. Measures externally 26.00x32.00 m. The han is surrounded by shops and the entrance is in the south. There are rooms in the south, east and west, and the stable is in the north of the courtyard (Figure 4.2).

There are three original shops, 2.00x2.80 m., on the side of the han facing Gümüşpala Street. Also there is another 2.70x4.60 m. shop to the east of this side which has lost its original characteristics. At the space that at the northwest corner is in ruins, there is a shop which was built later. According to the traces on the wall and the dimensions of the space, it can be thought that there was a shop here in the original plan. At the northeast corner, however, there is a concrete structure which was built

later. And next to this structure is a section which is thought to have been a shop when the han was first built (Figure 4.3).

On the street side of the west wing, there are ten shops with dimensions of 2.00x2.70 m. The shops that open out through semi-circular arches were covered with barrel vaults in the east-west direction (Figure 4.4).

On the side facing Gön pazarı Street, there are eight shops, each with a dimension of 2.20x2.60 m. These shops also open out to the street through semi-circular arch openings and are covered with barrel vaults like the ones on the west wing (Figure 4.5).

On the street side of the south wing, where the entrance takes place, there are five shops, averaging 2.40x2.80 m. in dimension, one being to the north and the other four to the west of the entrance. One of these four was built later in the entrance space. The shops with semi-circular arch openings are covered with barrel vaults in the north-south direction. Today, the vaulted superstructures of the shops on both sides of the entrance were converted to wooden ceiling (Figure 4.6).

The four-centered arched main entrance door is at the east end of the south wing. The entrance space is 3.50x5.50 m. A brick wall to the west side of this space was built forming a new shop 2.00x3.20 m. in dimension. Due to this shop, the entrance can not be easily seen. In addition, there is an opening which was arranged later on the right side of the entrance. This opening provides a connection between the entrance and the shop to the east. There are two spaces 2.20x3.00 m. in size, each taking place on one side of the courtyard side of the entrance. Of these, the super structure of the room to the east was demolished.

There is a one-story building 2.80x4.40 m. in dimension, which was built later in the courtyard, located to the west of the entrance in the south. In the west of this additional building, there are two square planned rooms 2.30x2.40 m. in dimension. These rooms open to the courtyard through four-centered arched and pedimented doors (Figure 4.7).

There are six rooms 2.00x2.30 m. in dimension on the courtyard side of the west wing.

On the courtyard side of the east wing, there are seven rooms, each with a dimension of 2.00x2.20 m. different from those in the south and west wing, these rooms open to the courtyard through the doors with semicircular arched pediments. The vaulted superstructures of the three rooms at the south end of this wing were converted

to wooden ceiling. The vaults of the other rooms were later plastered, it is understood that these rooms underwent repair (Figure 4.8).

Stable space was placed in the courtyard side of the north wing (Figure 4.9). Of the stable space, nearly the whole of which is ruined today, only a small part to the northwest is still standing. This standing part was composed of two spaces that were connected to each other by a four-centered arch supported by a cross-planned pier in the middle, and they were covered with cross vaults. The northeast corner of the stable space there is a half cross vault. In addition, on the north and east wall, there are traces of vaults (Figure 4.10).

4.1.1.4. Façade Characteristics

The building was surrounded by shops. There are four shops on the north side. The facades of the shops have undergone change through various interventions and lost their original order. Ten shops on the west facade and eight shops on the east facade have semi-circular arched openings that were plastered. On the south facade, however, where the entrance is, there are six shops one of which is in the entrance space and it was built later. Also, their facade, are arranged with semi-circular arched openings and they are plastered today. Due to the additional shop, the entrance has been narrowed and lost its original characteristics. For this reason it is difficult to perceive the entrance.

4.1.1.5. Construction Technique and Material

The han was built from rubble stone, slatestone, brick and wooden material in masonry system. The walls, which are approximately 80 cm. in thickness, were constructed using rubble stone, slatestone and brick. Wooden material was used as lintels over the doors and windows. Vaults, which form the superstructure for the entrance space, rooms, and stable space; and the arches of the shops and door openings were made of bricks. The floor of the courtyard is earth. No floor covering material has been observed. The floors of the rooms were covered with slatestones. The exterior of the superstructure was covered with Turkish tiles.

4.1.1.5.1. Structural Elements

The walls, piers, arches and vaults constitute the structural elements.

4.1.1.5.1.1. Walls

The walls were constructed with rubble stone, slatestone and brick in composite order masonry system (Figure 4.11). They are approximately 80 cm. thick. The walls in the entrance space were plastered and whitewashed. The wall, which was added to the west to obtain a new space, was built of brick. The east and west walls of the courtyard are original. In the west side, 8x12x150 cm. Wooden lintels were laid over the door openings of the rooms. Door openings are approximately 1.10x1.50 m. in dimension. Rubble stone, slatestone and brick were used between the four-centered arched pediments and the lintels over the doors. The wooden lintels were not placed in door openings in the east wing. The door openings in this wing are 1.10x3.20 m. in dimension. In the north wing, however, there is a plastered surface to the west and a repaired section to the east. Rubble stone and slatestone were used for the repair.

4.1.1.5.1.2. Piers

There is only one supporting pier in the standing section of the stable. The cross planned pier is approximately 1.00x1.10 m. in dimension. Rubble stone, slatestone and brick were used as building material as in the case of the walls. Slatestones and bricks were used in composite order. This present pier supports two cross vaults (Figure 4.12).

4.1.1.5.1.3. Arches

The street and the courtyard-side openings of the entrance space, entrance openings of the shops and tops of the room doors are arched. All of the arches were made of brick. The bricks are 5x40 cm. in dimension. Their joint thickness is 4 cm. The door arches in the east wing and the arches over the shops were plastered and whitewashed. The arches on the street and courtyard side of the entrance space span

approximately 3.00 m. with a height of 2.10 m. starting from the springing of the arch up to the top. Those over the doors are 1.10 m. in width and 0.65 m. in height.

Four-centered arches were used on the street and courtyard facades of the entrance space, over the room doors in the south and west wing; semi-circular arches were used over the shop facades and over the room doors in the east wing.

4.1.1.5.1.4. Vaults

The superstructure of the shops, rooms, stable and the entrance are covered with vaults and they were made of brick. The vaults over the shops and rooms are barrel vaults and span 2.00 m. on average. The vaults in the entrance space and stable space are in the form of cross vaults. They cover an average area of 2.00x2.50 m.

4.1.1.5.1.5. Floors

The floor of the courtyard is earth. No flooring material was observed. The floors of the rooms are covered with slatestones.

4.1.1.6. Alterations

Original characteristics of the building have undergone changes due to additions and removal of structural elements. These alterations will be dealt with under the title of interventions and structural damages (Figure 4.13).

4.1.1.6.1. Interventions

Interventions were examined under three subtitles: additions, removed elements and conversions.

4.1.1.6.1.1. Additions

Brick wall to the west side of the entrance was built forming a new space which is used as a shop today. Access to this space is provided from the south. Due to the addition of this shop, the original entrance space was narrowed and it became difficult to notice the entrance from outside.

At the courtyard of the south wing where the entrance is, a simple, one story mass was constructed.

4.1.1.6.1.2. Conversions

Most of the shops in the north wing lost their original characteristics and were renewed. The main cause of this impairment is that a new main street was opened in front of the north facade. On the northeast corner, a new concrete structure was built which is now used as a shop. The original shop to the west of this new one is not present today. The shops on the northwest corner of the same wing were ruined. There are a shops that were built in the spaces at the northwest corner now. The arches on the facades of the shops that surround the building and survived up till now are plastered and their forms are impaired.

The arches over the entrance doors of the rooms on the courtyard facade of the east wing were plastered and whitewashed. The forms of these arches are not depressed pointed like the other arches but they are in a semicircular form. The vaulted superstructures of the three rooms at the south end in this wing were converted to smooth wooden ceilings. The vaults of the rooms in this wing were plastered and whitewashed. These interventions suggest that the east wing of the building underwent repair. The forms of the arches over the rooms might have been altered during the repair.

4.1.1.6.1.3. Removed Elements

In the north wing, the wall between the fourth and the fifth shops to the east was removed and the two shops were merged.

4.1.1.6.2. Structural Failures

It has been observed that the most serious failure occurred in the stable space. Here only a section, which is 3.00x5.00 m. in dimension, is standing. This section is composed of a cross-planned pier and two units covered with cross vaults. The shops on the west corner of the north wing that face to the street are in ruins today.

There are cracks of 5 cm. in width over the doors of the rooms in the east wing facing the courtyard. In the piers that survived from the collapsed stable space in this section, losses of mortar were observed 76 cm. from the ground.

On the front west facade of the courtyard some cavities were occurred due to the loss of stone or brick materials. In addition, material losses and plant formations were observed in places due to dampness.

EVALUATION OF ALTERATIONS IN OTTOMAN HANS IN TİRE FOR THEIR RESTITUTION

GROUND FLOOR PLAN

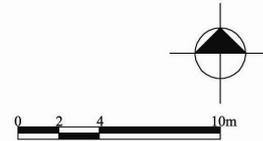
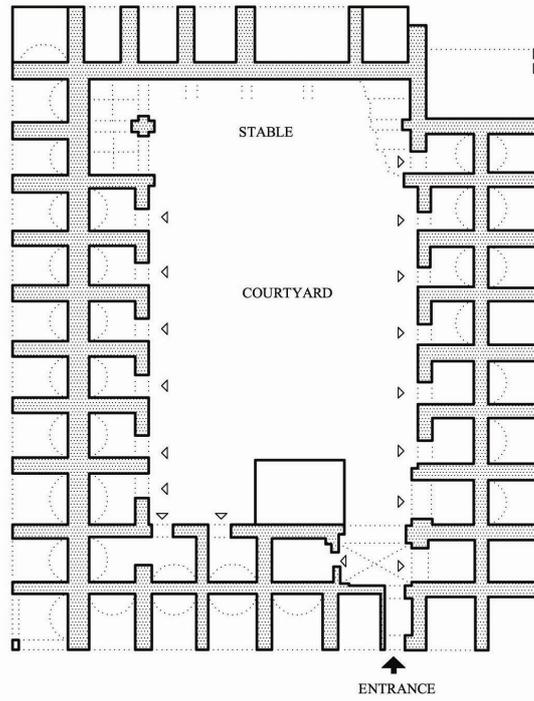


Figure 4.2. Ground Floor Plan of the Çöplüce Han (Redrawn from Gürboğa, F., 1985. *“Tire’de Türk İslam Anıtları”*, Unpublished Undergraduate Thesis, Ege University, İzmir).



Figure 4.3. The North Façade of Çöplüce Han.



Figure 4.4. The West Façade of Çöplüce Han.



Figure 4.5. The East Façade of Çöplüce Han.



Figure 4.6. The South Façade of Çöplüce Han.



Figure 4.7. Çöplüce Han, Courtyard Side of the South Wing.



Figure 4.8. Çöplüce Han, Courtyard Side of the East Wing.



Figure 4.9. Çöplüce Han, Courtyard Side of the North Wing.



Figure 4.10. Çöplüce Han, Traces of Vaults on the North Wall.

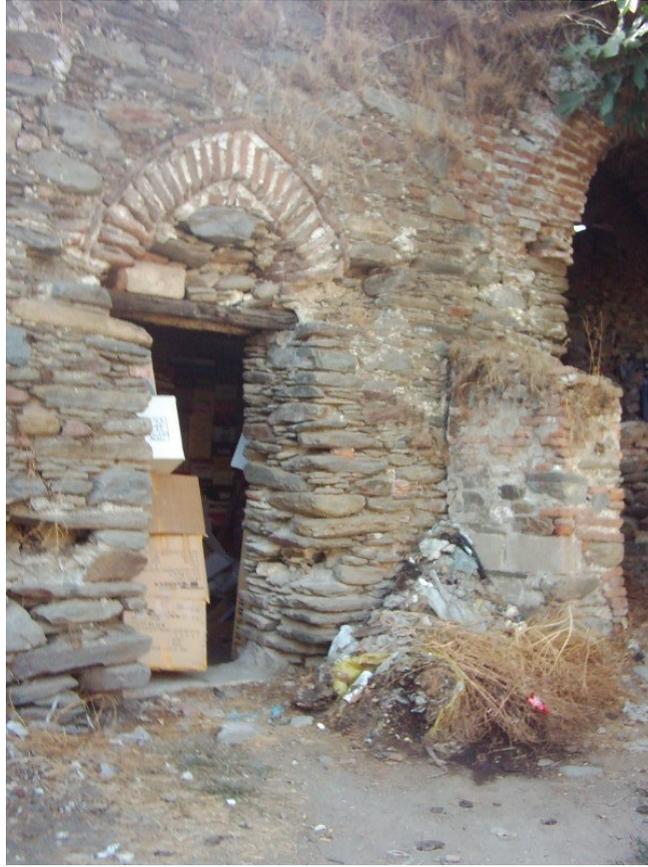


Figure 4.11. Çöplüce Han, The Walls of West Wing.



Figure 4.12. Çöplüce Han, The Pier in the Standing Section of the Stable.

