

## **Italo-Siculo Elements of Nautical Terms Found in Medieval and Post-Medieval Arabic**

During the age of Islam's major impact on the Mediterranean basin, Arabo-Berber and Italo-Siculo influenced to a considerable extent each other's lexical evolution. Arabo-Berber left its trace in the lexical borrowing of Italo-Siculo during the third-seventh/ninth-thirteenth centuries, whereas Italo-Siculo lexical influence played an important role in the development of Arabic during the Italian colonization of Levantine ports in the Crusade and post-Crusade periods (i.e. fifth-ninth/eleventh-fifteenth centuries). This is evident especially in Arabic nautical terms directly or indirectly borrowed from Italo-Siculo elements. The purpose of this paper is threefold: (a) to discuss, from a historical viewpoint, some important factors about Arabo-Berber and Italo-Siculo elements in the Mediterranean basin, (b) to draw a list of Italo-Siculo nautical terms found in medieval and post-medieval Arabic, and (c) to analyze etymologically eight nautical terms from the available inventory.

### **1:1**

The rapid expansion of Arabs into the Mediterranean basin mutilated the Byzantine Empire and obliterated the Latinity of Northern Africa. Such a rapid movement would have not taken place if the socio-economic position of central Europe, Byzantium, and North Africa had been stable.<sup>1</sup> The second/eighth century was a continuum of (political and military) developments and crises. The regions' three dominant cultures, Greek, Arabic and Latin, shifted their positions of influence forwards and backwards across the Mediterranean area.<sup>2</sup> This flux was complicated by disagreement between the two halves of the Christian Church, i.e. Greek Constantinople and Latin Rome, while contacts between the patriarchates of the Eastern Mediterranean were never cordial from the very beginning and in some centres exerted a disruptive influence on each other.<sup>3</sup> On the

other hand, in the Central Mediterranean the Italian peninsula was the site of constant warfare, having long been subject to invasions by Lombards, Northern Germanic tribes, and Byzantines. Furthermore Frankish monarchs in asserting their power in Europe were apt to interfere in Italy in order to press their claims to political leadership over Western Europe. The Germanic tribes manipulated most of the economical power in north-eastern Europe, which was at one time controlled by the Slavs. All the goods coming from the East (i.e. Persia and India) passed by either Anatolia or the Mediterranean. The Slavs and then the Germanic tribes constantly drained the economic strength of Byzantium, which was the basis for maritime trade in the Mediterranean.

## 1:2

Islam was in this climate perceived to be an alternative to these European internal strifes and political upheavals, and so Arab seafarers became more influential in trade in the Mediterranean.<sup>4</sup>

It is not clear how the Arabs came to adapt themselves so readily to seafaring. Northern Arabs, particularly those of Syria, Iraq and the Hijaz area, were primarily a continental people with little knowledge of the sea, much less navigation. The Southern Arabs of Yemen, however, were not unacquainted with the sea. They had a long tradition, before the rise of Islam, of shipbuilding and of conducting maritime traffic in the lands bordering the Red Sea and the Indian Ocean.<sup>5</sup> If at the time of the conquest of Syria in the first/seventh century, the Northern arabs were not acquainted with ship-building and seafaring they ought soon to have learned these skills from Graeco-Syrians who were stationed in Syrian ports. These seaports were well equipped with Byzantine shipyards.<sup>6</sup> The Arabs, after the conquest of Syria developed the "triangular" trade that had existed between the Levant, the Central Mediterranean region and the Iberian Peninsula. This meant, in practical terms, a growing exchange of luxury commodities such as spices, silks and ivories from the Levantine states for heavy commodities such as iron, timber and slaves from Central Europe. One important factor of this trade, one which many historians of the Mediterranean tend to ignore, is the tendency of the Arabs to use trade as a vehicle for spreading the universalism of Islam. This notion is an established fact in the history of Islam on

the East coast of Africa, the Southern tip of India and the Far East. But of equal importance is the settlement of Islam in the Central Mediterranean (Sicily, Italy and Sardinia) and the Western Mediterranean (the Iberian Peninsula), a longer and more fruitful influence than that in isolated points of Greece and the Aegean.<sup>7</sup>

