

The Portuguese-Ottoman rivalry and its economic, social, and political repercussions on the Red Sea region During the 16th century AD.

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Received: 03/01/2026 ; Accepted: 24/04/2026 ; Published: 06/06/2026

Summary:

It was distinguished Crossings and network stheTraders' routes YBoth marine and land-based options are available, Due to its great importance throu ghout history, as it is a Easy transfer process People and Asian goods and merchandise by land and sea from Islamic Eastto Christian West, where It served as a connecting link that They have been united throughout the ages and historical periods, starting from the period preceding the discovery of the Cape of Good Hope route (Cap De La Bonne Esperance)Up to the period of its discovery in 1498 AD, there were commercial, economic and political transformations that followed this maritime discovery on these land and sea crossings.

Where it became Trade from the Islamic East flowed directly into Portuguese and then European markets,While these trade routes were a blessing and a source of wealth for the Islamic East, they were also a curse and a source of ruin for it through the repeated Portuguese campaigns against these sea crossings.

The Red Sea is considered one of the most important, that Through it, the Portuguese destroyed the economy of the Islamic world and plunde red its resources, His strength and wealth,TryingforThis weakened him militarily and politically.And economically, with the aim of controlling it.

This research paper aims to introduce the reader to the My importance The history of maritime trade routes in general and the Red Sea in particularin area Global trade Early 16th century AD And?Identifying the causes Heading PortuguesetoTo control they The Red Sea route? Then, what were the consequences of the Portuguese controlling the waters of the Red Sea, whether on global trade or on Islamic trade, which was represented by the Mamluk state in Egypt and the Levant, and the Ottoman state after them? What were the reactions of the Ottoman state and its stance towards this Portuguese invasion of the Red Sea waters?.

Among the most important findings at the end of this research are: Global trade has shifted to the Cape of Good Hope route become worker Main In exhausting all economic capabilities

to For the trade of Muslims and Venetians together In the waters of the Red Sea By depriving them of the various customs revenues and financial profits that this trade monopoly imposed by them on Asian trade had generated for decades, Also The economic and commercial collapse that afflicted the ports of the Mamluk state, for The rule of the state's private departments was disrupted, and the number of ships in its ports decreased, ships which previously could not find a place in these Mamluk ports.

In the Red Sea, due to the Portuguese invasion, the Mamluks were unable to confront its growing danger, which necessitated the intervention of new powers represented by the Ottoman state, which had the credit for defending the Islamic holy sites in the Hijaz (Mecca and Jerusalem) from the Portuguese threat, and protecting Islamic trade there.

Keywords:

-Red Sea-Global trade-The Portuguese rivalr-The Ottoman rivalry.

Résumé:

Les voies de communication et les réseaux commerciaux, tant maritimes que terrestres, se sont distingués par leur importance considérable à travers l'histoire, car ils facilitaient le transport des personnes, des biens et des marchandises asiatiques par voie terrestre et maritime, de l'Orient islamique vers l'Occident chrétien. Ils ont ainsi servi de trait d'union entre ces deux mondes à travers les âges et les époques historiques, depuis la période précédant la découverte du cap de Bonne-Espérance (Cap de la Bonne Espérance) jusqu'à sa découverte en 1498, et les transformations commerciales, économiques et politiques qui ont suivi cette découverte maritime sur ces voies de communication terrestres et maritimes.

Le commerce de l'Orient islamique s'est ainsi directement orienté vers les marchés portugais, puis européens. Si ces routes commerciales ont été une bénédiction et une source de richesse pour les pays de l'Orient islamique, autant elles ont été un fléau et une source de ruine pour lui à travers les campagnes portugaises répétées sur ces voies maritimes, dont la mer Rouge est l'une des plus importantes, par lesquelles les Portugais ont détruit l'économie du monde islamique et lui ont spolié ses sources de puissance et de richesse, cherchant ainsi à l'affaiblir militairement, politiquement et économiquement dans le but de le contrôler.

Cet article a pour objectif de présenter au lecteur l'importance historique des routes commerciales maritimes en général, et de la mer Rouge en particulier, dans le domaine du commerce mondial au début du XVIe siècle, de déterminer les raisons qui ont poussé les Portugais à vouloir contrôler la route de la mer Rouge, Puis d'examiner les conséquences de la domination portugaise sur les eaux de la mer Rouge, tant sur le commerce mondial que sur le commerce islamique représenté par l'État mamelouk en Égypte et au Levant, puis par l'Empire ottoman après eux. Il s'agit également d'étudier les réactions de l'Empire ottoman et sa position face à cette invasion portugaise des eaux de la mer Rouge.

Parmi les principales conclusions tirées à l'issue de cette étude, on peut citer : Le détournement du commerce mondial vers la route du Cap de Bonne-Espérance est devenu un facteur majeur dans l'épuisement total des capacités économiques du commerce musulman et vénitien dans les eaux de la mer Rouge, en les privant des divers revenus douaniers et profits financiers que générait ce monopole commercial qu'ils avaient imposé au commerce asiatique pendant de longues décennies, De même, l'effondrement économique et commercial qui a

frappé les ports de l'État mamelouk, a entraîné la paralysie des administrations de l'État et la diminution du nombre de navires dans ses ports, qui ne trouvaient auparavant pas leur place dans ces ports mamelouks de la mer Rouge en raison de l'invasion portugaise, dont les Mamelouks n'ont pas pu contrer la menace croissante. Cela a nécessité l'intervention de nouvelles forces représentées par l'Empire ottoman, à qui l'on doit la défense des lieux saints islamiques du Hedjaz (La Mecque et Jérusalem) contre la menace portugaise et de la protection du commerce islamique dans cette région.

Mots-clé:

-Mer Rouge-Commerce mondial-Concurrence portugaise.

Introduction:

From the dawn of the modern era, the great naval powers realized that control over new regions of the world could only be achieved through a powerful navy and skilled captains capable of leading their sailors and confronting the fleets of other nations in naval battles. This understanding led the Portuguese to establish their navy, which they called the Armada, and subsequently set sail from the ports of Lisbon, Portugal, embarking on military campaigns under the banner of what they termed the Portuguese Explorations. These expeditions were supported by clergymen and popes in Rome, along with colonial thinkers, politicians, and European monarchs. The Portuguese occupied the west coast of Africa and established fortifications along the sea route from Lisbon to Goa in India at the beginning of the 16th century. However, their exploratory and colonial project could only succeed by converting Muslims in the Arab East, the Hejaz, and the regions they discovered to Christianity. Therefore, Portuguese commanders hastened to occupy the entrance to the Red Sea and its gateway, Aden, beginning in 1513 under the leadership of Afonso De Albuquerque.

