



National
Maritime
Foundation

Visakhapatnam Regional Chapter



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*NMF Meeting
on Jan 3, 2011*



'Promoting Maritime Awareness'...

During the last six months, since the publication of the July 2010 Newsletter, some important steps have been taken by the Vizag Regional Chapter in pursuance of the aims and objectives of National Maritime Foundation. The inspiring message of NMF Chairman Admiral Arun Prakash who described the inauguration of the Vizag Chapter in April 2010 as 'a significant event' and the unfailing support and guidance of Vice Admiral Anup Singh FOC-in-Chief Eastern Naval Command and NMF Director Cmde.Uday Bhaskar have been a source of immense strength to the infant Regional Chapter. Most encouraging is the assurance of Shri Ajeya Kallam IAS., Chairman Visakhapatnam Port Trust that the Regional Chapter would be provided with accommodation in Visakhapatnam Port Trust's new construction project in the old town area before the end of the year. Shri Ajeya Kallam has also graciously accorded financial assistance for the research project of Prof P.Vijayaprakash on *Traditional Maritime Knowledge* in the five north Andhra coastal districts. The Vizag Regional Chapter proposes to extend the research work to the other coastal districts of Andhra Pradesh, India's largest maritime state. It is also proposed to provide connectivity for the entire 1030 km long AP coast through the universities and colleges situated in the coastal belt so that teachers and students would be involved in sensitizing people about the need to protect our heritage and environment. The nearly hundred year old Telugu history book '*pracheenaandhra nauka jeevana charitramu* (Maritime history of ancient Andhra) authored by Bhavaraju Venkata Krishna Rao Pantulu is being translated into English by Prof. Mrs. B. Parvathi of Andhra University

The lectures on *Unmanned Semi Submersible Vehicles & Offshore Support Services* by Mr. Rick Shannon of Singapore and Mr. Chris Wolking of USA, on August 17, 2010, on *Technology and Maritime Security* on November 8, 2010 by NSTL Director Dr V. Bhujanga Rao and the Seminar on *Maritime History and Culture of Andhra Pradesh* inaugurated on January 3, 2011 by Vice- Admiral Anup Singh and highlighted by paper presentations of, Prof V. Ramakrishna President AP History Congress, Prof C. Somasundara Rao President Epigraphical Society of India, Prof Ranabir Chakravathi of JNU Delhi, Prof Mrs M. Krishna Kumari Head of the Dept. of History and Archaeology, Andhra University and Prof P. Vijayaprakash Professor of Anthropology and former Registrar Andhra University were well attended. At the inaugural function of the seminar Vice- Admiral Anup Singh presented the first copy of *School Primer on Maritime History of India* compiled by a team of naval officers. It is a priceless New Year Gift for our school children aiming to 'enable the young reader to have a glimpse of our rich maritime heritage, and to rekindle a sense of pride and generate interest in our seafaring achievements, the essence of our maritime history.' If the UNESCO Charter says that war begins in the minds of men, a scholar aptly added that the minds of men are nurtured in nurseries.

The memorable words of NMF Chairman Admiral Arun Prakash that "in the maritime reawakening of the eastern seaboard Visakhapatnam is at the heart of the process" not only remind the Vizag Regional Chapter of the task ahead but also of the many opportunities and resources that can be utilized for the benefit of the people of the area and the nation at large.

Visakhapatnam
January 2011

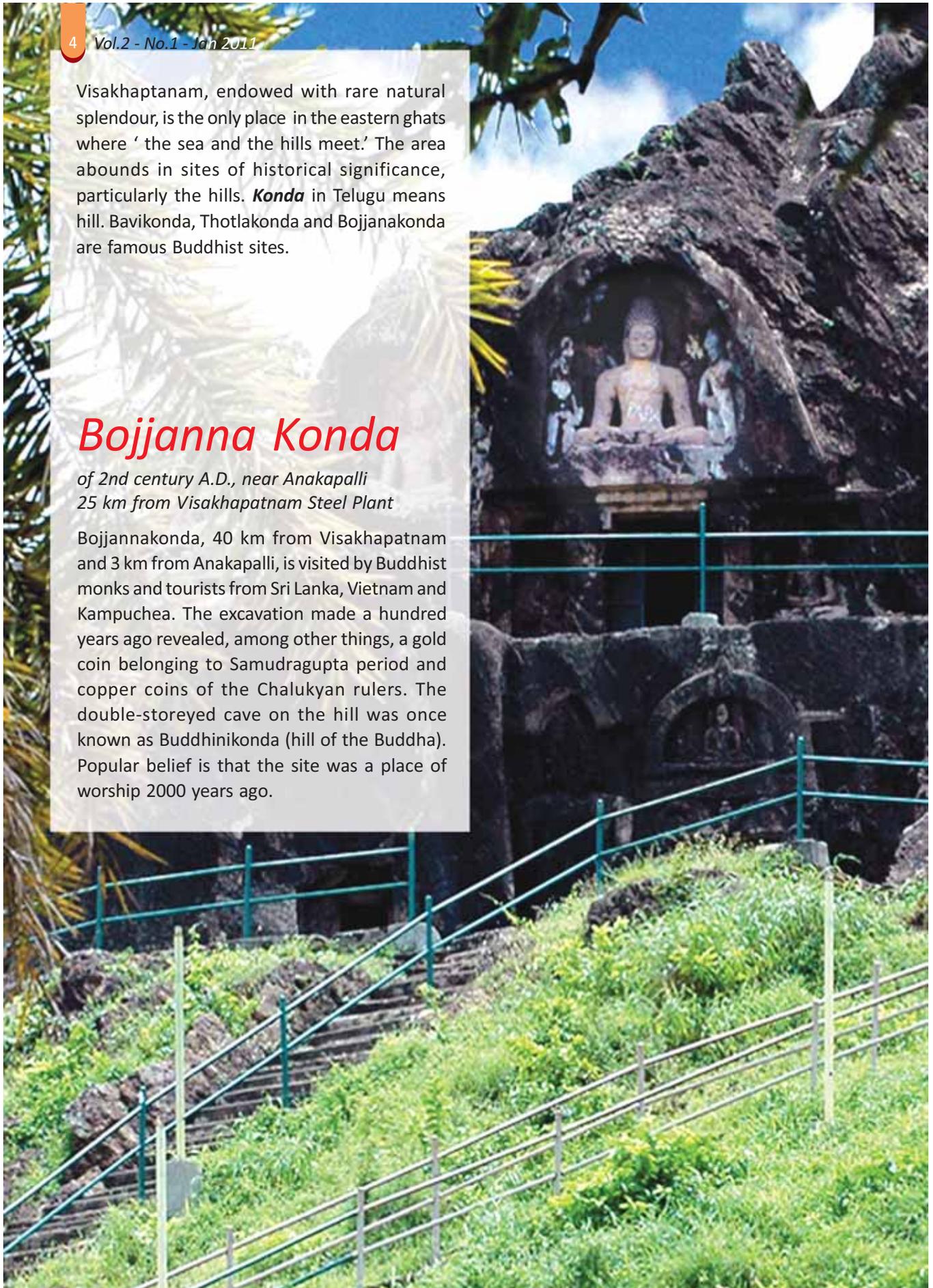

A. Prasanna Kumar
Regional Director

Visakhapatnam, endowed with rare natural splendour, is the only place in the eastern ghats where 'the sea and the hills meet.' The area abounds in sites of historical significance, particularly the hills. **Konda** in Telugu means hill. Bavikonda, Thotlakonda and Bojjanakonda are famous Buddhist sites.