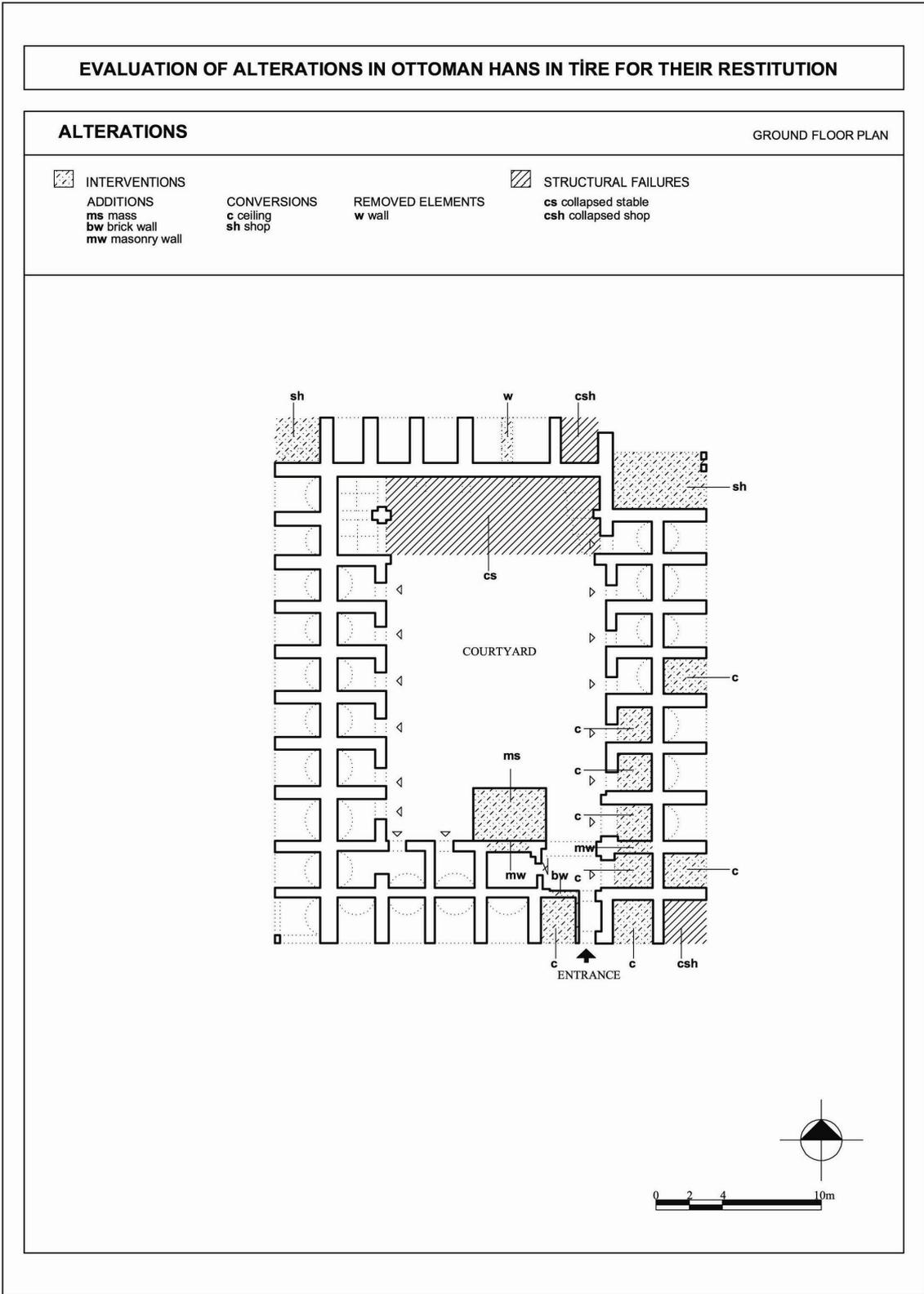


Figure 4.13. Alterations in Çöplüce Han.

4.1.2. Kutu Han

4.1.2.1. Date

Although the building has no inscription panel, the information about its construction date is obtained from the foundation charter of Halil Yahşi Bey 845 H./1441 A.D. According to the information in this foundation charter the han was built by Halil Yahşi Bey in 833 H./1429 A.D. in Yenipazar (Tahtakale). Kutu Han is surrounded by Tahtakale Bath in the west, Çöplüce Han in the south and Arasta³ which is adjacent to Kutu Han to the east. All these buildings, which were organized in the form of a complex (*külliyeye*), were built by Halil Yahşi Bey. The shops and the fountain that were in the center of Tahtakale Square to the south of the Kutu Han have not survived up to today constituted other buildings of this complex. These buildings which do not stand any more disappeared during the fires in 1857 and 1916 and thus the square in the middle of the town came into being (Özer, 1992, Armağan, 2003).

The edifice was registered by the decision dated 12.12.1991 and numbered 3390 of the İzmir First Numbered Conservation Council of Immobile Cultural and Natural Riches.

The building has lost its original function today. The shops surrounding it are used for various trade purposes (manufacture, shoe seller etc.) and the rooms are used as depots.

4.1.2.2. Location

The building is located in Tahtakale Square within the historical urban site. The Tahtakale Square and Tahtakale Mosque are in the south, Gündüz Street is in the north, Tahtakale Street and Tahtakale Bath are in the west, the Çöplüce Han is in the northwest and the ottoman arasta adjacent to the structure is in the east. Arasta is composed of row of 24 shops either side of a central street. The space between the rows of these shops were covered with a barrel vault supported by arches at certain intervals. The building is in the trading zone of the town and is surrounded by a historical texture composed of shops (Figure 4.14, Figure 4.15, Figure 4.16).

³ Arasta: Shops of the same trade in a row.

4.1.2.3. Plan Characteristics

The building has almost a square plan, an arcaded courtyard and two stories. It is externally 33.00x43.00 m. in dimension. It is surrounded by shops and the entrance is in the west wing. In the courtyard, however, there are rooms to the south, east, and west while there is the stable space in the north (Figure 4.17, Figure 4.18) .

At the south side of the building facing the Tahtakale Square, there are eight shops 2.20x4.80 m. in dimension. The facade of the shops, which were arranged in the form of semi-circular openings, were covered with barrel vaults. They were fronts that reach up to the level of the second floor. The 3rd, 4th, and 7th shops to the west were connected to the inside of the building with doors.

Adjacent to the han in the east part are 13 shops that belong to the Arasta, 2.50x2.90 m. each (Figure 4.19). On the street side of the north wing there are ten shops, 2.40x3.20 m. in dimension and also they each up to the second floor level of the han. These shops that open out through semi-circular openings were covered with vaults in the north-south direction.

On the streetside of the west wing, where the entrance is also present, there are seven shops, 2.30x3.70 m. in dimension, to the south of the entrance. These shops, which were covered with barrel vaults in the east-west direction, open out through semi-circular arches (Figure 4.20).

Access to the han is provided through a semicircular arched door facing Tahtakale Street in the west wing (Figure 4.21). The entrance is composed of two sections. First section is 3.20x3.50 m. in dimension and was covered with a wooden shed. It is understood from the traces on the wall that it was originally covered with a cross vault. A wall was built later to the north of this section in order to obtain a new space, 0.98x3.70 m. in dimension which is used as a shop. A four-centered arched door, which is in a very bad state now, gives way to the second entrance section which is 2.90x3.70 m. in dimension and was covered with a barrel vault in the east-west direction. There are two spaces to the north and south of this space. These spaces which are rectangular planned and covered with barrel vault open into the second entrance section through a door each. In the north space, the door, which was opened out to the courtyard in the original plan, was converted to a window. Also there is a staircase in the south of the second section that leads to the second floor.

The entrance unit of the han gives way to the courtyard which is 15.00x17.00 m. in dimension. To the north of the courtyard, there is a stable space 11.20x22.70 m. in dimension. The stable was covered with cross vaults and these vaults were supported by cross-planned piers. Only the section of the stable at the northwest was covered with a barrel vault. The stable section of the han survived up till now with small changes. The stable opens into the courtyard through four four-centered arched openings. The stable used to open into the courtyard through five arches originally but today one of them was filled in to build a wall. In addition, in the middle of the stable there is a stair which is used from the courtyard (Figure 4.22).

In the south wing of the courtyard, there are four rooms 2.20x2.40 m. in dimension and also a room 2.40x4.00 m. in dimension, and in the east part, there are six rooms, 1.90x2.10 m. in dimension. Today there is one more space in front of each of these rooms. These spaces were formed by filling the arch openings of the arcade in front of the rooms, and there are arcade arches on the facades of these rooms facing the courtyard. These rooms and the spaces in front of them were covered with cross vaults. Being different than the other spaces, the arcade which is in the east wing and just opposite the entrance and the room behind it are covered with barrel vaults in east-west direction (Figure 4.23, Figure 4.24).

On the facade facing the courtyard of the west wing part where the entrance exists, there is a simple, one story mass to the south of the entrance, 2.20x3.00 m. in dimension. In the southwest corner of the building, there exists a concrete section. Here rooms and arcade were removed and the shops already present were broadened. At the southwest corner and at the west end of the south wing, the connections of the 1st and 3rd rooms to the courtyard were cut off and they were merged with the adjacent shops (Figure 4.25).

Access to the second floor is provided by two staircases of which one is in the south of the entrance and the other is in the middle of the north wing of the courtyard (Figure 4.26). The staircase in the entrance is covered with a barrel vault measuring 0.70x3.00 m. The one in the courtyard is large in dimension and it was not covered.

From the present traces of the vaults and arches, it is understood that there was originally an arcade on the second floor. Today, almost the whole of the second floor arcade was demolished. Only the sections supported by cross planned piers and covered with cross vaults are standing at the northeast and southeast corners. Also in the east

part, two piers, one with a cross plan and the other with a square plan, survived to the present.

There are rooms in all four wings of the second floor. There are five in the west, three in the south, nine in the east, and six in the north, all with a dimension of 2.50x2.80 m. these rooms open through four-centered arched doors and windows into the arcade which is not present today. Barrel vaults are used as superstructure. There are also two rooms, 2.80x2.80 m. in dimension, one being on the northeast, and the other being on the southeast corner. Since these rooms open into the corner, they are just like a corridor. Access was provided through a door and both of them are covered with a barrel vault.

In the west wing of the second floor, the room over the entrance space was planned as a *mescit* (small prayer room) differently from other rooms it was enlarged by being merged with a small northward room covered with a barrel vault. In addition, there is a one story structure in place the of the arcade which is not present today.

4.1.2.4. Façade Characteristics

The building was surrounded by shops; there are ten in the north, eight in the south, thirteen in the east and nine in the west. These shops underwent several interventions and could not preserve their original characteristics. Their facades are composed of semi-circular openings. The entrance in the west wing also has a semi-circular arch and forms a projection. The second floor of the building rises from behind the shops. There is no opening at the second floor level.

4.1.2.5. Construction Technique and Material

The building is built from rubble stone, slatestone, brick and wooden material in masonry system. Wooden material was used as lintels over the openings of doors and windows. Vaults, which were the superstructure of the rooms, the entrance space and the stable; shop openings and arches over the door and windows, were made of brick. The exterior of the superstructure was covered with Turkish tiles. The floor of the courtyard was covered with slatestones.

4.1.2.5.1. Structural Elements

Structural elements were examined as walls, piers, arches, vaults and floors.

4.1.2.5.1.1. Walls

The walls were constructed with rubble stone, slatestone and brick in composite order in masonry system. They are 80 cm. thick in average and the information about their construction technique has been obtained through examination of the material used in the walls that still stand and preserve their originality on the facades of the rooms facing the courtyard and in those over the shops. Since the walls of the shops on the outer façade were plastered and whitewashed, the original materials could not be determined.

The wall to the south of the entrance was plastered and whitewashed. The wall, which was added to the north of this space to obtain a new shop, was made of rubble stone, slatestone and brick. The walls, which were built to fill the arch openings of the arcade that was in front of the rooms in the south and west wing, were made of bricks. These walls, which were built in order to obtain new rooms in front of the former ones, were plastered and whitewashed. They have door openings in the direction of the courtyard and have a height of 1.85 m. The walls of the concrete structure on the southwest corner of the han is made of brick and is adjacent to the structure.

The walls on the second floor are 0.78 cm. in thickness. On these walls, most of which still preserve their original characteristics, are the openings of doors and windows. There are wooden lintels over the doors and windows but most of them were lost.

4.1.2.5.1.2. Piers

The piers in the stable space and the piers in the arcade on the ground floor, and a pier that supports a piece of arcade on the second floor still stand. All of these cross planned piers are 1.00x1.10 m. in dimension. As in the case of the walls, rubble stone, slatestone and brick were used as construction materials in composite order in these piers. The arches of the arcade on the ground floor were plastered and whitewashed due to the filling walls added later.

4.1.2.5.1.3. Arches

Arches were used over the openings of the shops, the arcades, the entrance, the doors and the windows. All of the arches were made of brick. The arches of the arcade span 2.30 m. and those over the entrance span 4.80 m. The arches of the arcade on the ground floor were plastered and whitewashed due to the walls built afterwards. The arches over the shop openings were plastered and whitewashed and have undergone change. The arches over the doors and the windows of the rooms, however, preserve their original characteristics.

Four-centered arches were used on the street and courtyard sides of the entrance, over the doors and the windows of the rooms, while semicircular arches were used over the shop openings and the arcade.

4.1.2.5.1.4. Vaults

The shops, rooms, arcades, stable and the entrance were covered with vaults made of brick. The vaults over the shops span 2.80 m. and were plastered. The vaults over the rooms span 2.00 m. and preserve their original characteristics. The vaults over the arcade and the stable are in the form of cross vault and they cover the units of 2.50x2.50 m.

In the building; over the shops, the entrance, the spaces on both side of the entrance, and the rooms on the second floor were used barrel vaults; over the stable space, over the arcades on both floors, and over the rooms on the ground floor, cross vaults were used.