The problem raised in this context is: What are the maritime trade routes in the Red Sea? What are the repercussions of the shift in the global trade route on Islamic trade in the Red Sea? How did the Ottomans confront this economic shift after the Mamluks? In our research, we followed the descriptive analytical approach to historical events by tracing the description of the trade routes of the Red Sea and what was written about them by Arab travelers and explorers, and we traced the impact of the trade shift to the Cape of Good Hope route on global trade in the Mamluk and Ottoman states.

1.Red Sea Its land and sea trade routes:**1.1.Over land Red Sea:**

This route begins at the central collection point for Eastern goods in the port of Aden in southern Yemen, continuing until the goods are transported to the ports of Suez, Aydhab, and Quseir in Egypt, passing along the western coast of the Red Sea. They are then loaded onto overland caravans and taken to Cairo, and from there to the ports of Alexandria and Damietta in the north. From there, ships belonging to merchants from Venice and Genoa transport them to European markets, where they are then distributed among retailers.(Fahim, 1973, page 124)The Mamluk rulers, during their reign (1250-1517), exploited this trade route to reap enormous profits, thanks to the heavy taxes they imposed on European merchants. Cairo alone became a warehouse for Eastern goods and a capital of global trade during their rule,

especially after the trade route through Asia Minor and China lost its vitality due to frequent attacks by Mongol tribes.(Ashour, 1962, page 208).

The Mamluk sultans were also keen to take all military precautions in the Red Sea by preventing any non-Muslim vessel from sailing this sea route, and by imposing severe penalties on anyone who failed to purchase the necessary permits to cross it. This maritime law in the Red Sea began to be enforced during Saladin's campaign against the city of Renaud de Châtillon in 1181 CE, with the aim of preserving the safety of the holy sites in the Hejaz, as the Red Sea route leads directly to Mecca.(Al-Jamal, 1965, page 60),The Mamluks also granted several customs facilities and various trade privileges to Muslim merchants compared to European merchants in the ports of Alexandria and Damietta in Egypt.(Dhomat, 1982, page 185).

Political disputes and border conflicts between major political powers vying for leadership of the Arab East often led to the closure of these main trade routes passing through Arab lands and then the Red Sea, resulting in shortages or disruptions in the supply of Eastern goods to European markets. This prompted Muslim merchants to use the overland route from Jibb.AThe Malabar River in Inner India, which branches into two directions, one towards the Caspian Sea and the lands of the Bulgars, and the other towards the Black Sea, reaching Trabzon and then Constantinople, was also directly affected by the rise of the Ottoman Empire and its expansion into many parts of the Islamic world at the beginning of the fifteenth century AD.(Fahim, 1973, page 154).

2.1.Sea routeRed Sea:

The Red Sea has been a vital economic artery and a crucial trade hub since ancient times, particularly among the coastal states and cities bordering it. Trade, cultural, and religious exchange has served as a vital link between various Arab countries, both east and west. The Red Sea region has also been a catalyst for the development and prosperity of the states and kingdoms that arose along its shores. This importance grew over time, attracting the covetous eyes of various Christian powers seeking to control it from both its front and rear shores. However, the Mamluk rulers' commitment to protecting Islamic trade in the Red Sea prevented it from falling into enemy hands.(Salem, 1933, page 81).

The Red Sea has also been called by many names, including the Pharaonic Sea, the Abyssinian Sea, and the Sea of Qulzum, but it was the Greeks who named it the Red Sea.(Al-Hamawi),1990, page 145)This is the name that has remained attached to it to this day, and its length, from its north to its south, including the Bab al-Mandab Strait, is one thousand two hundred miles.(See comment number 01)Its greatest width is estimated at about two hundred and fifty miles, as Perim Island is considered Located at its southern entrance, it forms a natural boundary that divides Bab al-Mandab into two waterways. Its waters are among the saltiest in the world, and indeed among the most saline. The Red Sea is distinguished from other seas in the world by its abundance of coastal reefs and coral barriers.(Abaza, 1987, page 18),This caused it to hinder the movement of merchant ships passing through it due to the difficulty of navigation, especially for those who are unaware of its natural challenges, wind patterns, waterways, and the locations of its coral reefs.(Al-Hamawi, 1990, page 146).

Thus, commercial ports overlooking the Red Sea coast gained significant economic strategic importance, such as the port of Aden in Yemen and the ports of Jeddah and Aydhab. (See comment number 02) Qulzum and the port of Suez in Egypt flourished due to their thriving trade with the ports of India, East Asia, and the coasts of East Africa. This was facilitated by the monsoon winds in the waters of the Indian Ocean and the Red Sea, resulting in a diverse range of goods arriving in the Red Sea, including frankincense and pearls from Bahrain, silk from China, spices from India, ostrich feathers, ivory, gold, and silver from Abyssinia. (Abaza, 1987, p. 22).

3.1. Port of Aden Red Sea:

The port of Aden is considered among the most important commercial ports in Yemen and the eastern seas, due to the active and significant trade that characterized the city of Aden and its commercial port throughout successive historical periods. This is based on what many Arab travelers and contemporary historians have told us, such as the geographer and historian Al-Idrisi, who describes the flourishing trade in the city of Aden and the importance of its port. Where ships from India and China, loaded with various luxury goods and products, dock. (Al-Idrisi, 1989, page 54).

as Y Abu al-Fida Imad al-Din also described to us the importance of the location of the city of Aden in relation to the Red Sea and that it Meeting place of various merchants and travelers (Abu al-Fida, 1840, page 93) The traveler Ibn Battuta also visited Aden city At the beginning of the fourteenth century AD, he described to us the condition of its merchants and their wealth. (Ibn Battuta, 1991, page 118).

Located in the southeastern part of the Bab el-Mandeb Strait, Aden is a rocky peninsula connected to the mainland by a rectangular stretch of sandy land. It overlooks a major global trade crossroads between East and West, and is further surrounded by a high mountain range that makes its port a naturally fortified center on all four sides. These mountains, which protect Aden, resemble shark teeth in shape. (Abaza, 1991, page 25) The city of Aden covers an area of approximately two hundred and seven square kilometers.