Bojjanna Konda

*of 2nd century A.D., near Anakapalli
25 km from Visakhapatnam Steel Plant*

Bojjanakonda, 40 km from Visakhapatnam and 3 km from Anakapalli, is visited by Buddhist monks and tourists from Sri Lanka, Vietnam and Kampuchea. The excavation made a hundred years ago revealed, among other things, a gold coin belonging to Samudragupta period and copper coins of the Chalukyan rulers. The double-storeyed cave on the hill was once known as Buddhinikonda (hill of the Buddha). Popular belief is that the site was a place of worship 2000 years ago.





Vice-Admiral Anup Singh's Inaugural Address at the Seminar on Maritime History and Culture of Andhra Pradesh on January 3rd, 2011

Professor Prasanna Kumar, Director of the Visakhapatnam Regional Chapter, learned speakers of the seminar, Flag Officers, Commanding Officers, Officers in Charge, Officers, Ladies and gentlemen.

It is indeed a privilege to be present for yet another initiative of the relatively young but brilliant, National Maritime Foundation, Visakhapatnam Regional Chapter. Its Director, Professor Prasanna Kumar has so ably garnered the time, interest, knowledge and efforts of intelligentsia, of not only this city, but also from centres of learning, such as JNU, for this seminar. We therefore have the wonderful opportunity of listening to some very interesting thoughts from the very learned people that we have amongst us today.

India has only recently shed our 'sea blindness' and we are awakening to the immeasurable riches of the seas, the emergent need to imbibe the maritime domain, the importance of defining and practicing a maritime strategy and, at the same time, learning from our hoary maritime past. The outside world marvels at our rich maritime history and tradition. Only we remain blissfully unaware or indifferent. The spread of Buddhism as far as Japan, and of Hindu influences in many

...Vice-Admiral Anup Singh's Inaugural Address

South East Asian countries is ample evidence to these facts. But, our continental mindset since the invaders from land-locked countries seized power in Delhi, caused a neglect of maritime activity in India between the 12th and the mid 20th centuries. Sardar KM Pannikar, the doyen of Indian Maritime Strategic thought, wrote many epistles on the subject and even gave refresher capsules to the political hierarchy on maritime strategy. But, even in modern times, we have continued to discount the value of our geographical location, straddling the major trade routes of the innumerable opportunities that the oceans offer. India, therefore, needs to pay particular attention to matters relating to our maritime interests: be it the EEZ, the merchant marine, the fishing industry, offshore oil and gas production or deep sea mining. All these opportunities of wealth are in abundance on both the Western and Eastern seaboard of our country and must be fully tapped.

Another aspect that we have recently awakened to, is the concealment that our vast coastline offers to inimical attempts to transgress our territorial boundaries and of foreign interests exploiting our maritime riches. Therefore, we need to provide a safe and secure environment, especially in the maritime domain, to ensure that unhindered commerce – the economy's lifeline - and unhindered development takes place.

It is also somewhat ironical that it is predominantly other nations which have heralded our meteoric rise, acknowledged our subsequent ascent in stature amongst the comity of nations and forecast our future. This implies that we still have a deficit of strategic thinking. This is where think tanks, comprising of committed intellectuals and professionals, are required to help the establishment ensure that strategic vision blends with the scheme of forward planning and current development. The need to spread education to the masses and realisation amongst intellectuals is an important aim of the National Maritime Foundation. To this effect, the need to 'act' must seize those even remotely associated with the maritime environment. Development in the maritime sector of our country must be fuelled by the actions of people who appreciate the enormous opportunities the domain of seas around us present.

Vice-Admiral Anup Singh's *priceless New Year Gift*



SCHOOL PRIMER ON MARITIME HISTORY OF INDIA



Vice-Admiral Anup Singh's Inaugural Address...

I am very happy that our desire for active round tables and seminars in the city has been fulfilled by the efforts of the Vizag Chapter of the NMF. The Eastern Naval Command shall remain committed to the cause of maritime thought. In this respect, it gives me great pleasure, therefore, to introduce to the Director NMF, Vizag Regional Chapter, the production team of a small project that we had initiated after the inauguration of this chapter in April last year. This primer for school children attempts to bring out our rich maritime past, talking about stirring facts with enchanting pictorial representations. The well researched and chronologically arranged chapters would enable the young reader to have a glimpse of our rich maritime heritage. The ultimate aim of this primer is to rekindle a sense of pride and generate interest in our seafaring achievements, the essence of our maritime history. I am sure it would fulfill its aim.

I must publicly acknowledge and congratulate the efforts of the members of the team who are : Cdr P K Srivastav from INS Sandhayak, Lt Cdr R Madhusudanan from INS Sindhudvhaj, Lt Nitin Rana from Sindhuvir, Lt P Chandel from Sindhuraj, Lt Ashish Rialch from Cannanore, and Lt C Sandeep from Kozhikode, May I call upon Prof Prasanna Kumar to accept this DRAFT from the team leader, Cdr PK Srivastav.

Thank you.