### 1:3

In the course of the third/ninth centuries the Muslim Arabs consolidated their domination over the Mediterranean Sea. They seized the Balearic Islands, Corsica, Sardinia, Sicily and Malta.<sup>8</sup> On the coasts of North Africa they founded new ports: Tunis, Meldia and Alexandria. In Sicily, Palermo became strategically an important sea-port for the control of trade in both the East and the West Mediterranean. On the other hand, the Iberian Peninsula, by virtue of its geographical position and its predominantly Mediterranean characteristics, attracted Arabs and Berbers, inspiring them to further their military and religious expansionist policy. Ultimately, the Arabs established themselves in newly conquered territories there. Muslim Spain (138–897/756–1492) became one of the three world centres, after Constantinople and Baghdad, and achieved under Islamic artistic and aesthetic impact a high level of culture and civilization.<sup>9</sup>

### 1:4

In both the Central and Western Mediterranean the ethnic basis of the conquerors was Arabo-Berber, as was their contribution to the preceding strata of the indigenous population, namely Punic, Greek and Latin. Evidence of this Arabo-Berber influence on the Siculo-Italian culture during the Middle Ages is provided by Arabic technical terms that penetrated the administrative language of these indigenous Mediterranean cultures. The loan-words pertain mainly to agriculture, maritime warfare and techniques, urban industry and institutions. A survey of this linguistic encroachment found in etymological works of pioneers who derived Siculo-Italian technical terms from Arabic, was systematically done by G.B. Pellegrini in his *Gli arabismi nelle lingue neolatine* (two volumes, Brescia, 1972). However, most of these lexical borrowings do not necessarily derive from Arabic and even less from Berber. They are, in fact, often the result of the linguistic impact of Greek and Persian words penetrating

into Arabic, words which ultimately found their way into the Romance languages.<sup>10</sup> Some examples include: It. *dogana* Ar. *dīwān* Per. *dīwān* customs, custom house; It. *caffettano* Ar. *quftān* Tur. and Per. (?) *qaftān* a long vest with wide sleeves; Sic-Ar. *fūnducu* Ar. *funduq* Gr. *pandokos* a house for the reception of strangers; Sic-Ar. *filusi* ar. *fuls/fulūs* Gr. *phollis* or Lat. (?) *folllis* a single piece of money.

### 1:5

This linguistic tide changed course when Italians moved into Muslim territories by the beginning of the fifth/eleventh century. The Venetians, Pisans and Genoese established colonies in the Syrian ports and towns.<sup>11</sup> They set up *fondachi* (S. *fondaco*) warehouses, a word that came from Greek *pandokeion/pandokos* and passed on to Arabic *funduq* by either way of Siculo-Arabic *fūnnacul/fūnducu* or Greek. The Italians established *fondachi* in Egypt at Alexandria where goods came from India and China by way of the Red Sea. Venice maintained practically an independent policy by supplying naval assistance to Byzantium and at the same time using Constantinople as a trade centre for goods coming from India via Persian territories. Moreover, Venice also gained the confidence of Muslim sea-ports in Egypt and North Africa by providing goods from these ports to the rest of the Mediterranean.

### 1:6

The Italian colonies in the Levantine states may have suffered trade losses by the beginning of the seventh/thirteenth century. The importance of maritime trade with oriental goods loaded by Genoese and Venetian galleys from the Levantine states was blocked of communications caused by the advance of the Turks. This blockage brought about increasing supply problems, if not an actual diminution in the quantity of Oriental goods available in the ninth/fifteenth century. Many Italian importers had to avail themselves of exotic goods from other geographical areas. With the discovery of America at the end of the ninth/fifteenth century, the Spaniards and then the Portuguese introduced to Europe goods from the new world. The Portuguese opened trade routes with the Orient by circumnavigating Africa and sailing into the Indian Ocean to the effect that they diminished the

importance of the maritime trade in the Mediterranean basin.