In addition, Aden was primarily a commercial city, home to many merchants of various nationalities, such as Indians, Ethiopians, Mamluks, Moroccans, Persians, and others who were able to engage in diverse commercial and industrial activities there. This contributed to a diversity and exchange of cultures and experiences both within and outside the city. The rulers of Aden established numerous commercial laws to regulate the various taxes levied on merchants in the port, such as the weight of spices. Pepper (see comment number 03) Those coming from India to the port of Aden are charged a fee of one pepper spice per spice, estimated at eleven gold dinars.

If we could determine the annual profits generated by trade in Aden, we would truly understand the importance of controlling this city and its commercial port, against which Alfonso de Albuquerque launched his campaign in 1513 AD, he sought to occupy it, hoping to close the entrance to the Red Sea to Islamic trade and divert it later via the Cape of Good Hope route in southern Africa. However, he did not succeed in achieving his goal, as the historian Qutb al-Din al-Nahrawali points out to us the danger of the city of Aden and its commercial port, which is considered the gateway to the Red Sea, falling into the hands of

the Portuguese invaders. or **Franks** They are also called (see comment No. 04) It is also called **The fortified frontier** (See comment number 05), Because of its natural and mountainous defenses against the sea and the coast (Al-Nahrawali, 1967, page 232).

2. Impact The axis of global trade has shifted From the Red Sea To the Cape of Good Hope route in the Mamluk state Economically and socially:

Considering Global trade routes are of strategic and economic importance. social On the Mamluk state In the waters of the Red Sea, What are the implications of this global trade shift? Red Sea trade On the economy of the Mamluk state from both economic and social perspectives?

1.2. Commercial and economic repercussions:

The shift in global trade from its traditional and ancient route through the Arabian Gulf and the Red Sea, passing through the land routes of the Mamluk state in the Levant and Egypt via the Cape of Good Hope route in southern Africa, led to a decrease in the prices of Eastern goods in European markets, with some reaching half the price at which they were previously sold, compared to the prices at which they were sold through their intermediaries, the Mamluk and Venetian merchants, via the traditional and ancient route. For example, the price of one quintal of pepper in the port of Calicut was sold for two or three rifles. (See comment number 06) It was also sold after its arrival at the port of Alexandria for eighty rifles to merchants in both the Republic of Venice and Genoa, but after this global trade shift to the Cape of Good Hope route, the price of one quintal of pepper was sold in the markets of Europe for only thirty to forty rifles, not to mention its availability in all the markets of the city of Lisbon in Portugal.

Thus, Portuguese merchants spared European merchants the hardship and fatigue of travel, and even saved them from long waits of months in the ports of Alexandria, Damietta, Tyre, and Sidon, and even in the port of Calicut in India. This resulted in a slump in the trade of Eastern goods in the ports of the Mamluk state, causing significant damage to Eastern trade in the waters of the Red Sea, the Arabian Gulf, and the Mediterranean during the 16th century AD. (Tarkhan, 1960, page 293) The financial system of the Mamluk state and the Republic of Venice also went bankrupt together, with the resulting negative economic effects.

The shift of global trade to the Cape of Good Hope route was a major factor in exhausting the economic capabilities of both Muslim and Venetian trade, depriving them of the various customs revenues and financial profits that this trade monopoly they had imposed on Asian trade for decades had generated. Therefore, Sultan al-Ghuri attempted to remedy this dire economic situation by revitalizing the region's trade and striving to revive Islamic commerce through military efforts during his reign. However, he failed to achieve his goal. Ibn Iyas informs us of the extent to which Islamic trade in the Mamluk state was harmed during al-Ghuri's rule by the Portuguese invaders' plundering and pillaging of Muslim merchants' goods in the Red Sea. (See comment No. 07), especially if they control a port **Kamran** In India (see comment No. 08), which, according to Ibn Iyas, was under great control by the Portuguese (Ibn Iyas, 1961, page 359)..

Thus, the economic and commercial collapse that afflicted the ports of the Mamluk state in the Levant and Egypt reached a critical point. The functioning of the state's administrative

departments was disrupted, and the number of ships in its ports, which had previously been overflowing with vessels, dwindled significantly. These ports are now largely deserted due to this commercial shift, which has even affected the port of Jeddah. Ibn Iyas, in his account of the events of 920 AH (1514 CE), described this economic collapse in the ports of Alexandria, Damietta, and Jeddah., Which the ships orThe plots Access to it (see comment No. 09) is approximately 06 six consecutive years (Ibn Iyas, 1961, page 359).

The deterioration of economic relations between the Mamluk trade and East Asia also had negative repercussions for the trade of the Republic of Venice, which served as a commercial link between the Islamic East and the Christian West. During this period, Venice sent ambassadors to India to try to persuade its rulers to sever all trade ties with Portuguese merchants, but they failed. Therefore, Venice attempted to compete with the Portuguese by requesting that Sultan al-Ghuri reduce the prices of Eastern goods and spices, which were being sold to them at exorbitant rates. They then dispatched their consul Brando Sanuto (Brando Sanuto) to convince Al-Ghuri of this, who in turn did not object in order to maintain the commercial relationship and the common interest that unites the two parties. (Fahim, 1973, page 378).

The Republic of Venice also sent its ambassador for the second time to Sultan al-Ghuri in 1504, this time urging him to flood all Mamluk markets with various Asian spices and seasonings in order to compete with Portuguese merchants in their trade. It also encouraged him to use all his political and military power against the Portuguese merchants themselves in the waters of the Red Sea. However, despite all these threats, al-Ghuri, at the request of the Republic of Venice, did not heed them, as evidenced by the message he sent with the Spanish monk. Mauro (Moro), to Pope Julius II in Rome (Ashour, 1987, pages 526-528), in which he threatens to close the holy sites and Christian churches in the Levant and in Jerusalem, Palestine, to the Christian communities there, and to pilgrims coming from various parts of Europe. that The Pope did not order a halt to this Portuguese incursion into Mamluk trade in the Red Sea. and Gulf of Aden Yemen However, all these threats ultimately failed to achieve their goal, as al-Ghuri himself backed down from his previous threats when he issued a royal decree in 1513 AD stipulating that Christian pilgrims coming to the holy sites in Jerusalem and Palestine should not be harmed. This decree was inscribed on a large stone tablet and subsequently hung at the entrance of the Church of the Holy Sepulchre in Jerusalem. (Ashour, 1987, page 528).