Focus on unmanned semi-submersible vehicles

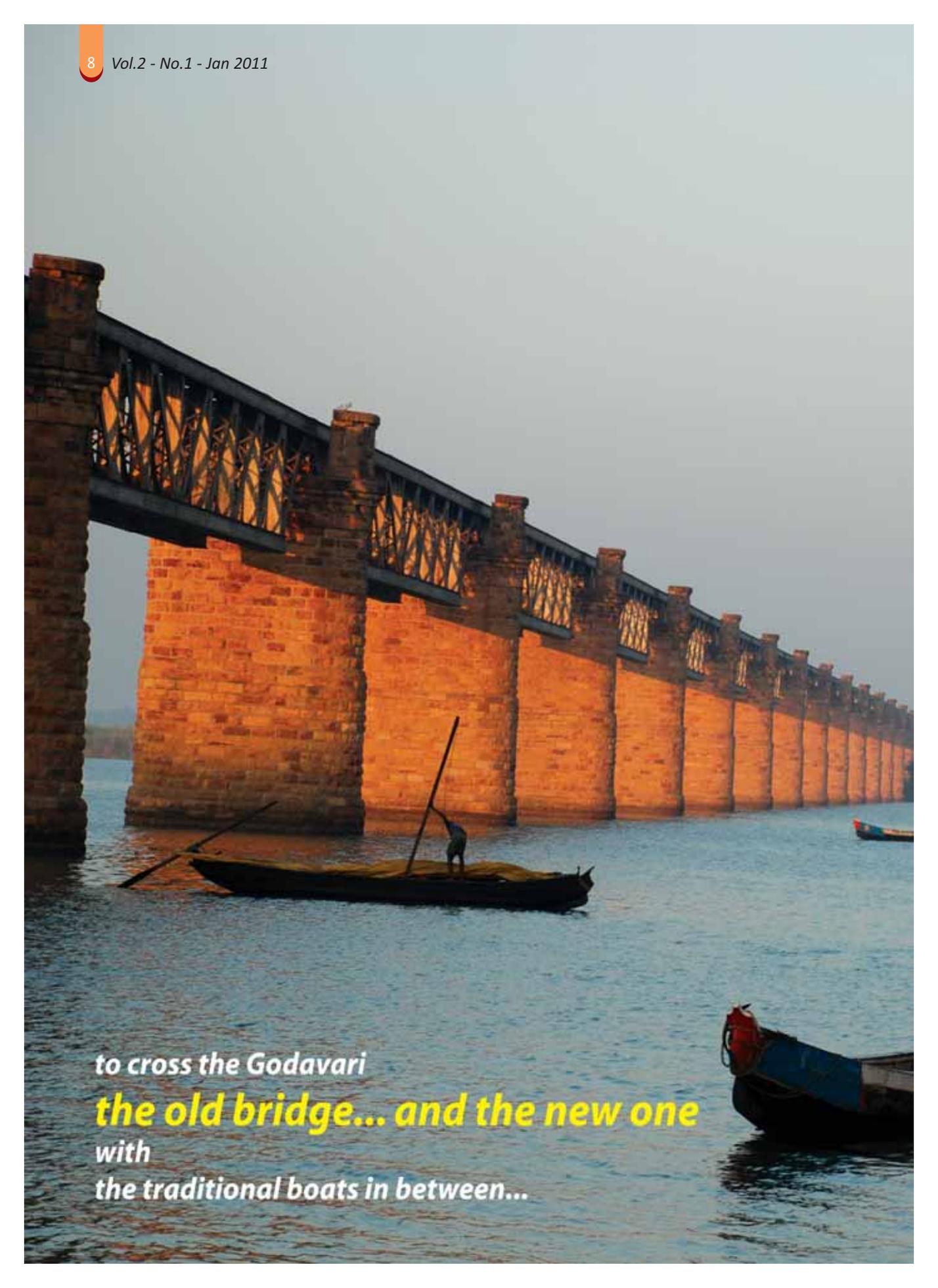
Underwater operations have become critical in many a field to attain supremacy and unmanned multi-utility semi-submersible vehicles are the latest answer to that, explained maritime experts from Australia and United States. Addressing members of the National Maritime Foundation Visakhapatnam Regional Chapter here on Tuesday, the C&C Technologies (Asia-Pacific) Singapore Managing Director Rick Shannon said the company had opened full-fledged support services for surveillance and survey with state-of-the-art technology backup utilising all possible channels. "Our aim is to provide seamless real-time feedback and communication with the buoys that monitor area of client's interest", he added.

Foundation Visakhapatnam Chapter coordinator and Centre for Policy Studies Director A.Prasanna Kumar welcomed the gathering and hoped that the fledgling chapter would benefit from such informative lecture sessions. The company's unmanned submersible vehicles expert Chris Wolking said that they could be applied in academics, industry, Navy or coastguard for a variety of purposes like monitoring environmental disasters like underwater plumes of oil slicks, enemy submarines or other sea-bed property studies or research and monitoring the fish population. Chapter secretary Raju introduced the guests.



Mr. J. Srinivasa Raju welcoming Rick Shannon and Chris Wolking

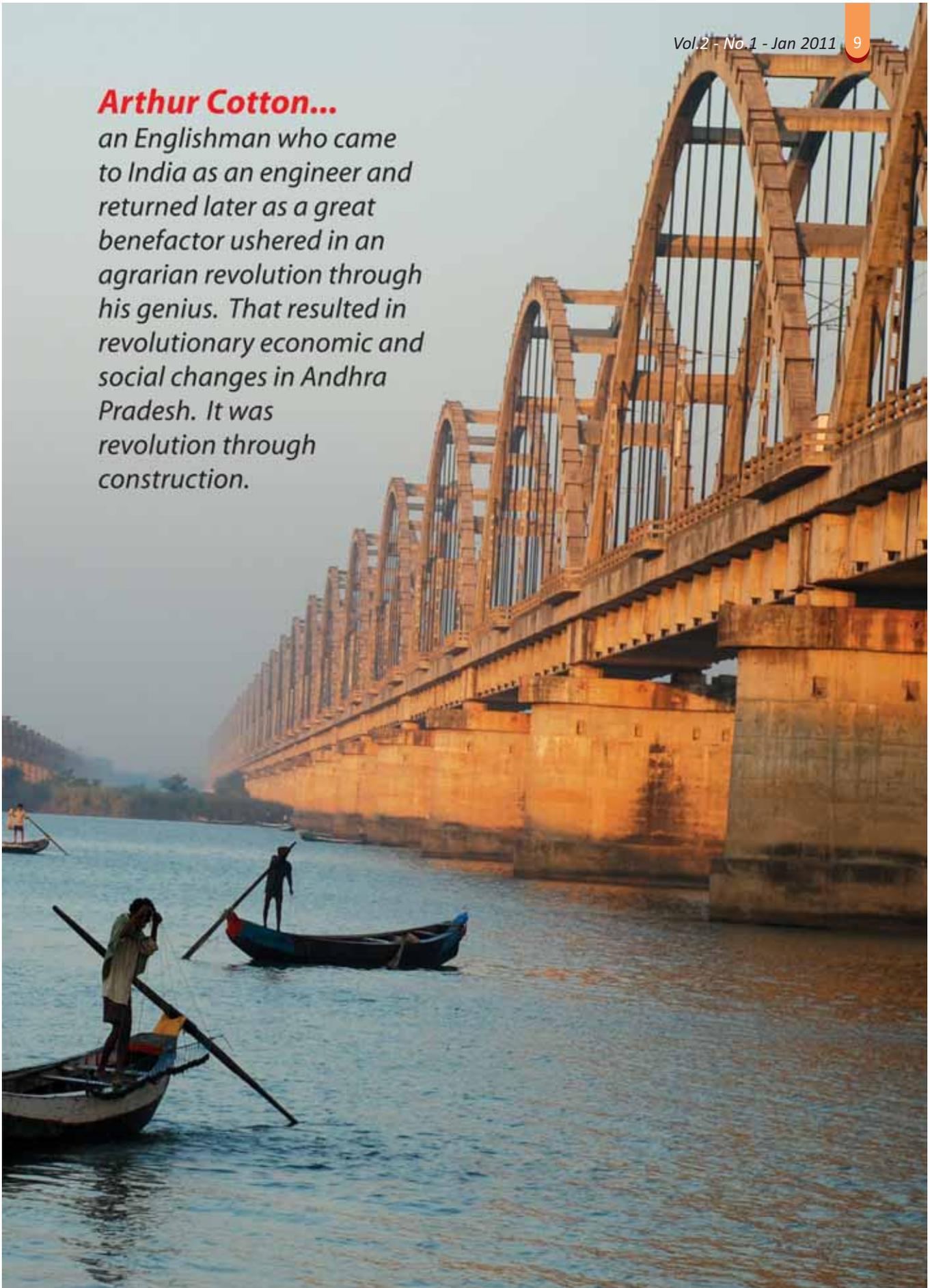
(Courtesy : The Hindu, Aug. 18, 2010)