4.1.2.5.1.5. Floors

The floors on the ground floor and in the courtyard were formed by placing slates vertically. On the second floor, the floors were covered with horizontally placed slatestones.

4.1.2.6. Alterations

Due to additions and removal of structural elements, the building underwent changes and lost its original features. These changes will be examined under the titles of interventions and structural failures (Figure 4.27, Figure 4.28).

4.1.2.6.1. Interventions

Intervention will be discussed in three categories: additions, removed elements and conversions.

4.1.2.6.1.1. Additions

The facades of all the shops surrounding the building were plastered and whitewashed. For this reason, the forms of the arches that open to the street were altered.

To the north side of the entrance a wall has been built recently to obtain a new space. On the courtyard facade of the north wing where the entrance exists, a simple additional structure has been built to the south of the entrance.

The stable space, which takes place in the north of the building, opens out to the courtyard through four-centered arched openings. Of these arch openings, the one at the east end was filled. The arcade openings in front of the rooms in the east and south wings have been filled in to build walls and new spaces have been formed. Each of these spaces has a door opening into the courtyard. The surfaces of the original rooms were plastered.

To the east of the south wing on the second floor, there is an additional concrete structure. For this reason, access to these rooms adjacent to this structure is not possible.

4.1.2.6.1.2. Conversions

Instead of the shops and rooms on the southwest corner, a two story concrete structure has been built. This conversion is the most serious intervention in the building.

Superstructure of the first section of the entrance, which has a very plain appearance, was demolished. Also the doors of the rooms that are to the north of the second section of the entrance and that open out to the courtyard have been converted into windows.

4.1.2.6.1.3. Removed Elements

On the southeast corner of the ground floor, the courtyard connections of the two rooms in the southwest have been cut off and they were added to the adjacent shops.

4.1.2.6.2. Structural Failures

It has been observed that the structure is in a very bad state. Some parts have disappeared and there are some problems with the parts of the structure that survive up till now.

Superstructure of the first section of the entrance was demolished and there are cracks 2 cm in width on the surfaces of these walls.

In the northwest corner of the stable space, a large part measuring 4.80x5.20 m in size collapsed. Four cross vaults and a pier in this part were missing.. At the same time, in the stable space, there is material loss on the piers up to 60 cm. from the ground, and loss of mortar on the arches and vaults has been observed. Also in the walls on the ground floor, loss of material is observed and there are cracks 2-4 cm. in width.

On the second floor, almost the whole of the arcade was disappeared. Only two cross vaults, one in the northeast and the other in southeast survive up till now. In addition, on the second floor, two piers that belong to the arcade in the east wing are still standing. On this floor, two rooms at the west end of the east wing are ruined and the floor of the arcade in front of these rooms was disappeared.

At the same time, material losses and plant formation were observed in places due to dampness.

EVALUATION OF ALTERATIONS IN OTTOMAN HANS IN TİRE FOR THEIR RESTITUTION			
BUILDING NAME : KUTU HAN	DATE : 15. YY	ADDRESS : YENİ DISTRICT TAHTAKALE SQUARE	BLOCK : 114 SHEET : 118
			PLOT : 50



Figure 4.14. Site Plan of the Kutu Han.



Figure 4.15. General View of Kutu Han.



Figure 4.16. The West of Kutu Han.

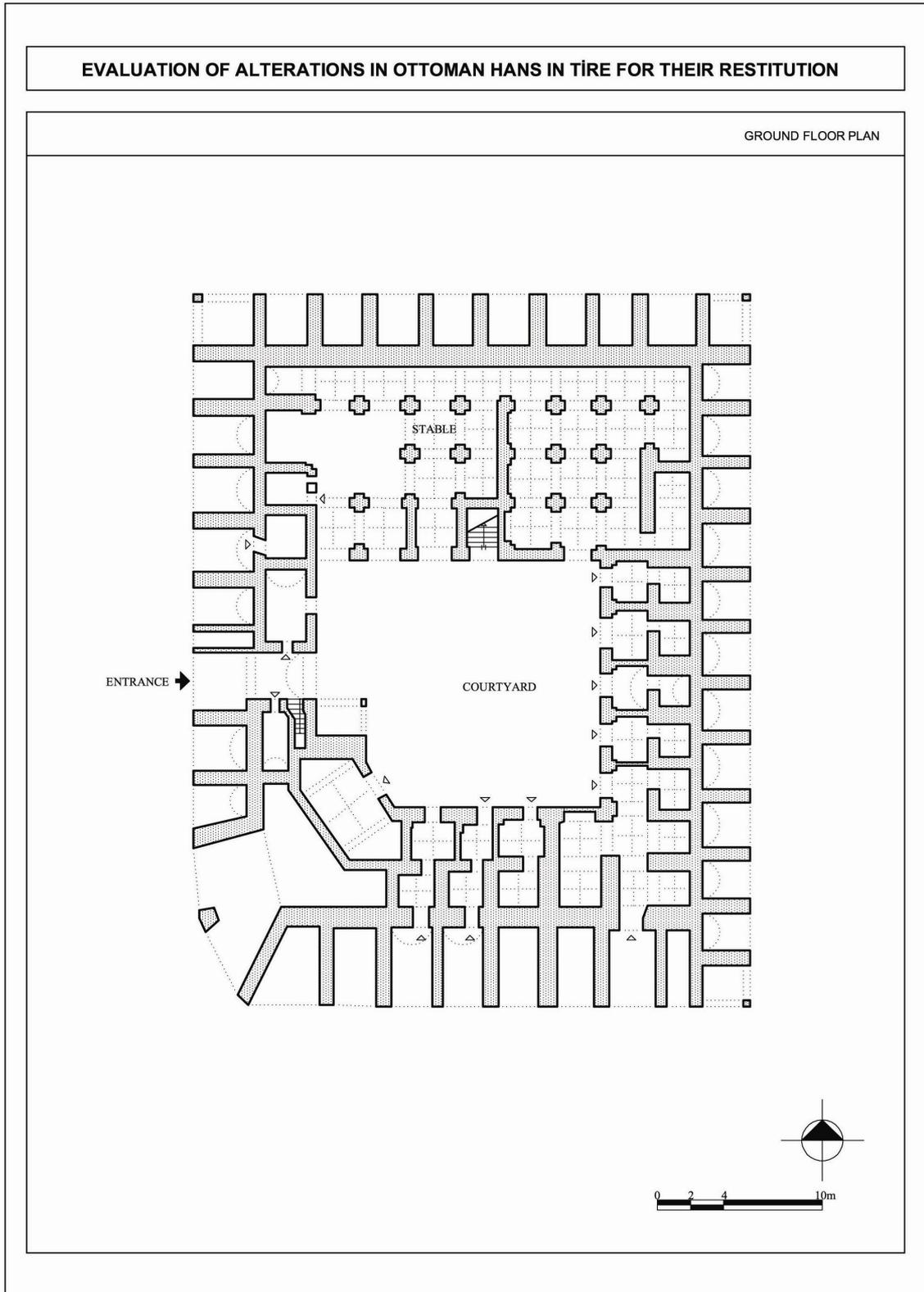


Figure 4.17. Ground Floor of the Kutu Han (Redrawn from Gürboğa, F., 1985. “*Tire’de Türk İslam Anıtları*”, Unpublished Undergraduate Thesis, Ege University, İzmir).

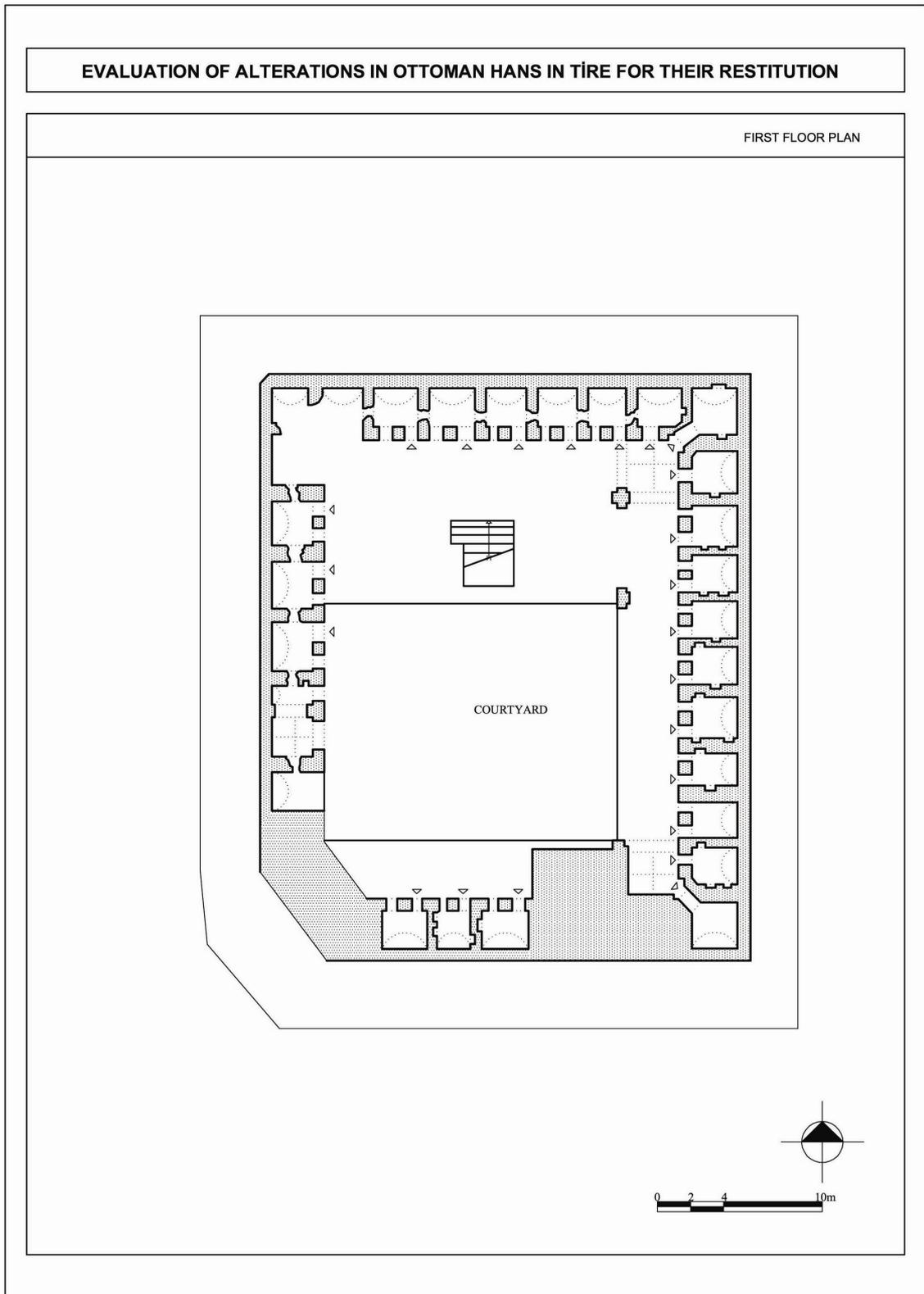


Figure 4.18. First Floor of the Kutu Han (Redrawn from Gürboğa, F., 1985. “*Tire’de Türk İslam Anıtları*”, Unpublished Undergraduate Thesis, Ege University, İzmir).



Figure 4.19. Arasta on the east side of the Kutu Han.



Figure 4.20. The West Façade of the Kutu Han.



Figure 4.21. The Entrance of the Kutu Han.



Figure 4.22. Kutu Han, Courtyard Side of the North Wing.



Figure 4.23. Kutu Han, Courtyard Side of the East Wing.



Figure 4.24. Kutu Han, Courtyard Side of the South Wing.



Figure 4.25. Kutu Han, The Southwest Corner.



Figure 4.26. Kutu Han, Stair in the Middle of the North Wing.

EVALUATION OF ALTERATIONS IN OTTOMAN HANS IN TİRE FOR THEIR RESTITUTION

ALTERATIONS

GROUND FLOOR PLAN

<p> INTERVENTIONS</p> <p>ADDITIONS</p> <p>ms mass</p> <p>bw brick wall</p> <p>mw masonry wall</p>	<p>CONVERSIONS</p> <p>c ceiling</p> <p>s section</p> <p>d door</p>	<p>REMOVED ELEMENTS</p> <p>w wall</p>	<p> STRUCTURAL FAILURES</p> <p>cs collapsed stable</p> <p>ca collapsed arcade</p> <p>cw collapsed wall</p>
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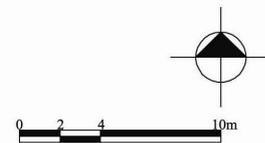
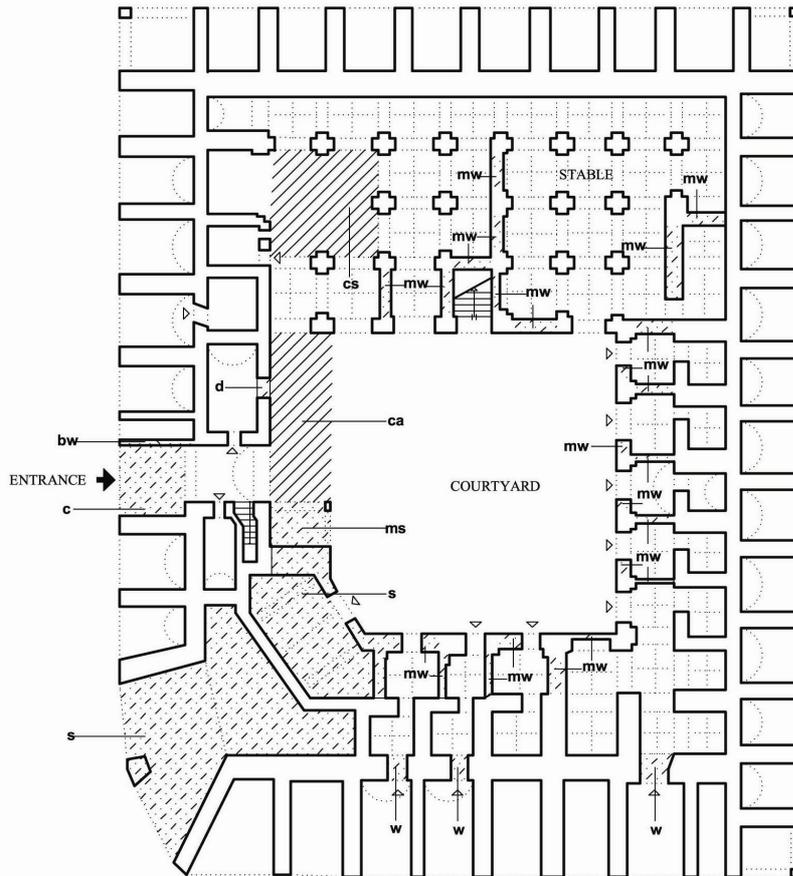


Figure 4.27. Kutu Han, Alterations in Ground Floor.