The Republic of Venice then suggested to Sultan al-Ghuri that he dig a canal in the port of Suez in Egypt, through which the Red Sea would be linked to the Mediterranean Sea. (Charles Roux, 1901, p.45) In order to facilitate the transfer of commercial goods from the Red Sea basin to it, but due to the exorbitant costs required to accomplish such a huge project, this proposal remained shelved because of the deplorable conditions of the Mamluk state, which did not allow it to undertake that type of project. Through all these changes and transformations that occurred in the trade relationship between the Mamluks and the Venetians, the Republic of Venice sought to find a strategic and military ally as an alternative to the Mamluk state in the region, as the Venetians realized the weakness of the Mamluk state

economically and militarily. The political, economic and military rapprochement between the Safavids and the Venetians was the best evidence of that.

Beginning with the various secret military correspondences that took place between the two sides against the Mamluk state, which Sultan al-Ghuri was able to discover after his soldiers managed to arrest some Venetian merchants who worked as ambassadors between the two countries, these secret correspondences indicated that the Venetians were preparing to confront the Mamluks from the sea in the eastern Mediterranean basin. (Tarkhan, 1960p. 297) While the Safavids were attacking the Mamluks from the northeast by land, these secret reports between the Venetians and the Safavids also revealed the extent of the weakness of the Mamluk state's capabilities in economic, military and social terms as well.

through The historical approach we have presented TTA This underscores the significant economic and commercial impact of the Mamluk trade with the Republic of Venice. This impact stemmed from the increasingly precarious political, military, and economic relations between the two sides during this historical period, beginning in the second half of the fifteenth century AD. Despite Venetians' attempts to overcome this tension and political discord by providing a range of military aid to the Mamluk rulers, including... presentation Numerous timbers and equipment were used to build warships, along with specialized workers, to confront the Portuguese navy stationed in the Red Sea. (Tarkhan, 1960p 298), but superiority the Abilities Military for The dominance of the Kingdom of Portugal over the Mamluk state is becoming increasingly clear to us. In the Red Sea From its military and economic aspects as well.

2.2. Social repercussions:

The global trade shift significantly impacted the Mamluk and Venetian trade, profoundly affecting the social life of the Mamluk state. This was due to the Mamluk rulers' unjust monopolistic policies, which included imposing exorbitant customs duties on merchants of Eastern goods. These duties, sometimes reaching five times their original price in Indian ports, were facilitated by the rulers' control over land and sea trade routes. For example, in 1428, Sultan Barsbay issued a royal decree prohibiting the purchase of spices from Mamluk merchants, except through the state-run Mamluk granary. He also raised the prices of all spices, which were highly sought after by Venetian and Genoese merchants. This prompted these European merchants to retaliate against the Mamluk sultans' monopolistic practices by launching several acts of piracy against Sultan Qutbay's merchants in 1475, plundering all of his goods. Sultan Qutbay responded by... By capturing all European merchants working in the ports of Alexandria, Egypt (Ibn Iyas, 1961, page 162).

After the Mamluk state's financial resources dwindled, leaving only the commercial monopoly policy imposed by the Mamluk rulers during their reign, some Mamluk sultans resorted to trickery to gain money, including confiscating (CONFISCATION) All of the people's money and private property as well. Among those whose private property was confiscated was Ibn Iyas, the historian of Egypt himself, as he tells us in the events of the year 914 AH, corresponding to the year 1508 AD, what Sultan Al-Ghuri did in terms of trickery and fraud against him and other residents, saying: "...and I am among those to whom that happened as well..." (Ibn Iyas, 1961, page 150) Al-Ghuri confiscated Ibn Iyas's fief, and

the latter kept raising his grievance to Al-Ghuri each time until he finally returned it to him in the following year of 1509 AD.

Al-Ghuri also adopted a new oppressive policy based on monopolizing all types of grain in order to raise their price in the markets of Egypt and the Levant, then selling them at exorbitant prices, many times their original value. This came at the expense of the livelihood of his subjects in Egypt and the Levant, leading to a scarcity of wheat, which is considered a staple food for many people. Ibn Iyas tells us about the consequences of Sultan al-Ghuri's policy of monopolizing wheat. Where the price of wheat reached 07Seven Ashrafiyat(See comment No. 10), where Al-Ghuri used to buy wheat and sell it in the markets of the Levant, and his policy caused a disaster and a food famine in Egypt. (Ibn Iyas, 1961, page 302).

In this regard, it is worth noting that this monopolistic policy reveals to us the painful social reality in which the inhabitants of the Mamluk state in Egypt and the Levant were struggling, after the weakness of the state's economic and financial capabilities, which was reflected negatively on social life in a deplorable manner as well.

Even Mamluk statesmen and high-ranking officials were not spared from this opportunistic policy, which did not exempt them from paying the taxes that al-Ghuri imposed on the general populace. He confiscated the property of some state officials when he was unable to pay the army and soldiers' salaries for four full months, as Ibn Iyas indicates in the events of the year 907 AH (1501 CE).(Ibn Iyas, 1961, page 190),Among the most significant manifestations of the social distress that afflicted the Mamluk state and its public treasury was Sultan al-Ghuri's freezing and even reducing of all state employee salaries. He went even further by violating the sanctity of the endowments (waqf) properties that their owners had dedicated to the benefit of the two holy mosques in Mecca and Jerusalem, as Ibn Iyas informed us, detailing the great harm inflicted upon those in need.(Ibn Iyas, 1961, page 150).

Sultan al-Ghuri also forced all the merchants in his realm to purchase certain goods and products from the Mamluk state treasury at exorbitant prices. This prompted these merchants to later dispose of these goods by selling them at prices lower than they had previously paid, incurring considerable financial losses they could have avoided. He justified this by claiming it was to cover the financial deficit plaguing the Mamluk state treasury. This had a profound impact on all aspects of the social and economic lives of the Mamluk merchants, as noted by Ibn Iyas in his account of the events of the year 917 AH (1511 CE).(Ibn Iyas, 1961, page 242).

It is also worth noting that it was not only the merchants who suffered from the injustice of Sultan al-Ghuri, but thatThe peasants were not spared from al-Ghuri's policy of plunder, which exacerbated the deterioration of various social and economic conditions in Egypt and the Levant, especially after al-Ghuri began collecting land taxes from the peasants before the designated time and season. This prompted many peasants to abandon their lands permanently, leading to a severe shortage of wheat and barley in the region. Ibn Iyas, in his account of the events of 922 AH (1516 CE), describes the flight of merchants from their farms.(Ibn Iyas, 1961, page 32).