*to cross the Godavari
the old bridge... and the new one
with
the traditional boats in between...*

Arthur Cotton...

an Englishman who came to India as an engineer and returned later as a great benefactor ushered in an agrarian revolution through his genius. That resulted in revolutionary economic and social changes in Andhra Pradesh. It was revolution through construction.



Cultural Heritage

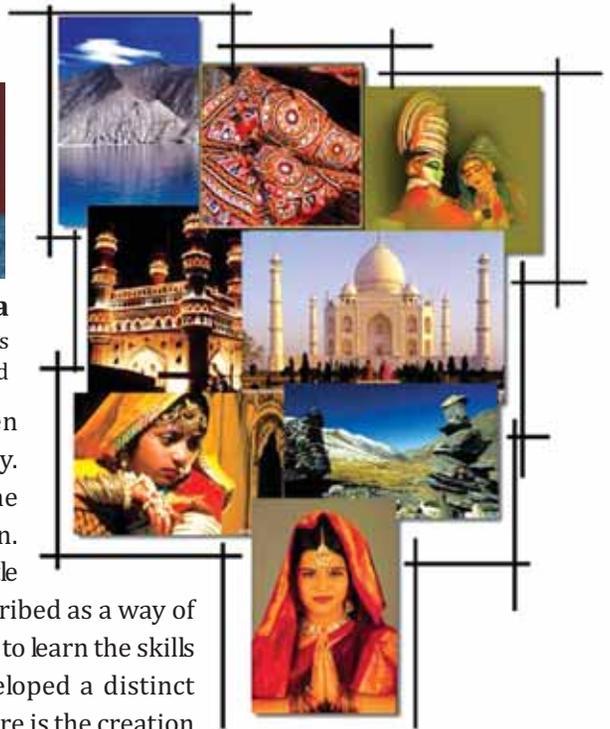


Prof. V. Ramakrishna

President AP History Congress

Retd. Professor of History, Central University, Hyderabad

Culture and Heritage are not the same even though they constitute integral parts of history. Heritage is what humanity has inherited from the past. It is a mix of both culture and civilization. Culture and civilization are not synonymous. A subtle distinction separates them. Culture is broadly described as a way of life. Civilization began when humankind had come to learn the skills of reading and writing and each occupation developed a distinct status. Culture is universal in the sense that all culture is the creation of humans in their interaction with nature. However, there are marked differences in cultures of different parts of globe and similarly of different regions of a country. While accepting the dictum that culture is universal, it should be interpreted that no culture is isolated nor any culture could survive in isolation. By universal, we mean that cultures are interrelated and all cultures engage in the process of give and take. Culture is not monolithic as it has two facets, elitist and popular. While both cultures are significant, the elite culture has its roots in folk culture. Folk culture, in course of time, acquires the status and transforms into elite culture through refinement. Sociologists describe this as the process of *sanskritization*. Andhra Pradesh is endowed with a rich cultural heritage. It has about six hundred state-protected ancient habitation sites of which a majority are Buddhist. They are dated back to the 4th century B.C. and quite a few of them are located on the eastern coastline of northern Andhra. In addition, the Archaeological Survey of India has 137 protected sites that include rock art sites and internationally known monuments such as Amaravati and Nagarjunakonda. A majority of these sites, however, are not protected and lack guide books, brochures and survey reports. Epigraphy another important source of history has rich potential and thousands of inscriptions are still to be deciphered and reports made. Similar is the case with numismatics. In the neighbourhood of Visakhapatnam city, apart from some rich temple architecture, ancient Buddhist sites like Totlakonda, Bavikonda and Pavuralakonda played a significant role during the period before Christ. Historians are of the view that Buddhism came to Northern Andhra region from Kalinga region and from here the message of Lord Buddha was taken to Ceylon and south east Asian and far eastern countries. Along with brisk trade carried on from the East coast, the alien cultural influences enriched indigenous cultural patterns that made Indian culture pluralist. Pitted against the twin challenges of fundamentalism and globalization, Indian culture needs protection from the civil society. Cultural heritage played a great role in unifying diffused values and identities in society. While giving serious attention in building modern India one should not lose touch with our traditional classical and folk arts. With the intention of familiarizing young minds with the nation's cultural heritage it is suggested that the government should include the elements of our heritage in school and collegiate curriculum.



Visakhapatnam through Inscriptions



- Prof C. Somasundara Rao

President Epigraphical Society of India and
Retd. Professor of History Andhra University

Inscriptions form a very important source for reconstructing ancient and medieval Indian history, along with other sources like coins, excavations, monuments and indigenous and foreign literature. Andhra history is no exception. From the Maurya rule to the Vijayanagar times, i.e. from 3rd century B.C. to 17th Century A.D., the historian depends largely on this source. The stone or copper-plate, which is normally the object on which incision is made, is a permanent record and contemporaneous with the time when it was written. Stone or pillar

inscriptions are mostly found at religious centers, be they Buddhist, Jain, Hindu or Muslim.