## 2.0

In the course of the Arabo-Islamic occupation of the Mediterranean and the Italian colonization of the Levantine states, it is difficult to determine which nautical terms were borrowed by Arabic. But that Arabic absorbed a number of nautical terms directly from Italo-Siculo (or other dialectal Italian) elements, as it will be shown, is very highly probable. An early Greek (Byzantine) lexical interference in both Arabic and Italo-Siculo (or other dialectal Italian) languages is worth considering. An additional problem lies in the fact that Arabic nautical terms sometimes share certain common semantic and morphological features with their Ottoman Turkish equivalents, which may have been directly borrowed from Italian or Arabic. This borrowing, however, could only have taken place later in the ninth-tenth/fifteenth-sixteenth centuries during the Ottoman expansion into the Mediterranean basin. The Ottomans were a powerful seafaring people and they, like the early Arabo-Muslims, probably employed native Greeks, who were traditionally skillful in maritime art, to undertake their trade.

## 2:1

This list of Italo-Siculo nautical terms found in medieval and post-medieval Arabic is divided into three categories: (a) Italo-Siculo terms that were assimilated into Arabic, (b) Italian or Spanish terms that reached Egyptian and Syro-Palestinian or the Maghribi (i.e. North Africa) dialects, and (c) Italo-Siculo terms that were originally borrowed from Arabic and then passed on into Arabic at a later period.

The following phonetics are observed to change from Italo-Siculo into Arabic:

<i>Italo-Sicilo</i>	<i>Arabic</i>
c	k/q
g	gh
p	b
t	d/ṭ
z/cc/zz	s/š/z
a	a/ā
o	a
e/ì	i/ī
i/o/u	u/ū

## 2:2

## Category A

## Italian → Arabic

- It. *barcuccia*, > Sic. *barcuza* > Ar. *barkūs* (see 3.1) [small boat]  
 It. *capitano*, > N-Af. *qabtān/qubtā/qān/qāpūdān*; Mal. *kaptan*;  
 Ott-Tur. *qapudān*. [captain]  
 It. *chiglia*, > Ar. *Kiyya*; Syr. *kiliya*. [keel]  
 It. *filaccia*, > Sic. *filazza* > Mor. *flāsa*. [lint]  
 It. *fortuna*, > Ar. *fartū/fartāna*; Mal. *fortuna*; Ott.-Tur. *furtuna*  
 [fortune, possessions, spoils]  
 It. *lancia*, > N-Af. *lānsha* > Egy. *lāncha* > Mal. *lanca*, (See 3.1)  
 [ferry-boat]  
 It. *mezzana*, > Sic. *mizzāna* > Ar. *mizāna*. [mizzen]  
 It. *mistico*, > N-Af. *mistikū*  
 It. *nave*, > N-Af. *nāvī*. [ship]  
 It. *nolo*, > N-Af. *nūlūn*; Syr.-Pal. *nawl/nāwlūn*.  
 It. *palandra*, > Egy. *balāndra*. [rent, hire]  
 It. *pilota*, > N-Af. *bilūṭa*; Egy. Syr-Pal. *bilūṭa/ balūṭa* (see 3.1)  
 [pilot]  
 It. *pertuso*, > Sic. *pirtūsu/partusu* > Mor. *bartūz/ partūz*. [hole]  
 It. *saettia*, > Ar. *shayāṭī* (Sing? *shayyitī*). [swift vessel]  
 It. *sardiniera*, > Ar. *sarādīniyya*. [small boat]  
 It. *scuna*, > N-Af. *skūna*. [schooner]  
 It. *sentina*, > N-Af. *santīna/sanṭīnia*; Ott-Tur. *sintūnā* [lower  
 internal part of a boat]  
 It. *treccia*, > Mor. *trāṣ*. [container of ropes, wires, nails, tapes]