The city of Alexandria and its commercial port were among the most important trading centers in Egypt that suffered greatly from the widespread commercial stagnation and

monopolies imposed upon it by the Mamluk sultans. This was particularly due to the heavy taxes levied on retailers, including Venetians, Genoese, and Moroccans, which led to their abandonment of the ports. Previously, the city had been large enough to accommodate their numbers, but now all of Alexandria's ports were deserted. This had a profound impact on the social life of its inhabitants, which deteriorated as a result of this arbitrary management. Ibn Iyas described this damage inflicted upon the city during the events of 920 AH (1514 CE). (Ibn Iyas, 1961, page 424).

The inhabitants of Jeddah, a city in the Arabian Peninsula, and its commercial port were not spared from this social and economic disintegration that afflicted the entire region. The deputy governor of Jeddah, Prince Hussein al-Kurdi, acting on the orders of his sultan, Qansuh al-Ghawri, imposed numerous unjust taxes on merchants coming from India. This led to a decline in social life in the city, causing many Indian merchants to abandon it, as Ibn Iyas informed us in the events of the year 922 AH (1516 CE). (Ibn Iyas, 1961, page 83).

In this regard, it should be noted that the oppressive policies of the Mamluk Sultans were a direct cause of the deterioration of the social conditions of the subjects and merchants as well, due to their weak management and planning capabilities at this sensitive stage. Their adoption of a policy of commercial monopoly and their imposition of unfair taxes on Muslim, Indian, and European merchants led to the flight of many of them from the ports of Alexandria, Damietta, and Jeddah, not to mention the policy of confiscating the private property of the subjects, merchants, and farmers, which led to the spread of much resentment and hatred among the subjects and the departure of many farmers and merchants from the state. However, the shift of the global trade route from its old route through the waters of the Red Sea to its new route from the Cape of Good Hope, He had the influential and effective role as well in the deterioration of the economic and social reality in the Mamluk state.

3. Competition Maritime Portugal Y Ottoman for To control waters Red Sea Its phases and results (1507 AD - 1541 AD).

The policy colonialism Portugal's expansionism in Red Sea waters and East Coast Africa From its earliest beginnings, it focused solely on coastal control without penetrating the heartland of the continent African. The Portuguese never considered expanding their colonies into the African jungles, as this would have been a significant burden for them both militarily and financially. (Jian, 2015, page 236), especially if we learned that Portugal's human resources were very limited, so the Portuguese confined their presence to the coastal areas only. In order to complete their expansionist plan in the eastern seas and close the global trade routes to Muslim traders, they then headed towards the coasts of the Red Sea and then the Arabian Gulf. Were the Portuguese able to extend their military influence? economic Also on the Red Sea coast, thus completing their project colonial From the south coast East Africa to North? And what circumstances hindered it? charges Implementation This project In the waters of the Red Sea?

1.3. The campaign of Commander Alfonso de Albuquerque (1507-1515):

that Portuguese desire To contact Direct sea alliance with the Christian Kingdom of Abyssinia and standing against the Muslims of the Arabian Peninsula, Download Their ambassadors and envoys were easily deployed there, especially in Massawa, Zeila, and

Dahlak, to further their religious and Christian project of destroying Mecca and Medina. (Ibn Iyas, 1961, page 191), tightening Their commercial control over the second arm of Eastern trade with Europe, namely the Red Sea, made this waterway a geo-strategic target. (See comment number 11)(GEOSTRATEGIQUE(Hama)For the Portuguese to a very large extent, in order to control trade in the Red Sea (Commercial Mobilite).

so The Red Sea is considered the lifeblood Economic It has been a very important trading point since ancient times and remains so today, especially between the coastal countries and cities overlooking it, where commercial, cultural, and religious exchange played a vital role in connecting various Arab countries, both east and west. The Red Sea region has also been considered among the factors of development and prosperity For the states and kingdoms that were established along its shores, given the importance this sea had acquired, ambitions began to increase over time to control it from its front and back gates by many Christian powers, most notably the Kingdom of Portugal. (Salem, 1933, page 81).

Afonso de Albuquerque is considered among the first Portuguese leaders to have ventured into the waters of the Red Sea before he was appointed Viceroy of Portugal to India, where the latter... By seizing On the island of Socotra (See comment number 12) Firstly, due to its proximity to the entrance of the Red Sea in 1507 AD, this was in order to monitor trade activity and seize the opportune moment to attack the gateway to the Red Sea, which is the commercial port of Aden, to prevent the rulers of the Mamluk state from reaching it. To him Attacking them in the waters of the Indian Ocean and the Arabian Gulf is also among the correspondences that illustrate Commander Alfonso de Albuquerque's desire to control the Red Sea coasts, as evidenced by what he wrote to his king, Manuel I. around "Pomegranate cleaning" (See comment number 13), and "Destroying the Sultan" (See comment No. 14) (Ramadan, 1985, page 58).

On Thursday, the month of Muharram in the year 1513 AD, Albuquerque attacked Aden with a naval fleet of eighteen warships, after besieging the port of the city, which was ruled by Marjan al-Dhafri, who had been appointed by the Sultan of Yemen, Amir ibn Abd al-Wahhab, whose lineage traces back to Bani Tahir family (See comment number 15) One of the Zabid tribes in Yemen, whose ruler, Marjan al-Dhafri, showed no significant resistance, which exposed him to the resentment of those around him. Moreover, he did not stop there, but also By sending Provisions Food and gifts for the Portuguese in the hope that they would leave in peace (Ibn al-Dabi', 1983, page 345).

But after the governor of Aden refused to hand over the city to The Portuguese fleet, under Commander Albuquerque, bombarded the city with cannons, prompting its ruler, Marjan al-Dhafri, to finally decide to engage the Portuguese forces in battle, which resulted in their defeat. The Portuguese fleet's failure to capture Aden was thus attributed to... to The city's natural fortifications on one side (Salem, 1992, page 73), to On the other hand, the resistance of the city's inhabitants and their confrontation with the Portuguese invaders forced the Portuguese to withdraw. Albuquerque's fleet then headed to the Omani coast, occupying Qamaran Island in the same year, where he destroyed it to prevent any force Islamic Freedom to reside there, given the importance of its location between the Hijaz region and Yemen. (Abaza, 1987, page 110) ^{as} Albuquerque attempted to occupy Aden a second time

after bombarding it for fifteen full days with his cannons, but he failed and finally withdrew to the coasts of India on July 4, 1513.(Ibn al-Dabi', 1983, page 97).