Six inscriptions are found at Visakhapatnam: two each in Telugu, Tamil and Arabic languages. The Telugu and Tamil inscriptions were originally found near Tirthapurallu, near the Visakhapatnam Coastal Battery; and the Arabic inscriptions at the Dargah hill. The Telugu and Tamil inscriptions belong to 11th – 13th Centuries A.D., while the Arabic inscriptions are of 13th and 17th century A.D.

- (i) The Telugu and Tamil records mention the name of Visakhapattanam which is otherwise known as Kulottungachola-pattanam, obviously after the Chola-Chalukya ruler Kulottunga I (AD. 1070-1120), who became the ruler of both the Vengi Chalukya and Chola thrones. The earliest inscription at Visakhapatnam is dated AD.1090-91 and refers to the reign of Anantavarman, the Eastern Ganga ruler, who was related to Kulottunga I. This inscription registers the gift by the Nagaram-12 (municipal council) of an area in the town to a trader who was described as the general of 18 cities and who belonged to Anjuvannam group and hailed from Mala-mandala (Kerala). He was also exempted from payment of certain taxes. This shows the privilege given to the merchant for trade purposes.

- (ii) The second inscription is dated in AD.1180 and refers to the gift of land to a native of Malai-mandala by the Ainnurruvar, who would be no other than Vira-Balanjas who are said to have obtained 500 edicts.
- (iii) The third inscription issued sometime between A.D. 1200-1207, states that some area was given to another trader by the Ainnurruvar. This was issued in the reign of Prithvisvara, the last of the Velanati chiefs, who was later ousted by Kakati Ganapati in Coastal Andhra. A change must have been effected during this period in allotment of the area.
- (iv) The fourth record, dated A.D. 1250 refers to the reign of Eastern Ganga Narasimha I, when a gift of Sanivara-mandapa in the temple of Karumanikka-Alvar was made by a merchant of Kollam. This is the only record that refers to a temple, while others relate only to the land-assignments to traders/merchants at Visakhapatnam for facilitating trade activities.

The above four inscriptions make it clear that during 11th – 13th centuries A.D., Visakhapatnam was one of the important port-towns of coastal Andhra and it carried on trade with Tamil Nadu, Kerala and Sri Lanka under the aegis of the guild of Virabalanjas or Ayyavole or Ainnurruvar. The trading community used to maintain its own militia for protection of their goods. The traders calling themselves Anjuvannam are considered as Muslims who took part in the trade at Kollam, Mylapore, Krishnapatnam and Visakhapatnam.

Only one among the above inscriptions mentions the Alvar temple belonging to the Vaishnavites. It is generally believed that a Siva temple under the name Visakhesvara had existed in the town. It is possible that Visakhapatnam could have been named after the presiding deity Visakha or Kartikeya. Visakhapatnam existed at least from A.D. 1068, which is mentioned in an inscription at Draksharama (East Godavari District).

- (v& vi) The two inscriptions on the Dargah, written in the Arabic language give two dates – A.D. 1257 and A.D.1603. The first inscription states that it was the grave of one Ali, who conquered for the first time Bandarshah-pattan and died on the way. If this town is identical with Machilipatnam, the date of the inscription is too early. The Muslim campaigns in Andhra Pradesh are datable to a period later than A.D.1301. The latter record dated in A.D. 1603 refers to the death of Maulana Muhammad Amin Beg. This would fit into the reign of Muhammad Quli Qutb Shah of Golkonda who ruled over the coastal area from Guntur to Chicacole (Srikakulam).

The Past of the Port of Visakhapatnam



The Past of the Port of Visakhapatnam: the Context of the Bay of Bengal Network and the Eastern Sea-board.

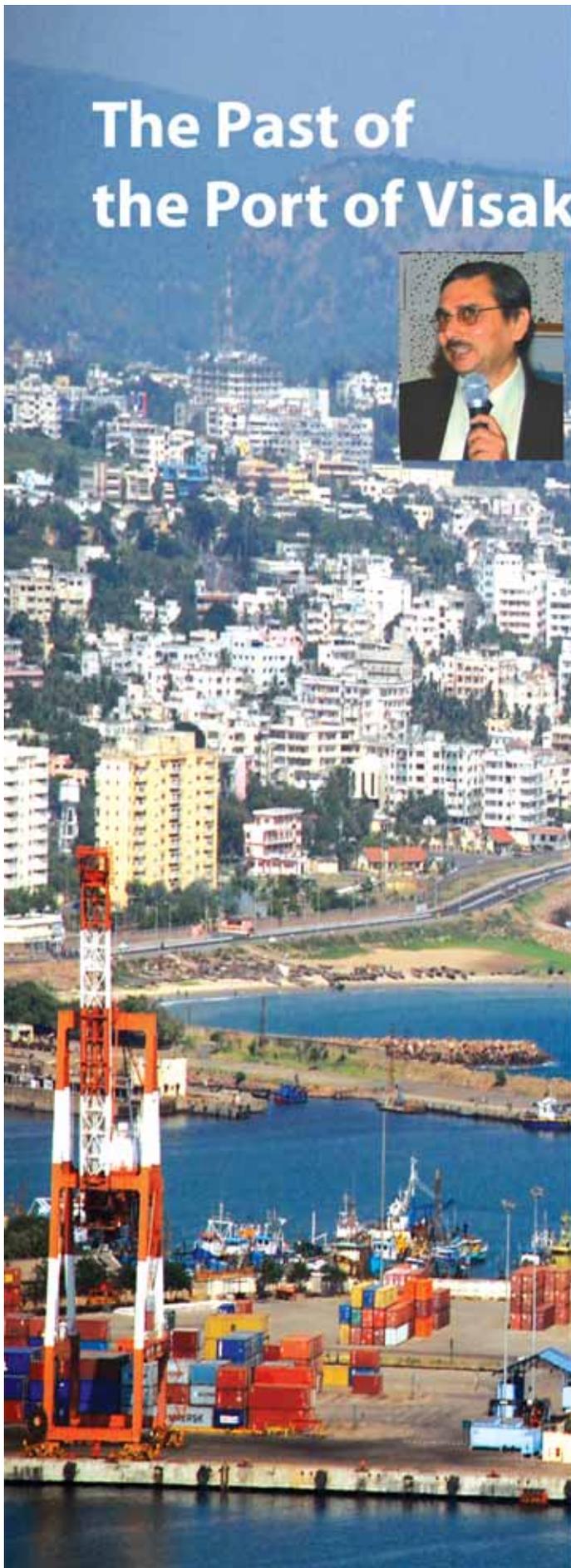
- **Prof. Ranabir Chakravarti**

Professor of Ancient History
Centre for Historical Study
Jawaharlal Nehru University, New Delhi