2:3

Category B Italian/Spanish → Arabic

It. bandiera	}	>	N-Af. bandīra; Syr-Pal. bandayra; Mal. bandiera; Ott-Tur. bāndara/bāndīra. [flag]
Sp. bandera			
It. battello	}	>	N-Af. baṭīl > Mor. baṭāl; Egy. Syr-Pal. baṭīl. [boat]
Sp. batello			
It. carena	}	<	Lat. carīna (m); It./Sp. > N-Af. qārīna; Egy. Syr-Pal. qrīna; Ott-Tur. qārīna. [ship's bottom]
Sp. carena			
It. catena	}	<	Lat. catēna (m) < ? Etrus.; It/Sp > Egy/Syr. kaṭīna; Mal. katīna; Ott-Tur. qādenā/qādāna (see 3.2). [chain]
Sp. cadena			
It. coperta	}		It. > Sic. cuērta/cuvèrta; > Mor. kūbirta/kubirta; Egy. Syr-Pal. kubarṭa/kūanta; Mal. qverta; Mal. gverta; Ott-Tur. gugherte. [cover]
Sp. cubierta			
It. flotta	}		It. > Sic. frotta > Ar. ufrūṭā/furūṭa; Syr. flūṭā/frūṭā; Mal. flotta. [fleet]
Sp. flota			
It. fregata	}	>	N-Af. fargāṭa/frājattā/fargatṭa/firqāṭa/ farqāṭa/fargāṭa; Egy. farqīṭa; Mal. fregata; Ott-Tur. firqata/firqaṭīn/firqaṭīn. [frigate]
Sp. fragata			

It. gancio	}	>	Syr-Pal. ghanjū; Mal. ganc; Ott-Tur. qāncha/qānja (see 3.2) [hook]
Sp. gancho			
It. maestro	}	<	Lat. magistru(m); It. > Sic. màstru; Mor. mashtrū; Mal. mast(ru); Ott-Tur. mästürī. [master]
Sp. maestro			
It. poppa	}	<	Lat. puppi (m); It/Sp. > N-Af. puppa; Syr-Pal. būba; Mal. poppa; Ott-Tur. pūpā. [stern]
Sp. popa			
It. porto port	}		Lat. portu (m); It/Sp. > N-Af. būr; Syr-Pal. burtū; Mal. port. [harbour]
Sp. puerto			
It. prua	}	<	Lat.vul. prōra (m); It/Sp > N-Af. brūwwa/ brūā/prūā; Syr-Pal. barūā; Mal. prua; Ott-Tur. prūva. [prow]
Sp. proa			
It. puntale	}	<	Lat. puncta (m); It/Sp. > Mor. punṭāl; Mal. puntal; Ott-Tur. puntāl. [tip]
Sp. puntal			
It. scalo	}	<	Lat. scala; It. > Sic. scalo/fiscalo/scala; It/Sp. > N-Af. saqāla, askala; Egy. iskala; Syr-Pal. saqāla; Mal. skal; Ott-Tur. iskele. [dock]
Sp. escala			
It. timone	}	<	Lat.vul. * timōne(m); It/Sp. > N-Af. damān/dmān/dūmān/ṭūmūn; Egy. dūmān; Syr-Pal. dimūn; Mal. tmun; Ott-Tur. dmān/dūmen (see 3.2). [rudder]
Sp. timon			



## 2:4

## Category C Italian ↔ Arabic

- Ar. amīr, > It. ammiraglio > Egy.Syr-Pal. amīrāl; Mal. ammiral.  
[admiral]
- Ar. qāla, > It. Sp. Port. cala > Fr. cale > Ar. qāla; Mal. qala/kala (see 3.3). [inlet of the sea]
- Ar. qalfāṭa/jalfāṭa/qalfatas, > It-Sic. calafatare > N-Af. qalfāṭa; Mal. qalfat; Ott-Tur. kalfatlamaq (see 3.3). [to call]
- Ar. qalfāṭ/jalfāṭ/qalfāt, > It-Sic. calafato > qalfāt; Mal. calafato/kalafato; Ott-Tur. qalfātji (see 3.3). [calker]
- Ar. kālma, > It./Sp. calma > Mor. kālma > Syr. kālma; Mal. kalma; Ott-Tur. kalma. [calm]
- Ar. dar šināca, > It-Sic. darsena/darsina/darsana; Sp.darsena > Ar. dārsna; N-Af. tarsāna; Egy. tarskhāna; Mal. tarsna (see 3.3). [dock yard]
- ar. ghaliyūn, > It. galeone/galea/galera > Ar. ghaliyūn. [galley]
- Ar. tartāna, > It. tartana > Ar. tārtāna. [small sailing ship]