It is worthwhile for us to mention that King Manuel I of Portugal dismissed Commander Afonso de Albuquerque from his position as Viceroy of Portugal. In India, after six full years of work (1509-1515), this leader worked there sincerely. He was a great king, and his death occurred after he contracted a rare disease called "hiccups," which caused him to suddenly choke. He died in the port of Goa, India.(Qasim, 1985, page 70) He was sixty-three years old on December 16, 1515. Perhaps the death of Commander Albuquerque, who secured for Portugal a very respectable position in the eastern and Gulf seas, through his control of all the coasts of the Indian Ocean and the island of Hormuz in 1507, and his laying the basic foundations for the Portuguese maritime empire and his establishment of many trading centers and military fortresses along the length of the eastern coasts of Africa up to the land of India, is considered among the most important historical achievements that this man presented to Portugal, people and government, and only the city of Aden and its ports and the coasts of the Red Sea and the Arabian Gulf were safe from him.

2.3.The campaign of Commander Lobo Suarez de Albajaria Lopo Soares de Albergaria in 1517 AD:

After the death of Commander Albuquerque, the King of Portugal appointed as his successor, with the rank of Viceroy in India, Commander Lopo Soares de Albergaria in 1515 AD, who followed the same policy as his predecessor, which was a policy aimed at the closure and strangulation of Islamic trade routes at the entrance to the Red Sea, the port of Aden, and the Strait of Hormuz in the Arabian Gulf led this commander to decide to attack the city of Aden in 1517 AD, along with attacking and bombarding the port of Jeddah to strike the Mamluk fleet lying in wait for him in the waters of the Red Sea. Suarez was accompanied on this naval campaign by the Abyssinian envoy (Matthew) and the Portuguese envoy (Duarte Galvaro), who then landed in the city of Massawa in Abyssinia.(Ibn al-Dabi', 1983, page 220).

Suarez's expeditionary fleet consisted of forty warships carrying two thousand soldiers. This expedition stopped at the port of Aden on March 4, 1517, where Commander Suarez was received by the governor of Aden, Marjan al-Dhafri, who welcomed him warmly and provided him with the necessary supplies and guides to proceed to the port of Jeddah. The ongoing dispute between the governor of Aden, Marjan al-Dhafri, and the governor of Jeddah, Prince Salman, and Prince Hussein al-Kurdi(Omar Abdel Aziz, 1996, page 99), They had tried to occupy the city of Aden before his arrival, which prompted Prince Hussein al-Kurdi. They headed quickly towards the port of Jeddah to strengthen their military defenses, as long as the city of Aden had not yet fallen into the hands of the Portuguese.(Ibn al-Dabi', 1983, page 220),The contemporary Yemeni historian, Bamakhara, provides us with a detailed account of the conditions in the city of Aden during the campaign of Commander Suarez's fleet.(Bamakhra, 1980, pages 197-199).

The commander's fleet Portuguese Lobo Suarez then crossed the Bab el-Mandeb Strait on March 7, 1517, thus heading to Jeddah port, which prompted its prince Salmanto. He took his fleet out into the Red Sea to confront the Portuguese before they approached the port of

Jeddah, after which Suarez's fleet fled towards Kamaran Island.(See comment number 16)ByIt was reported that Prince Salman destroyed three ships from his fleet(Bamakhra, 1980, pages 199-202) He headed towards India, where on his way back he destroyed the cities of Zeila and Berbera, which overlook the coasts of the Red Sea.

Commander Lobo Suarez also did so in 1518 ADBy sendingSix warships from the city of Goa in India, led by Commander Antonio de Saldanha (Antonio de Saldanha), to completely seize the city of Berbera and control tradeIslamicIn the Red Sea, which was what this commander's fleet had done, but the Ottoman annexation of Egypt in 1517 AD and the peaceful entry of Al-Hijr under the rule of Sultan Selim I facilitated the deployment of the Ottoman fleets in the waters of the Red Sea, which forced the commander of this Portuguese campaign to decide, under duress, to abandon these established bases that he had previously controlled in the city of Berbera and return to the city of Goa in India.(Barbosa, 1918, p. 33).

3.3.The campaign of Commander Diogo López de Siqueira (Diogo Lopez de Sequeira) in 1520 AD:

After De Sequeira was appointed as the new Viceroy of the King of Portugal in India, succeeding Commander Lobo Soares, the latter...By landingA Portuguese mission to Abyssinia, led by envoy Rodrigo de Lima, with the recall of the previous envoy Matthew, during his campaign on the Red Sea coast where De Squeira's naval fleet consisted of twenty-six warships and eight hundred soldiers, after his entrytoThe Red Sea waters passed through the fleetPortugueseHe sailed through the Strait of Aden, heading towards the city of Jeddah in order to attack it, but he found an Ottoman fleet stationed there under the command of "Hussein al-Rumi".(See comment number 17)The deputy governor of Jeddah, who was preparing to impose Ottoman control over Yemen.(Salem, 1992, pages 134-135)This is what made De Siqueira decide to change his destination.toThe city of Dahlak, then Zeila, and from theretoThe city of Aden in Yemen, where its ruler Marjan al-Dhafri supplied him with the provisions he needed, and from there he sailedtoHormuz port in the Arabian Gulf(Bamakhra, pages 213-217).

4.3.The campaign of Commander Hector de Silveira (Hector de Silveira (1524-1526):

The Portuguese leaders triedsendMany scouting campaigns to restoreBringTheir envoy, De Lima, was from Abyssinia, and he sought to ascertain the extent of the developing relations between the two sides. Therefore, the Portuguese leaders, including Hector de Silveira, set sail in search of this mission in 1524 AD, but he did not find it. On his return journey, he attacked the port of Aden and imposed tribute on its ruler. Two years later, De Silveira also set sail.toThe waters of the Red Sea, to retrieve De Lima, the Portuguese envoy to Abyssinia, whom he found there in the "Hargigo" region.(See comment number 18)And with him was another ambassador from the King of Abyssinia(Rimal, 1988, pages 268-270),Silveira then proceeded to destroy the regions of Dhofar, Dahlak, and Massawa, and imposed annual tribute on their rulers to the Kingdom of Portugal.(Rimal, 1988, page 270).

5.3. The campaign of Commander Antonio de Ameranda (1528 AD):

Commander Antonio de Ameranda began his campaign to control some of the coastwaters of the Red Sea, by equipping itself with a naval fleet consisting of twenty ships, set sail from the Portuguese base in the port of Goa in India to reach the Red Sea. During his campaign, Ameranda was unable to attack the Red Sea coast due to the presence of Ottoman naval garrisons there, which forced him to depart (Abu Al-Alawi, Dt., No. 699). But he did not satisfy his thirst for revenge without sabotaging some of the merchant ships on the coasts of the port of Zeila, after which he returned towards the waters of the Arabian Gulf, as the Portuguese were unable to control the southern Arabian Peninsula (Al-Shihr and Hadhramaut), Aden and Jeddah due to the strength and large number of Ottoman fleets.