The sustained interests of historians in the Indian Ocean demonstrate that this maritime space experienced a protracted tradition of sea-faring spanning over more than four millennia. The existing historiography of the Indian Ocean further highlights the following points:

a) Seafaring in the expansive Indian Ocean prior to the steam navigation shows two major factors of unity—the influence of the alterations of the monsoon winds on navigation and the widespread use of ‘stitched’ or ‘sewn’ boats made of wooden planks.

b) Though the three centuries, from 1500 to 1800, have received the maximum attention of maritime historians, the Indian Ocean was a very active zone of maritime activities much before 1500, during which phase the subcontinent maintained brisk and regular commercial and cultural ties with Persian Gulf ports, the Red Sea ports and destinations in Southeast Asia.



c) The Indian subcontinent along with Sri Lanka occupied a geographically central position in the Indian Ocean. This facilitated the subcontinent's maritime network in both western and eastern sectors of the Indian Ocean.

Contrary to the general perception that the subcontinent was essentially a rural and closed agrarian socio-economic set up, India has two long coastlines—dotted by a large number of ports—that jut far into the Indian Ocean. It is true that the western sea-board has received greater attention of historians than its eastern counterpart, mainly because of the long-term interactions of the west coast with the Arab world, east Africa and the north Atlantic regions. The indented nature of the west coast and the presence of many inlets, lagoons, backwater creeks indeed contributed to the formation of natural harbours during pre-modern times. The eastern sea-board, in contrast, is characterized by the presence of a number of riverine deltas. The Ganga delta, the largest delta in the world, occupies its northern sector. In the middle parts of the east coast are located the deltas of the Mahanadi, the Godavari and the Krishna. The southernmost segment, the Coromandel coast, has the deltas of the Kaveri, the Vaigai and the Tamraparni. These deltas are generally very fertile, sustaining teeming agriculturists and craftsmen and artisans. Many traditional ports grew up in the deltas which provided fluvial communications between the coast and the hinterland. The beginning of the uninterrupted maritime trade in the east coast—coastal and high sea voyages alike—may go as far back as c. 200 BC. Regular sea-farings in the eastern sector of the Indian Ocean resulted in the coinage of various names/terms for what is now known as the Bay of Bengal. If the Sanskrit term was *purva samudra* (eastern sea), Claudius Ptolemy (c. AD 150) called it the *Gangetic Gulf*. An inscription from Bangladesh, dated AD 971, uses the term *Vangasagara* (the sea of Vanga). An Arabic text, *Hudud al Alam*, by an anonymous author, coined the expression *bahr Harkal* or the Sea of Harikela (Harikela corresponding to the region around modern Chittagong in Bangladesh). The Andhra coast had a number of ports and coastal sites since at least second century BC, revealed by field archaeological, textual and epigraphic evidence.

One such port was Visakhapattanam, possibly not far away from the present location of the celebrated modern port of Visakhapattanam. The common belief is that modern Visakhapattanam emerged from a sleepy little fishing village which found mention in the official records of the Dutch and the English East Indian Companies. Significantly enough, an inscription of AD 1068 speaks of Visakhapattinam which was at that time under the occupation of the Eastern Gangas of Orissa. This is so far the earliest known mention of Visakhapattinam. The term *pattanam/pattinam* generally stands for a coastal site, a port or a haven, located in or near the sea-coast or in an estuary. It closely corresponds to the Sanskrit term *velakula* and the Tamil term *velapuram/velavulam*. There is little doubt, therefore, that Visakhapattinam emerged as a coastal site and port by the mid-eleventh century.

The port next figures in another inscription of AD 1090 which was issued by the Chola ruler Kulottunga I (AD 1070-1120). This record clearly mentions two names of the port, Visakhapattinam and Kulottungacholapattinam. There is no doubt that the port of Visakhapattinam was renamed

The past of the Port of Visakhapatnam...

as Kulottungachlapattinam, clearly implying that the new name was given after the name of the reigning Chola king, Kulottunga. The matter deserves further probings and observations. First, this is the only known instance of the renaming of an existing port after the reigning Chola king, though the Cholas regularly renamed villages, towns and localities after royal names/epithets when these were conquered. Significantly enough, Kulottunga was originally an Eastern Chalukya king of Vengi (Godavari and Krishna deltas and coastal Andhra). The Cholas maintained close relations with the Eastern Chalukyas and regularly contracted marriage alliances with the Eastern Chalukyas. The long-drawn policy of Chola-Eastern Chalukya matrimonial alliances paved the way for Kulottunga to ascend the Chola throne. It is difficult to determine when exactly Kulottunga attached his name to Visakhapatnam, but it must have taken place sometime between 1068 and 1090. What is also beyond any doubt is that Kulottunga certainly intended to enhance the importance of Visakhapatnam and did so by officially attaching his name to an existing Andhra port. One also remembers at this juncture that the premier port of the Cholas stood at Nagapattinam in the Kaveri delta. Kulottunga, having hailed from Vengi (coastal Andhra), seems to have deliberately accorded prominence to Visakhapatnam vis-à-vis Nagapattinam in the Coromandel segment. Kulottunga even after becoming the Chola king continued to underline his Eastern Chalukya origin. That is why in a particular type of Chola coin, issued by him, he figured as a Chalukya king (*Chalukharayana*). In fact, with the accession of Kulottunga to the Chola throne, the area of Vengi got merged into the Chola territory. This is evident from Kulottunga's appointing high-ranking administrative officers of the Tamil area in Vengi. One reads in this an attempt by Kulottunga at administrative integration of Vengi with the Chola territory. One aspect of this attempted integration was to enhance the importance of Visakhapatnam.