## 3:0

## A comparative list of Italo-Siculo and Arabic nautical terms.

## 3:1

## Category A

It. *barcuccia*<sup>12</sup> a small boat, diminutive of It. *barca* (< Lat. *barka* <? Gr. *bāris*)<sup>13</sup> a boat; (> Ar. *barka*,<sup>14</sup> also Hisp-Ar. *la barca/labarka*<sup>15</sup> flat bottomed boat on rivers); > Sic. *barcúzza*; > ar. *barkūs* a small boat,<sup>16</sup> probably used in the (early) crusade period.<sup>17</sup>

It-Sic. *lancia*<sup>18</sup> a boat attached to a ship to carry passengers; > N-Af. *lānsha*; > Egy. *lāncha*, a term imported in 10/16 century;<sup>19</sup> Mal. *lanca*.<sup>20</sup>

It-Sic. *pilota* (< Lat. *pedota*)<sup>21</sup> pilot of a ship; > Egy. Syr-Pal. *bilūṭa/balūṭa*,<sup>22</sup> also *bālūt*.<sup>23</sup>

## 3:2

## Category B

It-Sic. *catena/catina*<sup>24</sup> (< lat. *catena* < ? Etrus.<sup>25</sup> or Sans. *kat* "to fall away")<sup>26</sup> a chain for a clock, ship or slaves; also meaning "wharf-chain,

anchor-chain, mountain-chain<sup>27</sup> Brunot and Dozy base it on the Spanish *cadena*<sup>28</sup>; but according to Corripio, it means "collar" (6/12 century)<sup>29</sup>; Egy.Syr-Pal. *datīna* watch-chain;<sup>30</sup> also *qatāna*<sup>31</sup> > Mal. *katina* watch-chain, anchor-chain and weight-chain;<sup>32</sup> < It-Sic. *catina* or Ar. *katīna*; > Ott-Tur. *qadinā* "chain for the slaves"<sup>33</sup>; < ? Ven. *cadena*.<sup>34</sup>

It-Sic. *gancio/ganciu*<sup>35</sup> (<?)<sup>36</sup> hook; Sp. *gancho*<sup>37</sup>; Port. *gancho*<sup>38</sup>; < Gr. *gampsós* (7/13 c.)<sup>39</sup>; > Ar. *ghanj* shepherd's crook, root<sup>40</sup>; > Syr-Pal. *ghanjū* hook<sup>41</sup>; Mor. *ghanjū* rampoon to catch fish<sup>42</sup>; > Mal. *ganc* hook and several other meanings<sup>43</sup>; > Tur. *kanca* hook.<sup>44</sup> If Corripio is right about the Greek origin of this word, one may suggest that Arabic borrowed the term at an earlier stage than Siculo-Italian or Spanish.

It-Sic. *timone*<sup>45</sup>/timūni [Lat. *temo-onis*<sup>46</sup> and Lat-vul.\* *timōne* (m)]<sup>47</sup> rudder; or sp. *timón* shaft of a carriage (7/13 c.)<sup>48</sup>; > Ar. *dumān*<sup>49</sup> also *tumān* "tongue of a carriage, cart";<sup>50</sup> > syr-Pal. *damūn*<sup>51</sup>; Egy. *dūmān*<sup>52</sup>; N-Af. *damān*<sup>53</sup>; Mor. *dmān* rudder, steering-wheel<sup>54</sup>; > Mal. *tmun* (< Sic. *timūni*)<sup>55</sup>; *dumen* rudder<sup>56</sup> < Ott-Tur.<sup>57</sup>