6.3. Commander Estevão da Gama's campaign (1541 AD):

The northern side of the Red Sea was temporarily controlled by the Portuguese in 1541 AD after a campaign led by the Viceroy of Portugal in India, Commander Estevão da Gama, when he was preparing for a massive campaign led by his brother Christopher da Gama's expedition, which set sail from the port of Goa in India towards the coasts of Abyssinia, included various military equipment, such as weapons and cannons, along with four hundred soldiers equipped to rescue the Ethiopian king, "Labanadjel," who had besieged him. Imam Ahmed bin Ibrahim, but the Ottomans eventually managed to defeat the Portuguese forced them to retreat to Goa port in India (Fernand, 1695-1894, p. 21-23).

All these Portuguese campaigns on the Red Sea waters prompted the Ottomans to double their naval forces there, attempting to prevent any passage of Portuguese ships on the one hand, and to limit any political or military contact between the Abyssinians and the Portuguese on the other, as this posed a direct threat to Islamic trade routes, especially after the Ottomans had managed to tighten their control of the port of Massawa and Hergigo in 1557 AD (Rimal, 1988, pages 271-275). Despite all this, the Portuguese campaigns on the waters of the Red Sea did not stop.

Based on what has been mentioned above, we can say the Portuguese continued their naval campaigns towards the waters of the Red Sea aimed to eliminate the Ottoman fleets stationed there and liberate Eastern trade from them. And establishing business rules on the Red Sea waters.

4. Conclusion:

From our study of the Portuguese-Ottoman rivalry over the waters of the Red Sea and its economic, social and political repercussions, we conclude the following:

- Red Sea is the lifeblood of the economy and an important commercial point of contact since ancient times and to this day, especially between the coastal countries and cities overlooking it, where commercial, cultural, religious and civilizational exchange played a link between the various Arab countries, east and west..
- Red Sea It was named after many names, including: The Pharaonic Sea, the Ethiopian Sea, and the Red Sea, but it was the Greeks who named it the Red Sea. and it is the name that has remained attached to it to this day..

-Commercial ports along the Red Sea coast have acquired significant economic strategic importance, such as the port of Aden in Yemen and the ports of Jeddah and Aydhab. Qulzum and the port of Suez in Egypt flourished due to their trade with the ports of India, East Asia, and the coasts of East Africa. This was facilitated by the monsoon winds in the waters of the Indian Ocean and the Red Sea, resulting in a diversification of goods arriving in the Red Sea..

-Port of Aden Red Sea It is among the most important commercial ports in Yemen and the eastern seas, due to the active and significant trade that characterized the city of Aden and its commercial port throughout the various historical eras that followed it..

-It is considered Global trade has shifted to the Cape of Good Hope routeThey are consideredA significant factor in exhausting the entire economic capabilities of trade between Muslims and Venetians alike In the waters of the Red Sea By depriving them of the various customs revenues and financial profits that this trade monopoly imposed by them on Asian trade had generated for decades..

Among the signs of collapse The economic and commercial crisis that afflicted the ports of the Mamluk statehe The rule of the state's private departments was disrupted, and the number of ships in its ports decreased, ships which previously could not find a place in these Mamluk ports.In the Red Sea.

-The Republic of Venice proposed to the Sultan QansuhAl-Ghuri planned to dig a canal in the port of Suez in Egypt, through which the Red Sea would be linked to the Mediterranean Sea, In order to facilitate the movement of commercial goods from the Red Sea basin to it.

-a reason The global trade route shifted from its old route through the Red Sea to its new route around the Cape of Good Hope, resulting in a deterioration of the economic and social situation, To The Mamluk state.

-Red Sea region It is considered Among the factors of development and prosperity For the countries and kingdoms that were founded alongside it A Given Because of its importance As time passed, greed began to increase around him .A In order to control it A From its gate A Front and rear by many Christian forces EuropeanAt the forefront of them is the Kingdom of Portugal.

-Alfonso de Albuquerque was among the first Portuguese commanders to launch attacks in the Red Sea before being appointed Viceroy of Portugal to India, where the latter...By seizingOn the island of Socotra, Due to its proximity to the entrance of the Red Sea in 1507 AD, this was done to monitor trade activity and await the opportune moment to attack the gateway to the Red Sea, which is the commercial port of Aden..

-All these Portuguese campaigns on the Red Sea waters prompted the Ottomansto They doubled their naval forces there, in an attempt to prevent any passage of Portuguese ships and to limit any political or military contact between they And between On the other hand, the Ethiopians, because this poses a direct threat to the sources of Islamic trade, In the waters of the Red Sea.

5-Foot notes and comments:

(*) Mile: A unit for measuring distances. One mile is approximately one and a half kilometers long.

(*) Perim Island: This is a rocky island located about 100 meters from the port of Aden and about 200 meters from Kamaran Island. See: HamzaonLuqman, History of the Yemeni Islands, Yusuf and Philip Al-Jamil Press, Beirut, 1972, p. 11.

(*) Aydhab City: It is located on the Red Sea coast in East Africa. Its commercial port is considered an important stop and starting point for ships from India and Yemen and caravans going to the Hijaz as well. Ibn Jubayr visited it on his journey in 1182 AD. The most important thing that caught his attention in it was the abundance of Indian pepper and pearls found on its shores. See: Muhammad bin Ahmad Ibn Jubayr Abu al-Hasan, The Journey of Ibn Jubayr, Dar Beirut for Publishing and Distribution, Beirut, 1959, pp. 43-49.

(*) The weight of spices: It is among the commercial weights that existed in Aden and the Arabian Gulf during this period. It is used to weigh spices and various oriental spices, and its value reaches about 200 or 300 pounds. See: Muhammad Karim Ibrahim, Aden: A Study of its Political and Economic Conditions, University of Basra, College of Arts and Humanities, 1985, p. 349.

(*) The Franks: This refers to the Portuguese.

(*) The fortified port: This refers to the port of Aden.