At the time when Visakhapatnam first appeared as Kulottungacholapattinam in 1090, Kulottunga in the same year abolished tolls and customs (*sunganadavirttachola*). The remission of tolls and customs was certainly aimed at encouraging and inviting long-distance trade. It will be a reasonable inference that Kulottunga's policy of exempting tolls and customs benefitted Visakhapatnam which at the same time was being elevated in its status. There is a long history of the active participation of the Andhra ports in the coastal trade along the entire length of the eastern sea-board. This becomes evident from the study of the distribution of a particular pottery, Rouletted Ware (c. 200 BC—AD 200), from the Tamraprani delta (Tamilnadu) to Bangladesh in the Ganga delta. That the Andhra coast possessed ports like Kotakosylla (Ghantasala) and Allosygne was noted by the anonymous author of the *Periplus of the Erythraean Sea* (late first century AD) and Ptolemy in his *Geography* (AD 150). These two texts also inform us of the existence of an *aphaterion*, or point of departure of ship, bound for Chryse khora (Suvarnabhumi, mainland Southeast Asia) and Chryse Chersonesys (Suvarnadvipa, maritime Southeast Asia). The ports in the Andhra coast were ideally suited to reach Southeast Asian destinations across the Bay of Bengal. Such voyages were likely to have been made by utilizing the north-east monsoon winds (October-February), as the Chinese Buddhist pilgrim Fa Xian (AD 414) directly sailed from the Bengal coast to Sri Lanka on his way to Java and China during the winter months.

One cannot also lose sight of the fact that Kulottunga's accession to the Chola throne in 1070 coincided with the loss of Sri Lanka from the Chola occupation. It is not impossible that in order to somehow offset the loss of Sri Lanka, Kulottunga could have opted for improving the status and condition of Visakhapattinam in Andhra wherefrom he had actually risen to power. Kulottunga, according to the Kalingattupparani of Jayangodar, launched a maritime expedition against Kadaram (Kedah in the Malay peninsula). Though this claim is not corroborated by any other source, Kulottunga could have been the last of the Chola kings to have sent a maritime expedition to Southeast Asia. Kulottunga also figures in the Sung Chinese annals to have sent an embassy in 1070 to China. Once again, he was the last Chola king to do so. The renaming of Visakhapattinam is thus to be situated in the contemporary politico-diplomatic activities of Kulottunga, especially his interests in matters maritime. One needs to also note that in Burmese textual and epigraphic accounts, Kulottunga also figures as having entered into diplomatic and marriage relations with the contemporary Pagan king Kayanzittha. This on the one hand demonstrates Kulottunga's policy of reaching out to Southeast Asian polities. The Andhra coast stood just across the Burmese littoral. Moreover, the Sung officer of foreign trade, Zao ru Gua, noted in 1225 that one way to reach Chu-lien (Chola country) from China was Pu-kan (Pagan). Kulottunga seems to have rightly assessed the significance of the linkages with Pagan from the eastern sea-board of India.

The maritime trade of Visakhapattinam in the Bay of Bengal network gains further visibility in the light of inscriptions which record the presence of non-local merchants at this port. In 1090 an inscription speaks of the arrival of a merchant at Visakhapattinam from Malaimandalam which denoted the Malabar coast in Kerala. First, this merchant belonged to a mercantile organization, called Anjuvannam. Second, the merchant came to Visakhapattinam from Marottam which is identified with Mahatithha, a well known port in north-western Sri Lanka, identifiable with the excavated site of Mantai. The Anjuvannam was a prominent mercantile organization in South India, along with similar mercantile professional groups like the Ainnurruvar (the 500 Svamis of Ayyavole), the Nanadesi and the Manigramam. Recent studies of these groups by Abraham, Champakalakshmi, Sen, Karashima and Subbarayalu, in the light of many epigraphic records pertaining to these mercantile bodies, highlight their far-flung network not only in Karnataka, Tamilnadu and Kerala, but also in overseas areas like Sri Lanka, Burma, Thailand, Java, Sumatra and China. It needs to be further stressed here that the Anjuvannam organization, also known as Hamyamana/ Hanjamana, denoted an organization of non-indigenous merchants, especially Jewish and Arabic Muslim merchants. Visakhapattinam, thus, was able to attract an Anjuvannam merchant—either Jewish or Arab Muslim—whose main base of operation was the Malabar coast, but who traveled from coastal Kerala to Sri Lanka from where he further sailed to Visakhapattinam in the northern Andhra coast.

In a later inscription—dated to either AD 1200 or 1204 or 1207—we come across—another such Anjuvannam (i.e. a Jewish or Muslim merchant) trader who came to Visakhapattinam

The past of the Port of Visakhapatnam...

from Pasay. Pasay is clearly identifiable with Pasai or Samuderapasai, a celebrated port in northern part of Sumatra. The significant point is that Visakhapattinam is the northernmost point of the presence of the Anjuvannam group of merchants. The last known clear mention of Visakhapattinam appears in another inscription of AD 1257. The Chola control of and the direct political association of the Cholas with Visakhapattinam terminated with the end of Kulottunga's reign in 1120, after which the area passed respectively into the hands of the Chalukyas of Kalyani (in Karnataka) and the local Telugu-Choda dynasty. Yet, during the post-Kulottunga phase of Visakhapattinam's history, the port continued to be referred to as Kulottungacholapattinam. In fact, since 1090 inscriptions invariably mentioned both the names of the port, Visakhapattinama and Kulottungacholapattinam. The continuation of the latter name, even after the end of Chola control over the area, cannot but point to the momentous significance of the act of renaming of an existing port after the reigning Chola king who had originally belonged to the Vengi (coastal Andhra region).

It appears that after 1257, Visakhapattinam alias Kulottungacholapattinam, gradually faded to oblivion and resurfaced in European accounts of 17th and 18th centuries as a fishing village of little significance. In the Andhra coast in 1245 emerged another port of immense prominence. This is Motuppalli, located in the Krishna delta and close to the Divi Point. An inscription of the formidable Kakatiya king of Warangal, Ganapati (AD 1199-1261) informs us of this port for the first time. Ganapati issued in AD 1245 a charter of security (abhayasasana) for voyaging merchants, suppressed rampant piracy around Motuppalli and enlisted a number of fixed tolls and customs and duties (klipta-sulka) to be levied from these merchants. That Motuppalli flourished because of these measures by Ganapati becomes clear from the praises showered upon the port of Mutfili (=Motuppalli) by Marco Polo about half a century later. Till 1257 the Andhra coast, therefore, did possess two premier ports—Viskhapattinam/Kulottungacholapattinam and Motuppalli—with their respective hinterlands and forelands. It is not impossible that Visakhapattinam, after an initial phase of boom, gradually receded to the background around the mid-thirteenth century, probably because of the rise of another competitive port in the same coastal segment.