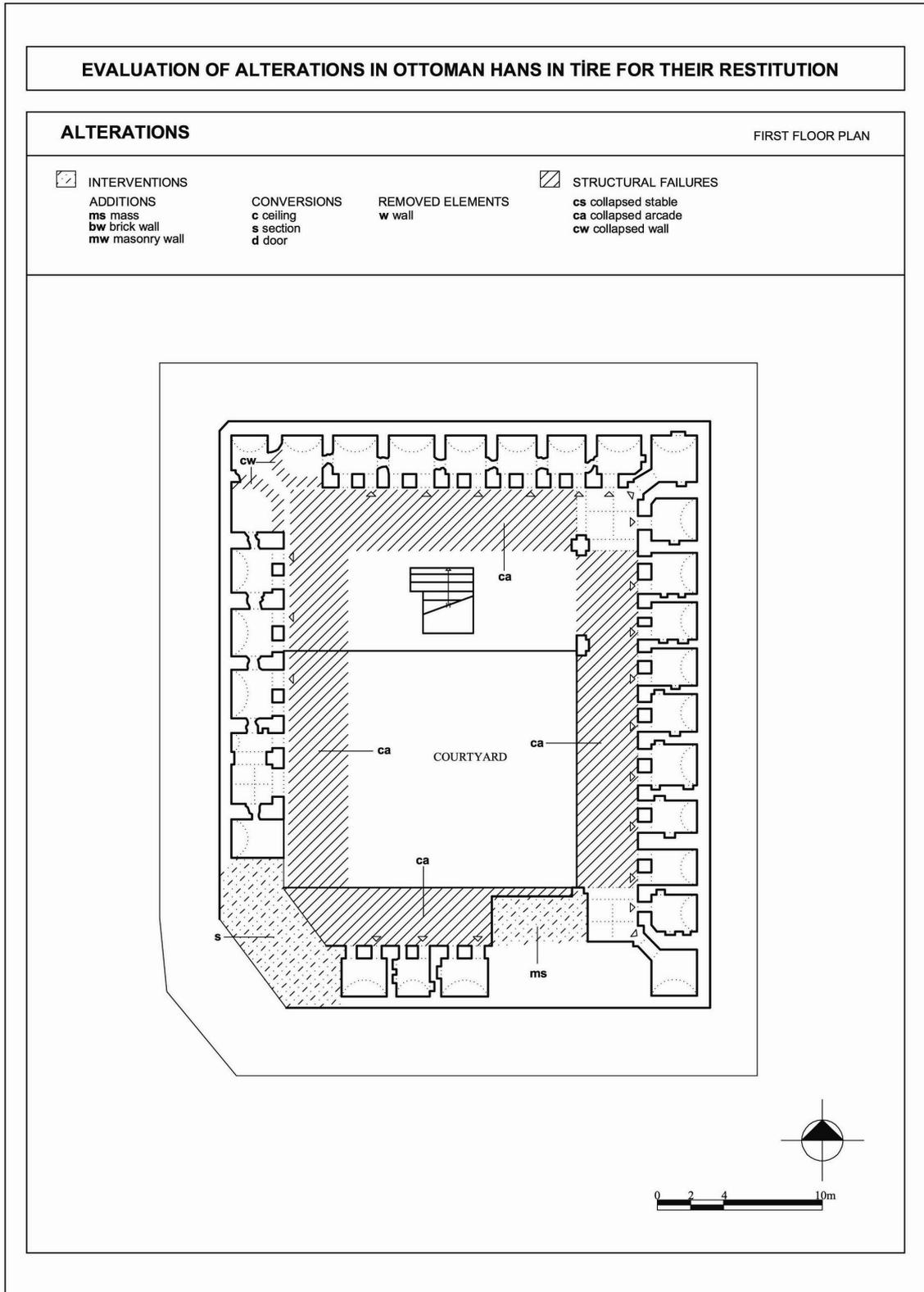


Figure 4.28. Kutu Han, Alterations in First Floor.

4.1.3. Bakır Han

4.1.3.1. Date

Although the han has no inscription panel, it is understood from the foundation charter dated 950 H./1543 A.D. which is kept in the General Directorate of Foundations archives that it was built by Lütü Paşa, son-in-law of Yavuz Sultan Selim. In this foundation charter, it is described as, “The han is situated in Tire Saraçlar Çarşısı and has a total of 53 rooms; 34 rooms being upstairs and 19 on the ground floor. On the ground floor, in the south wing, there is a stable space with a capacity of 100 animals, running water and an ablution fountain. It is surrounded by Hoca Kemal Caravanserai in the west, a road to the north, Saraçhane in the east and Halil Yahşi Bey’s public bath in the south.” Also, according to the information in the foundation charter, it was built in 916 H. /1510 A.D. Another written document in which the name of the han was mentioned is the foundation charter of Halil Yahşi Bey and in this document the above mentioned information is repeated. The same information is present in Tire Court Register (*Tire Kar’iyye Sicili*). On the other hand, Evliya Çelebi mentions it in name only. According to this early dated information, the west wing of this 16th century building was expropriated and demolished in the north-south direction for the construction of a road. The han reached its present situation as a result of restoration which was realized by the General Directorate of Foundations between 1968-1972 (Özer, 1992, Armağan, 2003).

The building was reopened for use after the restoration. The rooms on the ground floor, the rooms on the first floor of the north wing, and the shops in the east wing are used for trade purposes.

The edifice was registered by the decision dated 12.12.1991 and numbered 3390 of the İzmir First Numbered Conservation Council of Immobile Cultural and Natural Riches.

4.1.3.2. Location

The han is located in Tahtakale which is trade zone of the town. It is surrounded by a structure to the north adjacent to the han, Atatürk Street to the west; again an

adjacent structure to the south, and Çöplüce Han to the northeast. While historical texture, which is composed of Ottoman period shops and hans are observed to the east, there are buildings recently constructed to the west (Figure 4.29, Figure 4.30, Figure 4.31).

4.1.3.3. Plan Characteristics

The building has a rectangular plan almost square, two stories, and a courtyard. It is situated on a plot of 42.40x38.20 m. The west of the original courtyard was demolished and converted to a “U” shape because of the construction of a road (Figure 4.32, Figure 4.33).

The entrance of the building is in the east wing and is composed of two sections (Figure 4.34). Access to the first section, which was covered with a cross vault, is provided through a four-centered arched opening. On both sides of this space, which is 7.80x3.60 m. in dimension, there are arched niches. These recesses are closed with glass partitions and are used as shops. It is observed that there is a depressed arch opening made of brick between the two entrance sections. Access to the courtyard was provided through a depressed arched opening from the second section, which was covered with a cross vault, like the first section. On both sides of the second section, which is 3.40x4.20 m. in dimension, there are staircases leading upstairs. The entrance section is elevated about 1.50 m. from the level of the courtyard.

There are shops on the east wing where the entrance is facing the street between the Bakır Han and Çöplüce Han (Figure 4.35). There are three shops, approximately 4.30x3.00 m. in dimension, to the north of the entrance and two others to the south of the entrance. These shops were covered with barrel vaults in east-west direction which span 2.50 m. on average. On the courtyard side of the east wing to the north of the entrance, there are two rooms, 3.50x4.50 m., and there are another two rooms to the south 4.50x3.60 m. in dimension. Access to these rooms, which are used as depots, is provided through the ground floor arcade.

Three rooms, 3.60x3.30 m. remain, on the north wing of the ground floor today. The interiors of these rooms that were covered with barrel vaults in the east-west direction, were plastered and whitewashed. They open to the courtyard through a four-centered arched door and a window made of brick. At the west end of this wing, which

was demolished due to road construction, there is a 1.50x3.60 m. room which half remains standing. In front of the rooms there remains a portion of the arcade which was covered with barrel vault in the east-west direction and supported by rectangular piers. The glass partitions were added into the arcade to obtain separate spaces which are used as shops. The rooms behind them are used as depots (Figure 4.36).

In the south wing, there are two rooms 3.20x3.30 m. in dimension (Figure 4.37). These rooms were covered with barrel vaults in the east-west direction like those in the north wing. But different from the ones in the north wing, they open out only through a door. In this part, also, the glass partitions were added into the arcade and they were also used as shops. The south wing continues towards the east. In this section, there are three 5.10x3.30 m. shops with a flat concrete ceiling. In front of these shops, there is a half arcade portico which was semivaulted supported by concrete columns. This section, which must have been the stable space in the original plan and is thought to have been reorganized during the restoration. Also at the south end of this part, there is an original wall with a height reaching the upper floor (Figure 4.38).

Staircases are at both sides of the second entrance section to the upper floor (Figure 4.39). These were covered with barrel vaults. Steps were made of cut stones. Since floor level of the room over the first entrance section is higher than the others, access to this room was provided through a four stepped staircase. This room which has the dimension of 6.60x3.40 m. is larger than the other rooms. This space was broadened by the arches on both sides. Access to this, which was covered with a barrel vault in the north-south direction, was provided through a simple rectangular door. This room has two windows on the street side wall. The arcade in front of this room is covered with a cross vault.

Except the room over the entrance, there are four rooms in the east wing; five in the north; and six in the south. On this floor, also, the west end of the south wing continues to the south as in the ground floor. The upper floor arcade, which was covered with a barrel vault and supported by square planned piers, shows the same features with the one in the ground floor. Between the semicircular arch openings of the arcade and between the piers and the walls of the rooms, concrete tie beams were placed later. On the upper floor, the rooms on the south wing open out to the arcade through four-centered arched and pedimented doors and windows. The ones on the north wing, however, open out to the arcade only through doors. In the rooms on this floor, different than those on the ground floor, there are semicircular arched fire places. In the south

wing, there are three rooms stretching towards the south. These rooms that have flat concrete ceilings open to the arcade through four-centered arched and pedimented doors.

4.1.3.4. Façade Characteristics

The shop facades on both the north and south of the entrance in the east wing are formed by semicircular arched openings. The entrance opening, however, is a four-centered arched. Over this entrance opening there are two windows. The upper floor rises over the shops. The section over the entrance is 1.50 m. higher than the side sections. The courtyard side opening of the entrance is semicircular arched. The arcade section in this part is also raised as in the case of the other direction. The arcade openings on the ground and upper floors are semicircular arches.

4.1.3.5. Construction Technique and Material

In the building, which was seriously altered by the restoration realized between 1968-1972, the construction system and materials are significantly changed. The walls were constructed with rubble stone, rough cut stone and brick in masonry system. Since the vaults that constitute the superstructures of the entrance spaces, the rooms, and the arcades on the ground and upper floor were plastered and whitewashed, they could not be observed. The arches over the shop openings, and the arches over the doors were made of brick. In addition, during the restoration works, concrete tie beams were placed between the arches of the upper floor arcades. The exterior of the superstructure was covered with metal material. The floor of the courtyard was covered with 20x40 cm. stone material. In the west of the north wing and the southwest end of the south wing, a partial wall and two arches can be observed. While rubble stone, rough cut stone and brick were used on the walls, bricks were used on the arches.

4.1.3.5.1 Structural Elements

The structural elements of the building were examined as walls, piers, arches, vaults, roof, and floors.

4.1.3.5.1.1. Walls

During the restoration a great portion of the west wing was renewed with brick, rough cut stone and rubble stone in alternating bonding technique which is two rows of bricks, a row of rough stone and rubble stone. Cement mortar, which was used in the joints during the restoration, covered the surfaces of bricks and stones. The walls are 85 cm. in thickness on average. The original construction technique of the walls can be determined from partial walls in the west of the north wing and the walls at the southwest end of the south wing (Figure 4.40). In these sections, rubble stone, slate stone and brick were used in composite order.

The walls facing Bakırhan Street and arcade arches were not plastered. The walls facing the ground and second floor porticos, and the interior walls were plastered and whitewashed. On the walls facing the ground and first floor arcades, there are 1.10x3.20 m. door openings that provide access to the rooms. On the west wing of the han facing Atatürk Street, there are original wall remains. These walls were built with rubble stone, slatestone and brick in composite order and a concrete scaffold was built in order to support these partial walls. On the west of the north wing, there are brick walls which were built in different periods.