(*) Venetians: The plural of the word Venetian, and what is meant in this context is not the city of Venice, but the currency of the city itself, as most of the countries of East Asia dealt with the countries of Europe with it due to its widespread use and the dealings of Venetian merchants with it. It is a currency made of silver metal. See: Walter Hentz, Islamic Weights and Measures and Their Equivalents in the Metric System, translated by Kamel Al-Asili, Publications of the University of Jordan, Amman, 1970, p. 30. For further clarification, see also: Charles Dale, Venice: An Aristocratic Republic, translated and edited by Ahmed Ezzat Abdel Karim and Tawfiq Iskandar, Dar Al-Maaref, Cairo, 1948, p. 164.

(*) The Salt Sea: This refers to the Red Sea, due to the high salinity of its waters.

(*) Kamaran: It is a group of islands located two hundred miles north of the Bab al-Mandab Strait, opposite the city of Al-Zaydiyah on the eastern coast of Yemen. It serves as a natural fortress to control the city of Tihama and is considered a very important maritime station for ships coming from the port of Aden to the city of Jeddah. See: Hamza Ali Luqman. The previous reference, p. 09.

(*) The ships: What is meant here are the merchant ships loaded with Eastern goods.

(*) The Ashrafiyat: These are Mamluk coins, the most famous of which are the Ashrafi al-Barsabihi, named after Sultan Barsbay, the Ashrafi al-Qaytbay, named after Sultan Qaytbay, and the Ashrafi al-Ghawri. See: Ghassan Ali Ramal, The Conflict of the Muslims with the Portuguese in the Red Sea, Umm al-Qura University, Jeddah, 1988, p. 39.

(*Geostrategy: This is an English term meaning geopolitics or the geography of politics, and it refers to a state's use of its natural resources and human capital to achieve its global and foreign policy goals according to specific political, economic, religious, or cultural objectives. This is what [the text abruptly ends here, so the translation stops as well.]To

himThe Ottoman Empire and OmanYTo achieve it against the Portuguese invasion between (1497 AD - 1698 AD).

(*)Socotra Island: Located near the southern coast of the Arabian Peninsula, it is one of the largest Arabian islands in the Gulf of Aden and the Arabian Sea, covering an area of approximately 1,400 square miles. It is a mountainous island with a small population and abundant coral reefs. The Portuguese occupied it in 1507 CE, using it as a base for naval raids against Muslim merchant ships in the Indian Ocean and the Red Sea. However, they withdrew in 1511 CE after discovering the strategic importance of the port of Aden in Yemen. Socotra Island currently belongs to [unspecified entity/entity].toFor more information, see: Ghassan Ali Ramal, the previous reference, p. 187, and see also: Hussein bin Ali Al-Raisi, Greater Yemen, Egyptian Renaissance Library, Cairo, 1962, p. 07.

(*) They are referring to the Muslim Arabs in Mecca and the Hijaz.

(*) It refers to the Mamluk Sultan Qansuh al-Ghawri.

(*)Kamran Island or Qamran: It is a group of scattered islands located two hundred miles north of the Bab al-Mandab Strait and opposite the city of Al-Zaydiyah on the eastern coast of Yemen. It is considered a natural fortress to control the city of Tihama in Yemen and is also a very important maritime station for ships coming from the port of Aden to the city of Jeddah in the Red Sea. See: Hamza Ali Luqman.Previous referencep. 09.

(*)The Bani Tahir family (1454 AD - 1517 AD): or the Tahirid family, which was the last of the families that inherited the rule in Yemen. The rulers of this family tried to unify Yemen under their rule, but they were unable to do so because of their clash with the Zaidi imams in the northern mountainous region of Yemen. Yemen remained divided after that between the Tahirids and the Zaidis until the last period of the rule of its king, Amir bin Abdul Wahhab Al-Tahir. See: Al-Nahrawali, Qutb Al-Din Muhammad bin Ahmad Al-Makki, Al-Barq Al-Yamani fi Al-Fath Al-Uthmani, Dar Al-Yamamah Publications for Publishing and Distribution, Kingdom of Saudi Arabia, 1967, pp. 11-27.

(*At the end of November 1515, a naval military campaign arrived in India carrying a royal order from King Manuel I of Portugal, stipulating the appointment of Commander Lobo Soares de Albegaria as Albuquerque's deputy in India, with Albuquerque being permanently dismissed from his position. See: Jamal Zakaria Qasim, the previous reference, p. 70.

(*)Hussein Al-Rumi: This means the Turk in Yemeni sources. Hussein Al-Rumi is considered the first deputy of the Ottoman state in Jeddah. See: Ibn Iyas Muhammad bin Ahmed Al-Hanafī, Bada'i' Al-Zuhur fi Waqa'i' Al-Duhur, edited and introduced by Muhammad Mustafa Ziyada, Vol. 4, Egyptian General Book Authority, Cairo, 1960, p. 195.

(*The southern Arabian Peninsula came under Ottoman rule between 1538 and 1539 CE, following the campaign of Suleiman Pasha al-Khadim against Aden during the reign of Sultan Suleiman the Magnificent. For further information, see: Al-Shayli, Jamal al-Din Abi al-Alawi, Al-Sana al-Bahir bi-Takmil al-Nur al-Safir 'an Akhbar al-Qarn al-'Ashir (The Brilliant Light Completing the Clear Light on the News of the Tenth Century), Institute of Arabic Manuscripts, Manuscript No. 699, Cairo, n.d. See also: Muhammad Karim Ibrahim, "The Ottoman Campaign against Aden 945 AH/1538 CE - Its Causes and Results," Journal of

the Babylon Center for Historical Studies, n.d., Issue 2, Vol. 4, University of Babylon, College of Education for Sciences.HumanityHistory section, p. 390.

(*)Hargego: It is located eight kilometers south of the city of Massawa in Eritrea and includes several small neighborhoods within it, some of which end next to the Red Sea, and the last of which end next to the mountains. Hargego has a large area and a sea and land road that connects it with Massawa, Arafle and Zola. It is distinguished by the large number of mosques, as Hargego was known by another name, which is "Dakhno" or "Dakno", which means "the elephant". In the Saho language, it has been said that elephants used to live in this area. Another explanation for the name is that "Dakhnu" is derived from the word "Dukhni," which means vehicle in the Danakil language. Such an explanation finds great justification for its persistence, especially since the nature of this area is maritime. Others attribute the reason for naming it Harqiqu to a fire that broke out in the neighboring area, and thus the name is derived from the Arabic word for fire. For more on the naming of Harqiqu, see: Bamakhara Abdullah Al-Tayyib bin Abdullah, *The Necklace of the Neck in the Deaths of the Notables of the Age*, edited by Muhammad Abdul-Al Ahmed, vol. 3, manuscript no. 167, Egyptian National Library, Cairo, 1980, p. 220.

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