### 3:3

#### Category C

It-Sic. *cala* an inlet, cove, creek<sup>58</sup>; < ? Gr. *kólos* "docked, curtailed"<sup>59</sup> (Lat. *curtus* shortened)<sup>60</sup>; or ? Lat-vul. *cola* a sheltered port<sup>61</sup>; < ar. *qāla* creek, a fishing-wharf<sup>62</sup>; > Sp. *cala* anchoring-ground (8/14 c.)<sup>63</sup>; > Port. *cala*<sup>64</sup> > Fr. *cale*<sup>65</sup>; Mal. *qala* inlet,<sup>66</sup> or *kala*<sup>67</sup>; either < Ar. *qāla* or < sic-Ar. *cala*. The Sic-It. *cala* may have semantically developed into *calafatare* (< either Lat. *calefacere*/\* *calefare* or Gr. *kalfatéo*<sup>68</sup> to enter dock, repair, refit<sup>69</sup>; Sp. *calafatear*<sup>70</sup>; Port. *calafetar*<sup>71</sup> > Ar. *qalfata*/jalfata/qalfata<sup>72</sup>; Mal. *qalfat* to caulk<sup>73</sup>; probably from Sic-Ar. or directly from Arabic; Ott-Tur. *qālāfātmak* "to caulk"<sup>74</sup>; also *qalfātlamak* "to go into dock"<sup>75</sup>; a term perhaps from Sic-It. or from Arabic.

It-Sic. *darsena/darsina/darsana* dockyard<sup>76</sup>; a term used in Pisa and Genova (6-7/12-13 centuries)<sup>77</sup>; also in Palermo toponymy *tarzanà* (8/14 c.)<sup>78</sup>; < Ar. *dār sanāca*<sup>79</sup>; > Hisp-Ar. *dār as-sanac/daracana adaracana* (Seville 7-8/13-14 centuries)<sup>80</sup>;

> Sp. *darsena/atarazana* (10/16 c.)<sup>81</sup>; > Cat. *drassana/drasena*<sup>82</sup>; Egy. *tārsāna/tarsakhāna* arsenal dockyard<sup>83</sup>; either < Ar. or Sic-It.; Mal.*tarsna*<sup>84</sup>; either < Ar. or Sic-It.; Tur. *tersane* shipyard, dockyard<sup>85</sup>; <

Ott-Tur. *tersâne* dockyard or *tersākhāne* "the Imperial dockyard at Constantinople"<sup>86</sup>; either < Ar. or Sic-it.; also Per. *tersāne/tershāne*<sup>87</sup>.

## NOTES

- 1 Pirenne, 25–29; Hodgett, 44–45; Lopez, 24–26; Daniel, 6–7.
- 2 Daniel, 8.
- 3 Southern, 54–56.
- 4 With this political instability in the West and the rupture between the West and the East, Henri Pirenne tends to believe that the sudden appearance of Islam in the Mediterranean may have brought about an imbalance of economy and trade between the Byzantine world and the Latin West, see Pirenne, 23 and 29. Pirenne thinks that this dichotomy only existed after the Arabs destroyed the safety of communication in the Mediterranean. This closure of the Mediterranean as a result of the Arab invasions has not yet been proved. There are reasons to believe, however, that at certain times the invasion made communications more difficult and less frequent, but to suggest that the invasion led to a paralysis of seaborne trade is a false generalization. There were commercial links with the East, and Marseilles remained the great trading centre for supplying Western Europe with Levantine goods, see Hodgett, 42.
- 5 Hourani, 31–33.
- 6 Al-Balādhurī, 118, Ibn, Jubayr, 305.
- 7 Nicholas, 1, 11.
- 8 Ahmad, 13–16.
- 9 Lévi-provençal, 21–26; Montgomery-Watt, 22.
- 10 Agius, 7–8.
- 11 Luzzatto, 73.
- 12 Barbera, *Elementi* 82.
- 13 Zingarelli, 174.
- 14 Al-Iṣṭakhri, 1, 139; 4, 188; Lammens, 46; Kindermann, 4.
- 15 kindermann, 4.
- 16 Abu Shama, 3, 207; 4, 20.
- 17 Barbera, *Elementi* 82.
- 18 *ibid.*, 166.
- 19 *ibid.*
- 20 Serracino-Inglott, 5, 250; Barbera, *Dizionario* 2, 623.
- 21 Barbera, *Elementi* 202; Zingarelli, 1279.
- 22 *ibid.*
- 23 Brunot, 11.
- 24 Barbera, *Elementi* 113.
- 25 Zingarelli, 297.
- 26 Lewis-Short, 301; Pokomy, 1, 534.
- 27 Kahane-Bremner, 38–39.