4.1.3.5.1.2. Piers

Piers that support the arches and vaults of arcades are 60x80 cm. in dimension. They are made of rough cut stone and bricks in alternating bonding technique which is one row of rough cut stone and two rows of brick.

4.1.3.5.1.3. Arches

Arches were used over the openings of the entrance space facing both the street and the courtyard, over the doors, over the shop openings, and in the arcades. All the arches were built with brick. The arches in the entrance and the arcades span approximately 3.00 m. With a height of 2.10 m. from the springing to the top. The ones over the doors have a width of 1.10 m. and a height of 0.65 cm. There are two arches that remain from the partially destroyed arcade on the west façade which faces Atatürk Street. They are built with brick. On the first floor, between the openings of the arcade and between the piers and the walls of the rooms concrete tie beams were placed later.

On the street and courtyard side of the entrance four-centered arches were used, over the shop opening and the arcades and over the room doors, semicircular arches were used (Figure 4.41).

4.1.3.5.1.4. Vaults

Shops, rooms, entrance space and the arcades were covered with vaults. Barrel vaults over the arcades span 3.30 m., those over the rooms span 3.60 m. In addition, the two sections of the entrance space were both covered with cross vaults. All of the were plastered and whitewashed.

4.1.3.5.1.5. Roof

Until the 1968-1972 restoration, the exterior of the superstructure was covered with tiles, however, during the restoration, the tiles were removed and replaced with a metal cover (Özer 1992). On the roof, there are also chimneys that belong to the rooms.

4.1.3.5.1.6. Floors

The courtyard was covered with 20x40 cm. stone material, while the floors of the rooms and arcades on the ground and first floors were covered with wooden material.

4.1.3.6. Alterations

Due to additions and removal of structural elements, the building underwent changes and lost its original features. These changes will be examined under the titles of interventions and structural failures (Figure 4.42, Figure 4.43).

4.1.3.6.1 Interventions

The west part of the building was expropriated and destroyed for road construction. For this reason the building has a “U” shape today. Later, the building was restored between 1968-1972 and through interventions during this period it was significantly altered. During this repair work, additional sections were removed. During the excavations within the rooms, flooring level of the rooms and the arcade were determined. Ruined arches, vaults and floors were repaired with brick and the concrete tie beams were placed between the arch openings of the arcades. In order to support the destroyed west part of the han, concrete scaffolding was built. The demolished parts of the courtyard were repaired. The destroyed chimneys were repaired with brick to a certain height and their upper parts were completed with concrete (Özer 1992).

Intervention will be discussed in three categories as additions, removed elements and conversions.

4.1.3.6.1.1. Additions

During the repair, three new shops were constructed with brick on the south part of the ground floor. A semi-vaulted arcade supported by concrete columns was built on both floors of this part.

The recesses on both sides of the entrance were closed with glass partitions and they were used as shops. Also arch openings of arcades in north and south wings were closed with glass partitions and they were used as shops.

The concrete tie beams were placed between the arch openings of the arcades.

4.1.3.6.1.2. Conversions

No conversions were observed.

4.1.3.6.1.3. Removed Elements

There are no removed elements.

4.1.3.6.2. Structural Failures

Since the building was repaired, an important structural problem is not observed. However interventions made during the repair work might be harmful for the building in the future. The concrete tie beams and cement mortars used on the walls might cause structural and material deterioration.

EVALUATION OF ALTERATIONS IN OTTOMAN HANS IN TİRE FOR THEIR RESTITUTION

BUILDING NAME : BAKIR HAN

DATE : 15. YY

ADDRESS : YENİ DISTRICT ATATÜRK STREET NO: 59

BLOCK : 115

SHEET : 18

PLOT : 10

SITE PLAN

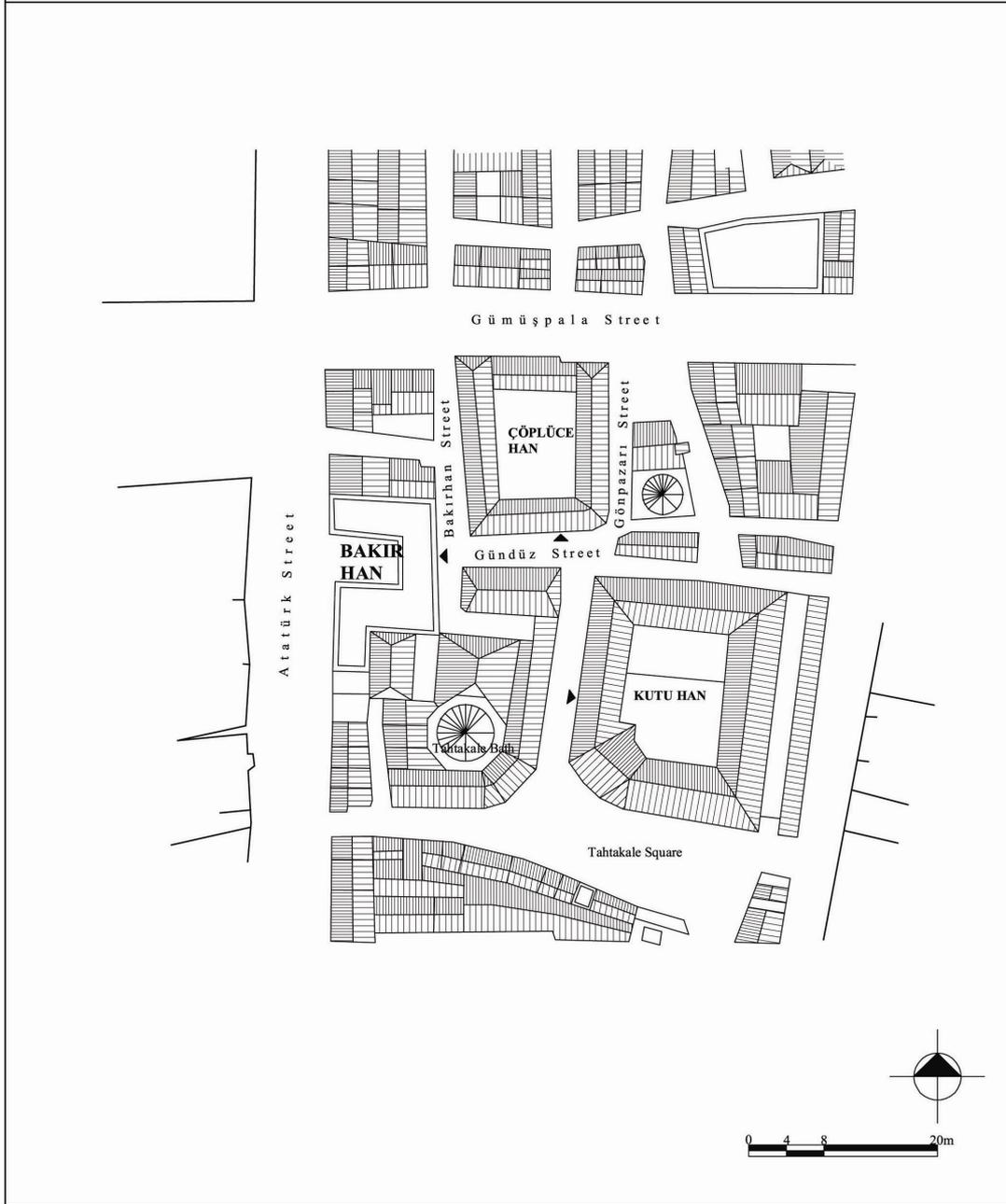


Figure 4.29. Site Plan of the Bakır Han.



Figure 4.30. Bakır Han, General View of West Side.



Figure 4.31. Bakır Han, General View of East Side.

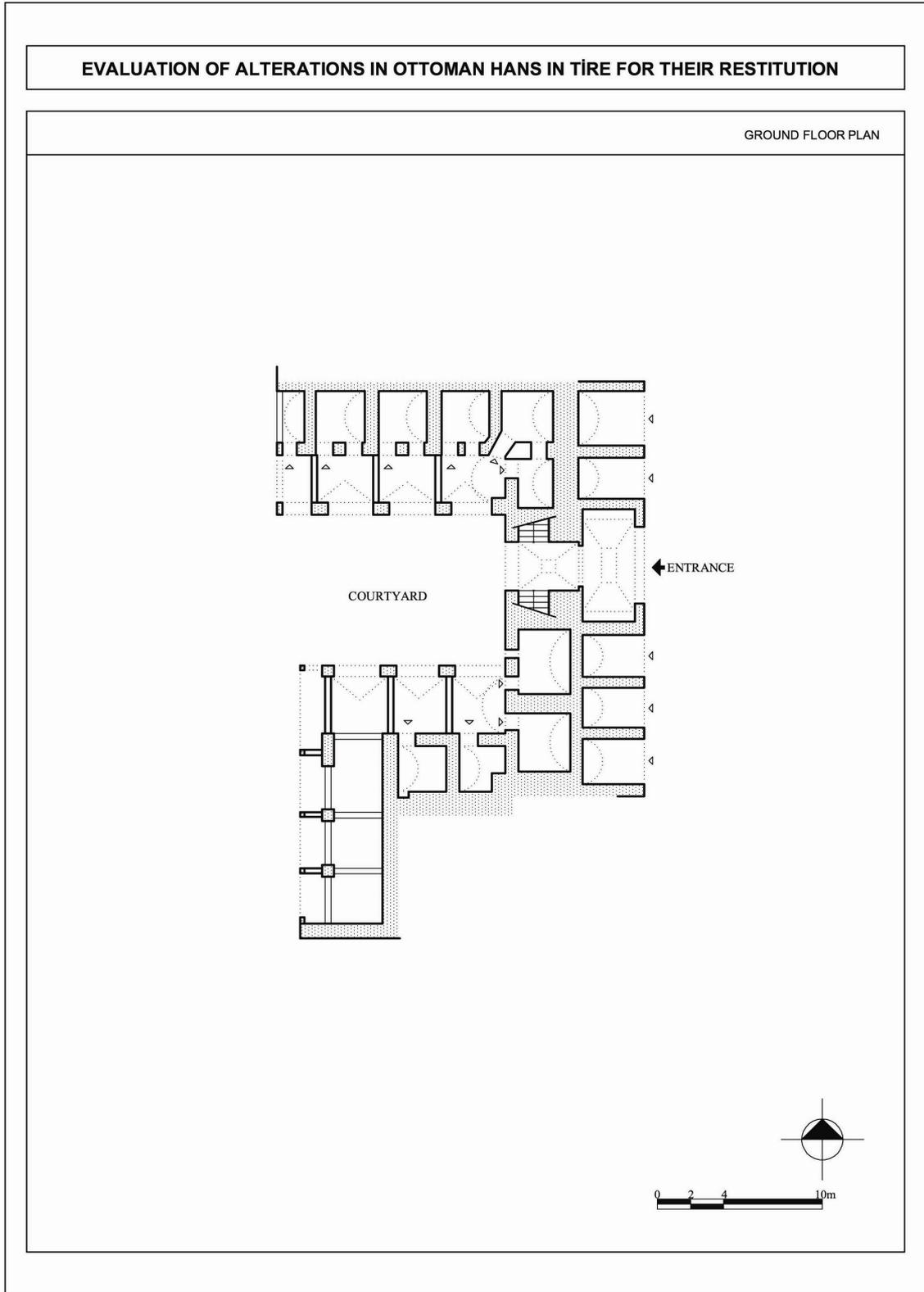


Figure 4.32. Ground Floor of Bakır Han (Redrawn from Gürboğa, F., 1985. "*Tire'de Türk İslam Anıtları*", Unpublished Undergraduate Thesis, Ege University, İzmir).

