Athens was not the only naval power in the Greek world, yet for very few others has any information on shipbuilding survived. Major naval powers such as Aigina, Chios, Samos and Corcyra have left no record of their timber and shipbuilding arrangements. For other poleis, however, a small amount of information has survived, which exhibits both differences and similarities to Athenian policy.

Corinth was the greatest naval power in the Peloponnese and probably the first place where triremes were built in the Greek world:

> It is said that the Corinthians were the first in arranging ships in the modern way, and it was in Corinth that the first triremes in Greece were built. It also seems that Ameinokles, a Corinthian shipwright, made four ships for the Samians. And there have been more than 300 years to the end of this war that Ameinokles went to the Samians.¹

The Corinthians had access to timber resources in the mountains of Corinthia and Arkadia and apparently had developed enough expertise in the building of the new type of warships to export shipbuilders.² As mentioned earlier, Corinth had legislation pertaining to the sale of warships implying regular construction in the local naupegia.³ Corinth was one of the poleis that contributed to the Greek fleet in the Persian Wars and it continued to support a large fleet during the Pentekontaetia. In the battle of Aktion in 435 however, the Corinthians lost a large part of their fleet, which led to a large shipbuilding program in the next two years:

---

¹ Thucydides 1.13: πρῶτοι δὲ Κορινθίοι λέγονται ἐγγύτατα τοῦ νῦν τρόπου μεταχειρίσαι τὰ περὶ τὰς ναῦς, καὶ τριήρεις ἐν Κορινθίῳ πρῶτον τῆς Ἑλλάδος ναυπηγηθηναι. φαίνεται δὲ καὶ Σαμίοις Ἀμεινοκλῆς Κορινθίος ναυπηγός ναῦς ποιήσας τέσσαρος· ἔτη δ᾿ ἐστὶ μᾶλλον τριεκτοῖς ἐξ τὴν τελευτὴν τοῦ πολέμου ὄντα Αμεινοκλῆς Σαμίος ἠλθεν.
³ Herodotos 6.89 and page 116.
The year after the battle and the one afterwards, the Corinthians in their anger over the war with the Corcyraeans built and prepared as well as possible a fleet of ships, recruiting rowers from the Peloponnesse and the rest of Greece enticing them with high pay.\(^4\)

These ships were probably built in Corinth itself, although some may have been built in Ambrakia, since the Ambrakiotes executed a smaller building program at the same time.\(^5\) The provenance of the timber for the ships built in Corinth is not certain, since the hostility of Corcyra probably stopped any shipments from the Adriatic or northwest Greece. Meiggs argued in favour of local reserves in Arkadia, but it is uncertain whether these had already become overexploited, as they were in the late fourth century.\(^6\)

Legon, in an effort to explain the Megarian decree, argued in favour of imports from Macedon. That argument is based upon the twin assumptions that Corinth had no access to the Aegean and that the Athenians would be covertly hostile.\(^7\) Both assumptions are difficult to substantiate since in the same period Corinth had very close relations with Potidaia and the Athenians sent to help the Corcyraeans in the battle of Sybota were under express orders to avoid aggravating Corinth at all costs.\(^8\) However, the events after Sybota are difficult to explain, not only the Megarian decree but more importantly the combination of the Megarian decree, the Potidaia affair and the break in Athenian relations with Perdikkas, all in the space of one year.\(^9\) Athenian foreign policy was complex, but if it is assumed that the Athenian decision to ally with Corcyra had the aim of using the Corcyraean fleet as a check on Corinthian naval power in the Ionian Sea and the Corinthian Gulf, possibly with the use of Naupaktos as a staging area, then the Corcyraean defeat and the loss of a large part of its fleet at Sybota effectively negated Athenian policy. The

\(^4\) Thucydides 1.31.1: Τὸν δ’ ἐνιαυτόν πάντα τὸν μετὰ τὴν ναυμαχίαν καὶ τὸν ὑπερ- ῥον οἱ Κορίνθιοι ὄργῃ νέφων τὸν πρὸς Κερκυραίους πόλειον ἐναυπιηγοῦντο καὶ παρεσκευάζοντο τὰ κράτιστα νεῶν στόλον, ἐκ τε αὐτῆς Πελοποννήσου ἀγείροντες καὶ τῆς ἄλλης Ἑλλάδος ἐρέτος, μισθῷ πείθοντες.

\(^5\) The force contributed by Ambrakia in the battle of Sybota was more than three times the number of ships contributed in the battle of Aktion, which may imply a shipbuilding program: at Aktion 8 ships (Thucydides 1.27.2), in Sybota 27 (Thucydides 1.46.1).

\(^6\) Meiggs (1982: 130). On the problem with the falling quality of Arkadian timber, see: Theophrastos Enquiry Into Plants 5.2.1.

\(^7\) Legon (1973) for the argument, Legon (1973: 170) on the inability of the Corinthians to trade in the Aegean.

\(^8\) Thucydides 1.45.3.

\(^9\) Note that I am interpreting the Megarian decree as something recent and current in 432, as seems to be implied by Thucydides 1.67.4, 1.42.2 and Hornblower (1991: 86).