- 28 Brunot, 111; Dozy, 2, 378.
- 29 Corripio, 78-79.
- 30 Spiro, 512.
- 31 Dozy, 2, 378.
- 32 Serracino-Inglott, 5,69.
- 33 Barbera *Elementi*, 113.
- 34 *ibid.*
- 35 *ibid.*
- 36 Zingarelli, 724.
- 37 Corripio, 213.
- 38 Leitão-Lopes, 222-224.
- 39 Corripio, 213.
- 40 Dozy, 2, 228.
- 41 Barbera *Elementi*, 154.
- 42 Brunot, 406.
- 43 Serracino-Inglott, 3, 77.
- 44 Akdoğan, 170.
- 45 Barbera *Elementi*, 239.
- 46 Corripio, 464; Lewis-Short, 1848.
- 47 Zingarelli, 1827.
- 48 Corripio, 464-465.
- 49 Dozy, 1, 462.
- 50 *ibid.* 2, 62.
- 51 Barbera *Elementi*, 239.
- 52 *ibid.*
- 53 *ibid.*
- 54 Harrell, 22.
- 55 Barbera, *Dizionario* 4, 1089.
- 56 Akdoğan, 97.
- 57 Zenker, 443; Redhouse, 928.
- 58 Barbera, *Elementi* 99; Kahane-Bremner, 33.
- 59 Liddell-Scott, 385.
- 60 Lewis-Short, 504.
- 61 Dozy, 2, 296.
- 62 *ibid.*
- 63 Corripio, 79.
- 64 Leitão-Lopes, 97; Da silva, 277.
- 65 Barbera, *Elementi* 99.
- 66 Barbera, *Dizionario* 3, 877.
- 67 Serracino-Inglott, 5, 19.
- 68 Pellegrini, 1, 254.
- 69 Barbera, *Elementi* 99.
- 70 Corripio, 79.
- 71 Leitão-Lopes, 97.

- 72 Dozy, 2, 397.  
 73 Barbera, *Dizionario* 3, 880.  
 74 Redhouse, 1419.  
 75 Zenker, 707.  
 76 Barbera, *Elementi* 134; Zingarelli, 467.  
 77 Pellegrini, 1, 91–92.  
 78 *ibid.*  
 79 Ibn Baṭṭūṭa, 4, 356–359.  
 80 Pellegrini, 1, 92.  
 81 Corripio, 133.  
 82 Barbera, *Elementi* 134.  
 83 Spiro, 73.  
 84 Dessoulavy, 120.  
 85 Akdoğan, 292.  
 86 Redhouse, 532.  
 87 Zenker, 278.

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ABBREVIATIONS

Ar.	Arabic
Egy.	Egyptian
Fr.	French
Gr.	Greek
Hisp-Ar.	Hispano-Arabic
It.	Italian
It-Sic.	Italo-Siculo
Lat.	Latin
Lat-vul.	Latin vulgate
Mal.	Maltese
Mor.	Moroccan
N-Af.	North-African
Ott-Tur.	Ottoman-Turkish
Per.	Persian
Port.	Portuguese
Sans.	Sanskrit
Sic.	Sicilian
Sic-Ar.	Siculo-Arabic
Sp.	Spanish
Syr-Pal.	Syro-Palestinian
Tur.	Turkish
Ven.	Venetian