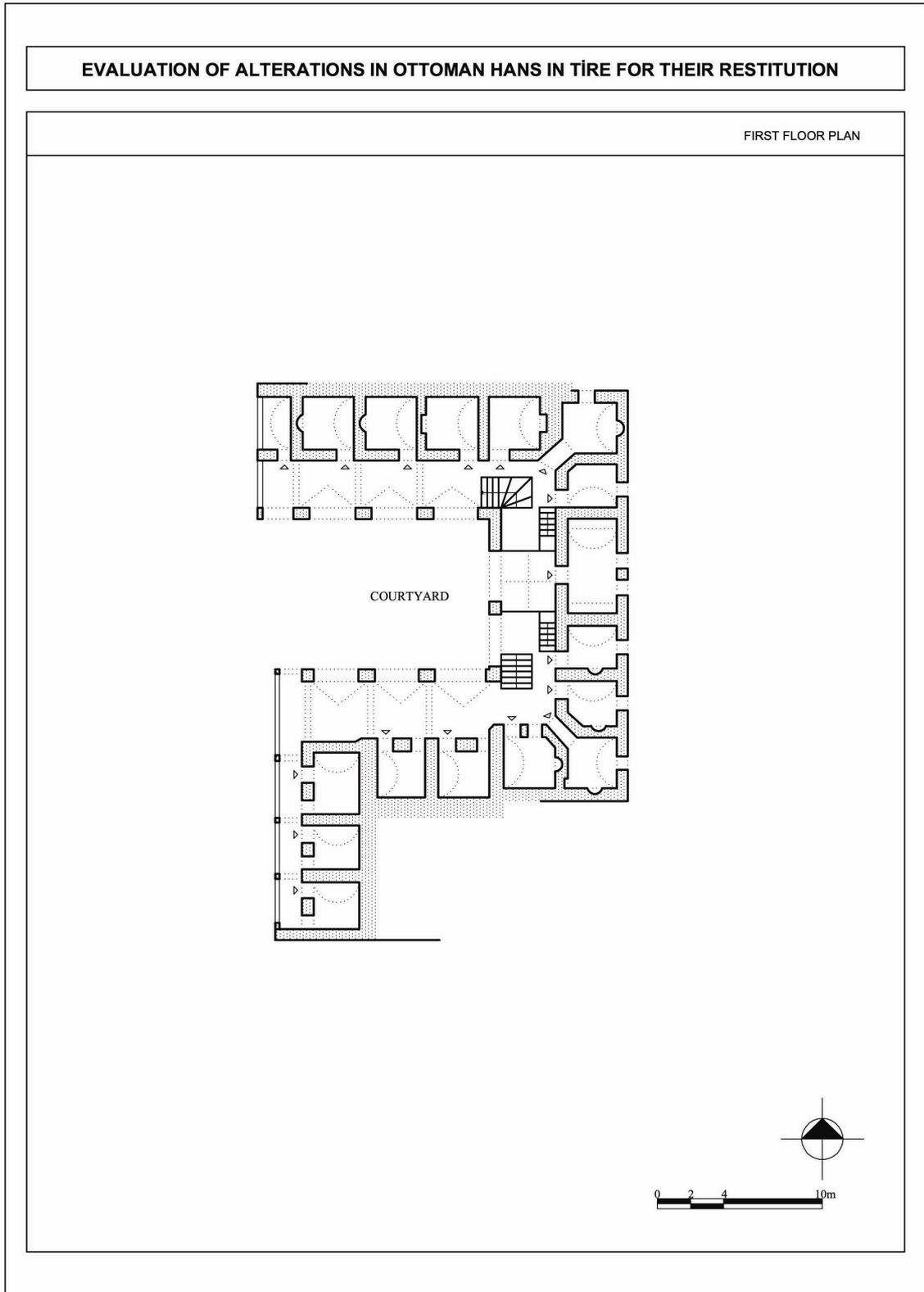


Figure 4.33. First Floor of Bakır Han (Redrawn from Gürboğa, F., 1985. “*Tire’de Türk İslam Anıtları*”, Unpublished Undergraduate Thesis, Ege University, İzmir).



Figure 4.34. The Entrance of Bakır Han.



Figure 4.35. The West Facade of Bakır Han.



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APPENDICES

Registration Decisions of The İzmir First Numbered Conservation Council of Inmobile Cultural And Natural Assets and Development Decisions of the Studied Hans

T. C.
KÜLTÜR BAKANLIĞI
İZMİR 1 NUMARALI KÜLTÜR ve TABİAT VARLIKLARINI
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İzmir İli, Tire İlçesi, Merkezinde, mevcut tarihi dokuyu teşkil eden; ve önceden belirlenerek, Eski Eserler ve Müzeler Genel Müdürlüğü'nün 17.1.1975 gün ve 152 sayılı Genelgesi uyarınca, Tire Müze Müdürlüğü tarafından hazırlanarak, 5.3.1975 gün ve 474-45 sayılı yazısı ekinde Tapu Sicil Muhafızlığı'na gerh düşülmek üzere gönderilen listede yer alan (72 adet); ve Taşınmaz Kültür ve Tabiat Varlıkları İzmir Bölge Kurulu'nun 27.11.1986 gün ve 1618 sayılı Kararı eki listelerde yer alan (98 adet) ile Tire Kaymakamlığı Müze Müdürlüğü'nün 23.1.1990 gün ve 690-34 sayılı yazısı eki listede yer alan (33 adet) Korunması Gerekli Taşınmaz Kültür ve Tabiat Varlığı taşınmazın irdelenmesine ve Müdürlüğümüzce tesbiti yeni yapılan (12 adet) Korunması Gerekli Tabiat Varlığıyla birlikte tescil edilmelerine ilişkin hazırlanan tescil fişleri ve ekleri incelendi, yapılan görüşmeler sonunda;

İzmir İli, Tire İlçesi, Merkezinde mevcut olup; önceden belirlenen Eski Eserler ve Müzeler Genel Müdürlüğü'nün 17.1.1975 gün ve 152 sayılı Genelgesi uyarınca Tire Müze Müdürlüğü tarafından hazırlanan ve 5.3.1975 gün ve 474-45 sayılı yazısı ekindeki listede (yıkılması nedeniyle İbn-i Melek Kütüphanesi; bulunamamaları nedeniyle Eski Mezarlık, Yeşil İmaret Türbesi, Katipoğulları Sebili, Mezarlık ve 4 selvi, Çorban Mescidi ve Türbesi ile Taşınmaz Kültür ve Tabiat Varlıkları Yüksek Kurulu'nun 2.7.1987 gün ve 3477 sayılı münferit Kararı ile tescili uygun bulunmayan Env.No.4 olan Ramiz Bey Camii hariç); ile Taşınmaz Kültür ve Tabiat Varlıkları İzmir Bölge Kurulu'nun 27.11.1986 gün ve 1618 sayılı Kararı eki listelerinde ve Tire Kaymakamlığı Müze Müdürlüğü'nün 23.1.1990 gün ve 690-34 sayılı yazısı eki listedekilerinin irdelenerek; tesbiti yeni yapılanlarla birlikte yer aldığı, Kararımız eki listelerdeki taşınmazların, Korunması Gerekli Kültür ve Tabiat Varlığı özelliği göstermeleri nedeniyle tescil edilmelerine; önceden münferit Kararlarla tescil edilenlerin, tescillerinin devamına; Taşınmaz

Figure A.1. Decision for Official Registration the Hans and the Historic Buildings – 1.

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Kültür ve Tabiat Varlıkları İzmir Bölge Kurulu'nun 27.11.1986 gün ve 1618 sayılı Kararı, 3. Maddesinde belirtilen Karar eki onaylı paftasında işaretli - Anıtsal değerli yapıların yoğun olarak bulunduğu adaları kapsayan - KORUMA ALANI'nın; Tahtakale Meydanı ile 128 ve 83 Adaları da içinde alarak sözkonusu bu alan içerisinde geçerli koşullar Kurulumuzca belirleninceye kadar uygulama yapılamıyacağına; Liste I, Sıra No.23, Env.No.54 olan Asri Mezarlık Türbesi'nin üzerinde yer aldığı Asri Mezarlığın, halen gömüye açık olması nedeniyle; parsel dahilinde dağınık olarak bulunan eski dönemlere ait mezar taşlarının, sözkonusu Türbeyle bütünlük teşkil etmek üzere Türbe çevresinde ayrılacak yeterli büyüklükteki alan içerisine taşınarak; bu bölümün, ana parselden ifraz edildikten sonra gömüye kapatılması suretiyle korunmasının uygun olacağı düşünüldüğünde konu hakkında ilgili Kuruludan bilgi ve görüş alındıktan sonra Asri Mezarlık tescilinin yeniden görüşülmesine, karar verildi. *A/W*

Figure A.2. Decision for Official Registration the Hans and the Historic Buildings – 2.

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**KARAR EKİ LİSTE I: Münferit Kurul Kararlarıyla Önceden Yapılan Tescilleri
Devam Eden Taşınmazlar:**

I. Grup Korunması Gerekli Taşınmaz Kültür Varlıkları:

- 1- "G.E.E.A.Y.K. 'nun 13.4.1969 gün ve 4602 sayılı Kararı";
(Env.No.65), Çöplü Han: Yeni Mah., Gön pazarı Sok., Bakırhan Cad., No:6
19 pafta; 117 ada; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15,
16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27,
28, 29, 30, 31, 32, 33, 34 parseller.
- 2- "G.E.E.A.Y.K. 'nun 14.12.1974 gün ve 8160 sayılı Kararı";
(Env.No.70), Sultan Hamamı: Kurtuluş Mah., Türkocağı Caddesi, No:19
26 pafta; 206 ada; 4, 5, 18 parseller.
- 3- "G.E.E.A.Y.K. 'nun 9.4.1982 gün ve A-3504 sayılı Kararı";
(Env.No.23), Molla Mehmet Çelebi (Toptepe) Camii, Paşa Mah., Molla Camii Yokuşu Sokak.
" " " Haziresi. 76 pafta; 341 ada; 11 parsel.
- 4- "G.E.E.A.Y.K. 'nun 9.4.1982 gün ve A-3504 sayılı Kararı";
(Env.No.55), Molla Mehmet Çelebi Türbesi, Paşa Mah., Molla Camii Yokuşu Sokak.
76 pafta; 341 ada; 11 parsel.
- 5- "G.E.E.A.Y.K. 'nun 10.9.1977 gün ve A-702 sayılı Kararı";
(Env.No.25), Yavukluoğlu (Yoğurtluoğlu) Camii, Turan Mahallesi.
" Medresesi, 79 pafta; 449 ada; 53, 54 parseller.
" İmareti (Aşevi),
" Rasathanesi.
- 6- "G.E.E.A.Y.K. 'nun 10.9.1977 gün ve A-779 sayılı Kararı";
(Env.No.3), Molla Arap Camii, Cumhuriyet Mah., Molla Arap Mevkii.
" " Medresesi. 6 pafta; 521 ada; 4 parsel.

II. Grup Korunması Gerekli Taşınmaz Kültür Varlıkları:

- 1- "G.E.E.A.Y.K. 'nun 13.11.1976 gün ve A-220 sayılı Kararı";
(Env.No.8), Hacı Ömer Ağa (Şanizade) Evi, Cumhuriyet Mah., Şanizade Meydanı.
13 pafta; 24 ada; 1 parsel.

Figure A.3. List of Registered Historic Buildings – (Çöplüce Han).

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KARAR EKİ LİSTE II: I. Grup Korunması Gerekli Taşınmaz Kültür Varlıkları
ve Parselleri İçindeki Anıt Ağaçlar:

Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
1	62	Arasta (Karanlık Çarşı)	Yeni Mah., Tahtakale Mevki, Fevzi Paşa Cad., Kavaflar Sk.	18	114	10,11,12,13,14, 15,16,17,18,19, 20,21,22.
				18	82	1,2,3,4,5,6,7, 8,9,10,11,12, 13,14.
2	63	Kutu Han	Yeni Mah., Tahtakale Meydanı	18	114	1,2,3,4,5,6,7, 8,9,10,11,12, 13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27,28, 29,30,31,32,33,34,35,36, 37,38,39,40,41,42,43,44, 45,46,47,48,49,50.
3	64	Bakır Han	Yeni Mah., Atatürk Cad., ile Bakır Han Cad., No:59	18	115	8,9,10.
4	69	Tahtakale Hamamı	Yeni Mah., Tahtakale Meydanı Karanlık Sokak.	18	115	11,23,24,25,26, 27,28,29,30,31, 32,33,34,35,36,37,38,39, 40,41,42,43,44.
5	11	Hüsamettin (Hasır Pazarı) Cami.	Yeni Mah., Eski Hasır Pazarı Mevki, Hasır Pazarı Sok., No:7	19	112	2,3,4,5,6,7,8, 9,10,11,12,13, 14.
6	12	Lütfi Paşa Camii	Yeni Mah., Lütfi Paşa Cad., ile Atatürk Cad., No:2	20	1021	5,15.
7	79	Lütfi Paşa Mektebi	Yeni Mah., Enstitü Cad., No:10	20	1021	9
8	13	Pir Ahmet Paşa (Leyse) Cami	Yeni Mah., Hayvan Pazarı Meydanı	20	74	1
9	66	Lütfi Paşa Han	Yeni Mah., Enstitü Cad., ile Lütfi Paşa Caddesi.	20	75	2,9,10,11,12, 13,14,15,16.
10	93	Elmekçi Ali Mescidi	Kurtuluş Mah., Fevzipaşa Cad.	26	204	15
11	82	Ihlamur Meydanı Çeşmesi	Kurtuluş Mah., Yıldız (Ihlamur) Meydanı ve Gümüşpala Caddesi.	26	211	1
12	98	Şimendi Molla Kabri	Dört Eylül Mah., Tekin Sokak Geçidi, No:7	3	463	20

Figure A.4. List of Registered Historic Buildings – (Kutu Han, Bakır Han, Yeni Han).

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Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
13	18	Karakadı Necmettin Camii " Medresesi " Haziresi Selvi Ağacı (bir adet)	İpekçiler Mah., Kocabıyık Sokak, No:1	41	295	6
14	53	Karakadı Necmettin (Karagazi) Türbesi	İpekçiler Mah., Kocabıyık Sokak, No:1	41	295	6
15	19	Gucur Camii " Haziresi	İpekçiler Mah., Gürcümelek Camii Cad., Guçur Camii Sok.	41	296	1
16	36	Derviş Gazi (İpekçiler) Mesciti Derviş Gazi Haziresi " " Medresesi " " Kızı Yatırı	İpekçiler Mah., İkinci Gazi Caddesi, No:1	41	299	22, 24, 25.
17	84	Yeğen Ağa Çeşmesi	İpekçiler Mah., Balcı Cad., Kahrat Caddesi.	42	307	1
18	73	Karagazi Hamamı	İstiklal Mah., Karagazi Cad., Semerci Çıkması.	62	308	58, 60.
19	22	Gürcü Melek Hatun Camii Selvi Ağacı (bir adet)	İhsaniye Mah., Gürcü Melek Caddesi, No:41	65	264	79
20	20	Yunus Emir Camii " " Haziresi " " Çeşmesi Selvi Ağacı (bir adet)	İstiklal Mah., Kapılı İrim Sokak, No:13	62	310	1, 2.
21	57	Ayıran Dede Türbesi Selvi Ağacı (bir adet)	İstiklal Mah., Kanlıkavak Sokak.	63	322	12
22	21	Fadiloğlu (Ararlar) Camii " Haziresi Selvi Ağacı (bir adet)	İstiklal Mah., Karagazi Cad., Fadiloğlu Sok., No:80	64	311	25

Figure A.5. List of Registered Historic Buildings.

KÜLTÜR BAKANLIĞI
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Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
23	54	Asri Mezarlık Türbesi	İnsaniye Mah.	68	248	64
24	86	Çeşme Alanı Çeşmesi	Duatepe Mah., Çeşme Alanı Sokak.	105	588	2
25	45	Çeşme Alanı Türbesi	Duatepe Mah., Tabakhane Mevki, Çeşme Alanı Sok.	105	807	1
26	99	Tek Yatır	Cumhuriyet Mah., Yassıyol Sokak, No:18	12	20	32
27	26	Karacasali Camii Çeşme Selvi Ağacı (bir adet)	Karacasali Mah., Cami Önü Sokak, No:2	102	752	1, 2, 3.
28	85	Çeşme	Paşa Mah., Boduroğlu Sok., Sir Hatunlar Mesciti Karşısı.	76	354	3
29	37	Sir Hatunlar Mescidi " " Türbesi	Paşa Mah., Kavaklıbi Cad.	76	355	1
30	94	Toptepe Mezarlığı Selvi Ağacı (dört adet)	Paşa Mah., Aydın-İncirliova Yolu, Toptepe Yokuşu Sok. arası.	77	339	1
31	27	Kazanoğlu Camii " Haziresi	Duatepe Mah., Tabakhane Mevki Kanlıkavak Sokak.	105	588	11
32	87	Çeşme	Duatepe Mah., Kestaneli Cami Sokak.	105	589	16
33	28	Hafsa Hatun Camii " " Haziresi	Duatepe Mah., Ekinhisarı Cad., Demir Sokak.	105	590	15, 16.
34	38	Kavaklıbi Mescidi " Haziresi Çeşme Selvi Ağacı (beş adet)	Duatepe Mah., Ekinhisarı Cad., Terzioğlu Sok., No:2	105	604	1
35	29	Rum Mehmet Paşa (Kestaneli) Camii	Duatepe Mah., Kestaneli Cami Sok., Esmeli Mustafa Sok.	105	808	1

Figure A.6. List of Registered Historic Buildings.

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Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
36	58	Rum Mehmet Paşa Türbesi	Dustepe Mah.,Kestaneli Cami Sok.,Eşmeli Mustafa Sok.	105	808	1
37	39	Ekinhisarı (Eskihisar) Mescidi Ekinhisarı M.Haziresi Selvi Ağacı (iki Adet)	Dustepe Mah.,Ekinhisarı Caddesi,No:88	105	842	1,2,3,4,5.
38	59	Savran Han	Yeni Mah.,Bedestan Cad., Paşa Suyu Sokak.	15	90	1,2,3,4,5,6,7,8, 25,26,27,28,29, 30,31.
39	8	Ulu Camii	Yeni Mah.,Ulu Cami Cad., Atatürk Caddesi.	15	93	1
40	80	Ali Han (Orta) Medrese	Yeni Mah.,Neslihan Cad.,	15	93	1
41	78	Dar-ül Kurra (Mektep) " Han veya Medresesi	Yeni Mah.,Ankara Cad., No:20 Yeni Mah.,Yeni Köprü Sok.,No:7	15	137	2,3,4.
42	9	Gezazhane Camii	Yeni Mah.,Gezazhane Cad.	17	87	3
43	15	Yeni Camii " " Haziresi	Kurtuluş Mah.,Ömeroğlu Sok., Fevzipaşa Caddesi.	25	193	7
44	52	Ali Han (Alayhan) Türbesi	Kurtuluş Mah.,Alayhan Sok., Küçük Sokak,No:1	25	237	5
45	24	Süratli Camii	Paşa Mah.,Süratli Sok.,No:2	77	326	15
46	81	Çeşme	Paşa Mah.,Süratli Sok., Süratli Cami parseli kışesi.			
47	74	Mehmet Ağa Hamamı	Dere Mah.,Bahçekahve Cad., No:16,16/A	107	150	2
48	30	Mehmet Bey Camii " " Haziresi Selvi Ağacı (bir adet)	Dere Mah.,Sarıca Yusuf Sok.,	109	161	5

Figure A.7. List of Registered Historic Buildings (Ali Efe Han).

T. C.
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Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
49	88	Mehmet Bey Camii Çeşmesi	Dere Mah., Sarıca Yusuf Sok.	109	161	5
50	75	Hekim Hamamı	Dere Mah., Hekim Hamamı Sok.	109	188	1
51	31	Doğancıyan (Doğan Bey) Camii Çeşme	Dere Mah., Molla Yokuşu Cad.	110	840	1
52	40	Şemsi Mescidi " Haziresi	Dere Mah., Derekahve Mevkii, Şemsi Sokak.	111	831	1
53	32	Narin Camii " Haziresi Selvi Ağacı (bir adet)	Bahariye Mah., Narin Camii Geçidi.	116	396	1
54	89	Çatal Çeşme	Bahariye Mah., Aydın Cad., Çatalçeşme Sokak.	117	371	1
55	41	Çanakçı Mescidi	Bahariye Mah., Aylin Sok., Naimoğlu Sokak.	117	372	1
56	42	Neslihan Mescidi " Haziresi Selvi Ağacı (iki adet)	Bahariye Mah., Neslihan Sok., No:28	117	375	9
57	91	Köprü	Bahariye Mah., 117 pafta; 378-379 Adalar ile Dere Mah., 111 pafta; 181-831 Adalar arasında kalan.			
58	95	Köprü	Bahariye Mah., 117 pafta; 378 Ada ile Dere Mah., 109 pafta; 182 Ada ve 111 Pafta; 181 Adası Arasında kalan.			
59	1	Ağa (Hacı Mehmet Ali Ağa) Camii	Ketenci Mah., Şanizade Mey- danı, Ağa Sokak.	1	455	5
60	34	Dar-ül Hadis (Ayan Galip Mescidi)	Ketenci Mah., Şanizade Caddesi, No:15	1	455	29,30.

Figure A.8. List of Registered Historic Buildings.

T. C.
KÜLTÜR BAKANLIĞI
İZMİR 1 NUMARALI KÜLTÜR ve TABİAT VARLIKLARINI
KORUMA KURULU
K A R A R 35.16/1

-6-

Toplantı Tarihi ve No. : 12.12.1991-210
Karar Tarihi ve No. : 12.12.1991-3360

Toplantı Yeri

Sıra No:	Ev.No:	Adı:	Adresi:	İZMİR		
				Pafta:	Ada:	Parsel:
61	2	Hamza Ağa (Yeniceköy) Camii Hamza Ağa C.Haziresi Selvi Ağacı (beş adet)	Dört Eylül Mah., Uzunluğu Caddesi, No:15	2	466	1
62	67	Hamza Ağa (Yeniceköy) Hamamı	Dört Eylül Mah., Kızlar Çeşmesi Sokak, No:5	2	468	5
63	49	Süleyman Şah Türbesi	Cumhuriyet Mah., İbn-i Melek Caddesi.	11	10	18
64	50	İbn-i Melek Türbesi	Cumhuriyet Mah., İbn-i Melek Caddesi.	11	10	18
65	77	Necip Paşa Kütüphanesi	Cumhuriyet Mah., İbn-i Melek Caddesi, No:20	11	10	17
66	5	Yahşi Bey Camii (Yeşil İmarat) " Haziresi Çeşme Çınar Ağacı (bir adet)	Cumhuriyet Mah., Yeşil İmarat Sokak, No:52	12	12	11,12,13,16.
	6	Karahasan Camii " Haziresi	Cumhuriyet Mah., Yanık Konak Cad., Cağaloğlu Cad., No:30	12	14	1
68	51	Cağaloğlu Ali Paşa (Çoğalzade Ali Paşa) Türbesi.	Cumhuriyet Mah., Cağaloğlu Cad., No:35	12	14	1
69	7	Alaybey (Alaybeyizade İbrahim Bey) Camii " Haziresi Selvi Ağacı (bir adet)	Cumhuriyet Mah., Yanık Konak Mevki, Akdip Sokak.	12	46	1
70	68	Terziler Hamamı Çam Ağacı (bir adet)	Yeni Mah., Atatürk Cad., Terziler Hamamı Sokak.	15	134	16

Figure A.9. List of Registered Historic Buildings.

T. C.
KÜLTÜR BAKANLIĞI
İZMİR 1 NUMARALI KÜLTÜR ve TABİAT VARLIKLARINI
KORUMA KURULU 35.16/1
K A R A R

-7-

Toplantı Tarihi ve No. : 12.12.1991-210
Karar Tarihi ve No. : 12.12.1991-3360

Toplantı Yeri

				İZMİR		
Sıra No:	Env.No:	Adı:	Adresi	Pafta:	Ada:	Parsel:
71	10	Tahtakale (Hacı İsmail- Ağa) Camii	Yeni Mah., Tahtakale Cad.	17	127	1,2,3,4,5,6,7,8, 30,31,32,33.
72	60	Uzun Çarşı	Yeni Mah., Uzun Çarşı Cad.	17	127	9,10,11,12,13,14, 15,16,17,18,19, 20,21,22,23,24, 84 1,5,6,15,16,17, 18,19,20,21,22, 23,24,25. 85 1,11,12,13,14,15, 16,17,18,19,20.
73	61	Bedesten	Yeni Mah., Bedesten Cad., Gazahane Sokak.	17	133	1,2,3,4,5,6,7,8, 9,10,11,12,13,14, 15,16,17,18,19, 20,21,22,23,24, 25,26,27,28,29, 30,31,32,33,34, 35,36,37.
74	16	Kara Hayrettin Camii	Ertuğrul Mah., Kaplan Çeşme Sokak, No:19	40	414	2
75	83	Yayvan Çeşme (Kara Hayrettin)	Ertuğrul Mah., Kaplan Çeşme Sokak.	40	414	2
5	71	Yalınayak Hamamı Çeşme	Ertuğrul Mah., Yalınayak Hamam Sok., No:1	40	415	3
77	17	Yalınayak Camii " Haziresi Selvi Ağacı (iki adet) Topçam Ağacı (iki adet)	Ertuğrul Mah., Yalınayak Hamam Sokak.	40	417	3
78	76	Mektep	Ertuğrul Mah., Öncü Sok.	40	417	1,16,17.
79	35	Yamukağa Mescidi	Ertuğrul Mah., Öncü Sok.	40	418	2

Figure A.10. List of Registered Historic Buildings.

T. C.
KÜLTÜR BAKANLIĞI
İZMİR 1 NUMARALI KÜLTÜR ve TABİAT VARLIKLARINI
KORUMA KURULU
K A R A R 35.16/1

-8-

Toplantı Tarihi ve No. :12.12.1991-210
Karar Tarihi ve No. :12.12.1991-3360

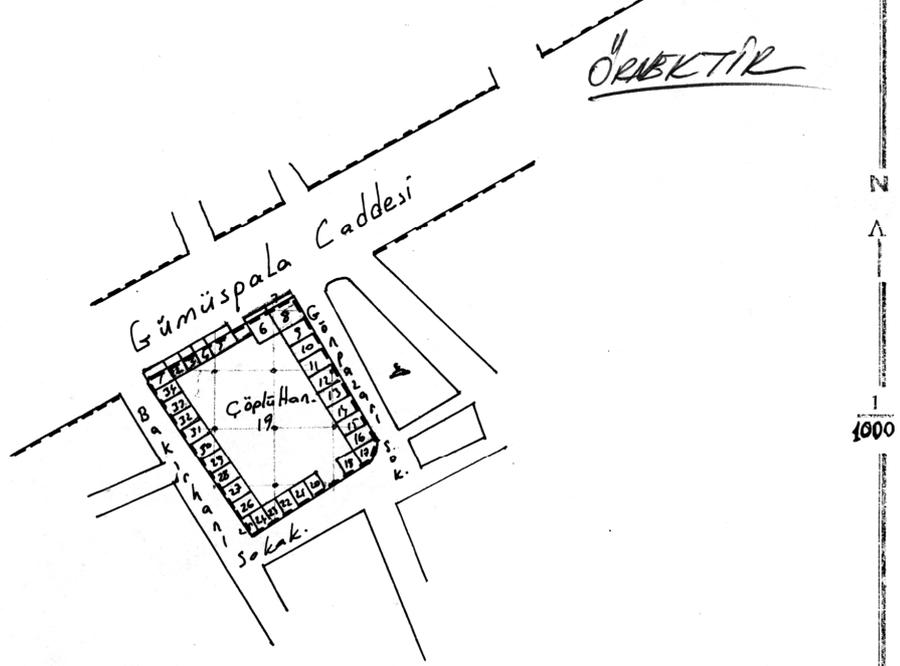
Toplantı Yeri
İZMİR

Sıra No:	Env.No:	Adı:	Adresi:	Pafta:	Ada:	Parsel:
80	14	Kaziroğlu (Casiroğlu) Cami " Haziresi " Medresesi Çeşme Selvi Ağacı (dört adet)	Ertuğrul Mah., Kaziroğlu Sokak, No:29	40	420	36
81	72	Eski Yeni Hamam Çınar Ağacı (bir adet)	Ertuğrul Mah., Eski Yeni Hamam Sokak, No:10	40	421	9
82	48	Alamadan Türbesi " Haziresi	Dört Eylül Mah., İkinci Alamadan Sokak.	2	470	1
83	56	Kesikbağ Türbesi (Kabri) Selvi Ağacı (iki adet)	Turan Mah., Uzunkuyu Mevki, Sabunhane Caddesi.	82	666	7
84	43	Buğdaydede Kabri " Mescidi " Haziresi Selvi Ağacı (iki adet)	Bahariye Mah., Türbe Sok., No:25	119	402	7,8.
85	96	Şeyh Nusrettin Hamamı	Bahariye Mah., Ahmet Kahveci Sokak.	118	922	3,4.
86	33	Şeyh Nusrettin (Şeyh) Cami " Mektep " Haziresi Çınar Ağacı (iki adet)	Bahariye Mah., Şeyh Camii Sokak, No:1	118	931	8
87	90	Köprü	Bahariye Mah., 117 pafta; 379 Ada ile 118 pafta; 382 Ada, Dere Mah., 111 pafta; 178 Ada arasında kalan.			
88	92	Köprü	Bahariye Mah., 118 pafta; 935-923 Adalar ile Dere Mah., 112 pafta; 852 Ada arasında kalan.			

Figure A.11. List of Registered Historic Buildings.

İMAR DURUMU

T. C. TİRE BELEDİYESİ Fen İşleri Müdürlüğü Sayı : 65	ADRESİ : ÇÖPLÜ HAN Yenimah. Gönpazarı sok. Bakırhanı cad. No: 6 14.11.1989 Tarihli dilekçenize karşılıktır. TİRE
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TAKS		KAKS	
İmar durumu sorulan gayrimenkulün;		İnşaatı nizami	
MAHALLE	YENİ	Kat adedi	
SK. ve CAD.	Bakırhan-Gönpazarı	Bina yüksekliği	
TAPUNUN	Pafta	Ada	Parsel
KADASTRO	19	117	1-34
İMAR	30L-7a		
Not :		Ön bahçemesaf.	
		Yan bahçemesaf	
		ÇIKMALAR	AÇIK KAPALI SAÇAK

Yukarıda imar durumu cari mevzuata göre tanzim edilmiştir. Bu imar durumu ile yalnız Proje tanzim ettirebilir. İnşaat yapılamaz. İmar planında bir değişiklik olursa hak iddia edilemez. 18/01/1990

BELEDİYE FEN memuru
A. Remzi ÇAUDAR

BELEDİYE FEN İŞL. md.
Abdullah ÖZAY.

Figure A.12. Development Decision of Çöplüce Han.

İMAR DURUMU

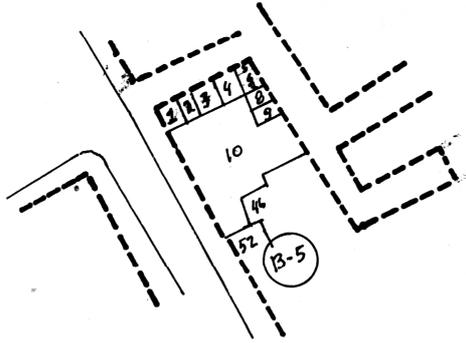
T. C. TİRE BELEDİYESİ Fen İşleri Müdürlüğü Sayı : 63		ADRESİ : KUTU HAN Yeni mah. Tahtakale Meydanı 14/11/1989 Tarihli dilekçenize karşılıktır.	
ORNEKTİR			
TAKS		KAKS	
İmar durumu sorulan gayrimenkulün;		İnşaatı nizami	
MAHALLE	YENİ	Kat adedi	
SK. ve CAD.	Tahtakale Mey.	Bina yüksekliği	
TAPUNUN	Pafta	Ada	Parsel kapı no
KADASTRO	118	114	50
İMAR	30L-II a		
Not :		Ön bahçemesaf.	
		Yan bahçemesaf	
		ÇIKMALAR	
		AÇIK	KAPALI
		SACAK	
<p>Yukarıda imar durumu cari mevzuata göre tanzim edilmiştir. Bu imar durumu ile yalnız Proje tanzim ettirebilir. İnşaat yapılamaz. İmar planında bir değişiklik olursa hak iddia edilemez. 18/01/1990</p>			
BELEDİYE FEN memuru A. Remzi ÇAVDAR		BELEDİYE FEN işi. md. Abdullah ÖZAY	

Figure A.13. Development Decision of Kutu Han.

İMAR DURUMU

T. C. TİRE BELEDİYESİ Fen İşleri Müdürlüğü Sayı : 64	ADRESİ : <i>BAKIRHAN</i> <i>Yeni mah. Atatürk Cad. Bakırhan:5</i> /19/ Tarihli dilekçenize karşılıktır.
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ÖRNEKTİR



TAKS					KAKS			
imar durumu sorulan gayrimenkulün ;					İnşaatı nizami	X		
MAHALLE	<i>YENİ</i>				Kat adedi			
SK. ve CAD.	<i>ATATÜRK</i>				Bina yüksekliği			
TAPUNUN KADASTRO	Pafta	Ada	Parsel	kapı no	Bina derinliği			
İMAR	<i>18</i>	<i>115</i>	<i>10</i>		Bina genişliği			
Not :	<i>306-110</i>				Ön bahçe mesaf.			
					Yan bahçe mesaf.			
					ÇIKMALAR	AÇIK	KAPALI	SAÇAK

Yukarıda imar durumu cari mevzuata göre tanzim edilmiştir. Bu imar durumu ile yalnız Proje tanzim ettirebilir. İnşaat yapılamaz. İmar planında bir değişiklik olursa hak iddia edilemez.

BELEDİYE FEN memuru

BELEDİYE FEN İŞL. md.

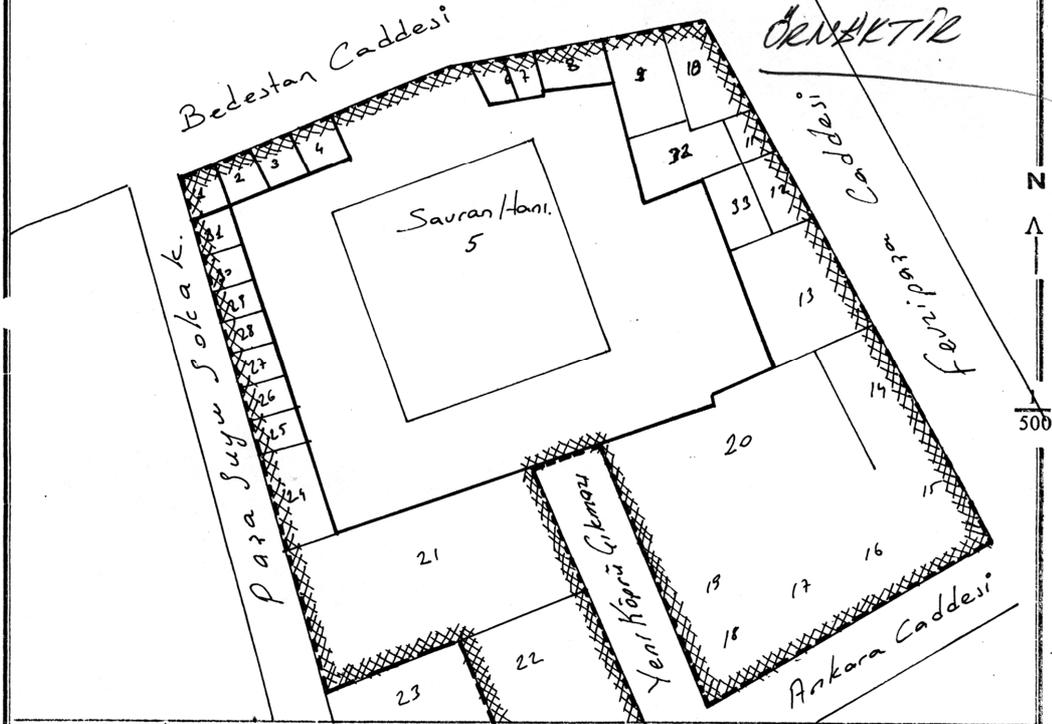
Abdullah ÖZAY

Figure A.14. Development Decision of Bakır Han.

İMAR DURUMU

T. C.
TİRE BELEDİYESİ
Fen İşleri Müdürlüğü
Sayı : 59

ADRESİ : SAVRAN HANI
Yeni mahalle Bedestan cad.
14.11.1989 Tarihli dilekçenize karşılıktır. TİRE



TAKS				KAKS					
İmar durumu sorulan gayrimenkulün;				İnşaatı nizami					
MAHALLE				Kat adedi					
SK. ve CAD.				Bina yüksekliği					
TAPUNUN				Bina derinliği					
KADASTRO				Bina genişliği					
İMAR				Ön bahçemesaf.					
Not :				Yan bahçemesaf					
				ÇIKMALAR					
				AÇIK		KAPALI		SAÇAK	

Yukarıda imar durumu cari mevzuata göre tanzim edilmiştir. Bu imar durumu ile yalnız Proje tanzim ettirebilir. İnşaat yapılamaz. İmar planında bir değişiklik olursa hak iddia edilemez. 181 1 11990

BELEDİYE FEN memuru
A. Remzi ÇAVDAR

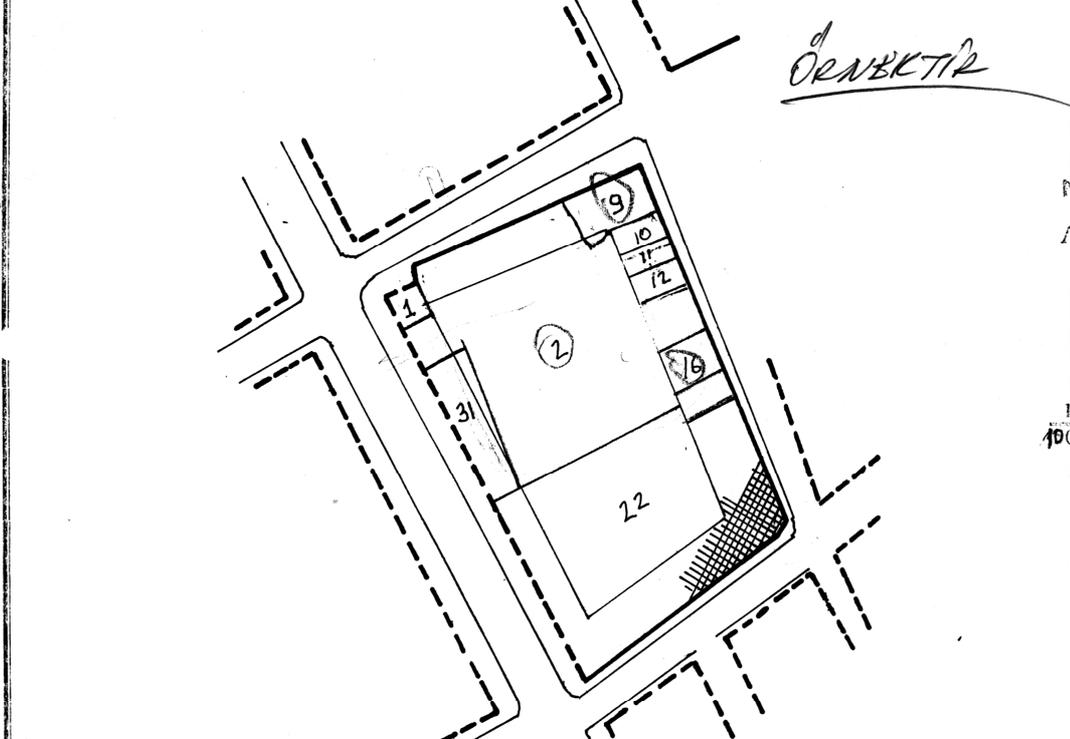
BELEDİYE FEN İŞL. md.
Abdullah ÖZAY.

Figure A.15. Development Decision of Ali Efe Han.

İMAR DURUMU

T. C.
TİRE BELEDİYESİ
Fen İşleri Müdürlüğü
Sayı : 66

ADRESİ : *Lütfi Paşa Han*
Yeni mah. Lütfi Paşa cad. No: 24
14 / 11 / 1989 Tarihli dilekçenize karşılıktır.



TAKS					KAKS						
İmar durumu sorulan gayrimenkulün;	İnşaatı nizami				X						
MAHALLE	YENİ								Kat adedi		
SK. ve CAD.	Lütfi Paşa								Bina yüksekliği		
TAPUNUN	Pafta	Ada	Parsel	kayı no					Bina derinliği		
KADASTRO	20	75	2-9-16						Bina genişliği		
İMAR	301-11d								Ön bahçemesaf.		
Not :									Yan bahçemesaf.		
					ÇIKMALAR	AÇIK	KAPALI	SACAĞAK			

Yukarıda imar durumu cari mevzuata göre tanzim edilmiştir. Bu imar durumu ile yalnız Proje tanzim ettirebilir. İnşaat yapılamaz. İmar planında bir değişiklik olursa hak iddia edilemez. 18/01/1990

BELEDİYE FEN memuru
A. Remzi ÇAVDAR

BELEDİYE FEN İŞİ md.
Abdullah ÖZAY

Figure A.16. Development Decision of Yeni Han.