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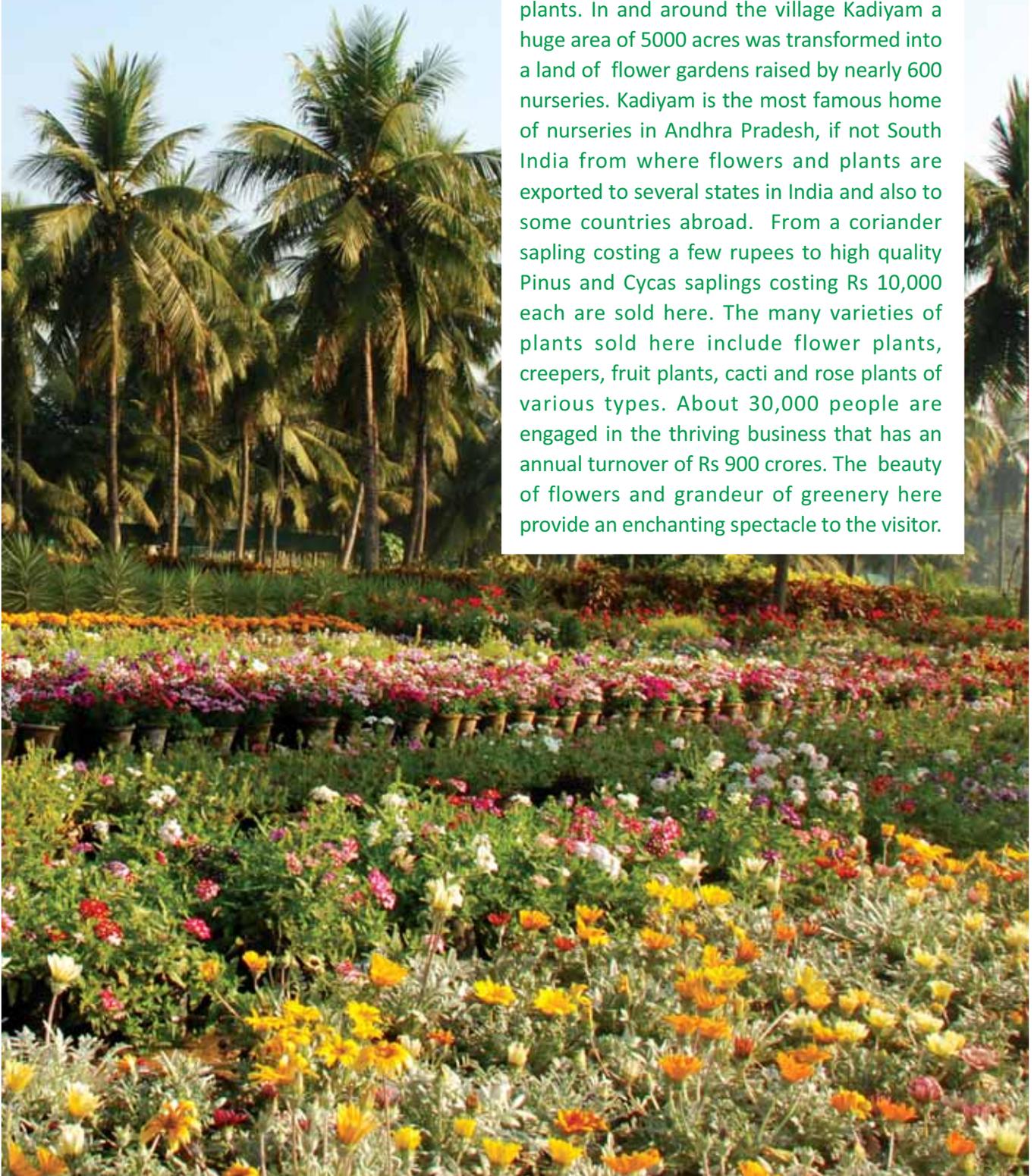
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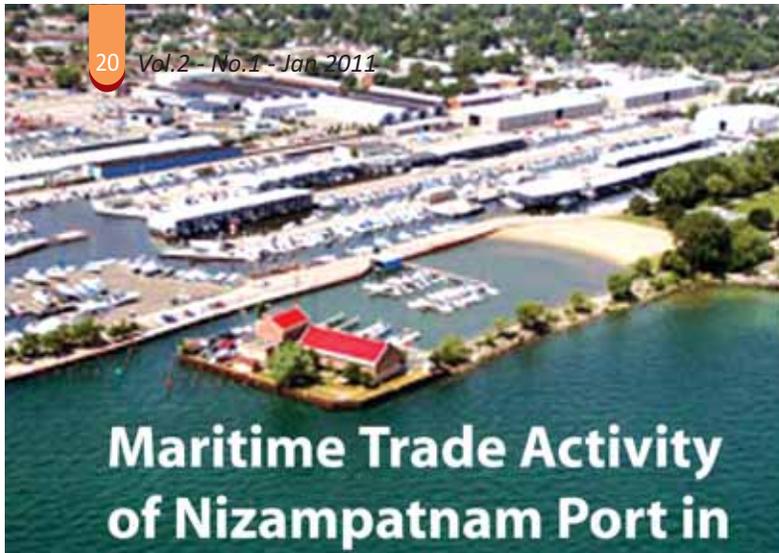
*a defining
image of the
beauty of the
Godavari
landscape*



flower power of Kadiyam...

Thanks to the engineering genius of Arthur Cotton the Godavari region blossomed into a fertile area becoming rich not only in the cultivation of rice but also in the growth of mango groves, coconut trees and nurseries for plants. In and around the village Kadiyam a huge area of 5000 acres was transformed into a land of flower gardens raised by nearly 600 nurseries. Kadiyam is the most famous home of nurseries in Andhra Pradesh, if not South India from where flowers and plants are exported to several states in India and also to some countries abroad. From a coriander sapling costing a few rupees to high quality Pinus and Cycas saplings costing Rs 10,000 each are sold here. The many varieties of plants sold here include flower plants, creepers, fruit plants, cacti and rose plants of various types. About 30,000 people are engaged in the thriving business that has an annual turnover of Rs 900 crores. The beauty of flowers and grandeur of greenery here provide an enchanting spectacle to the visitor.





Maritime Trade Activity of Nizampatnam Port in the Coromandel Coast-Reconstruction Through the Nizampatnam Kaifiyat



- Prof. M.Krishna Kumari

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Scholars like S.Arasaratnam, Ashin Das Gupta & M. N. Pearson, H.K.Sherwani and a host of other scholars have made detailed studies on the process of trade and traffic in the Coromandel Coast in 17th and 18th centuries A.D as Coromandel is known to be a core region in the Indian Ocean trading system. The important ports and trading stations in the Coromandel Coast that belong to the Andhra region during the 17th and 18th Centuries were Bhimilipatnam, Visakhapatnam, Palakol, Masulipatnam and Nizampatnam (Petapoli). Generally scholars working on the issues of trade, urbanization and economy of the Coromandel coast have been increasingly drawn to the foreign accounts like Dutch, Portuguese and the English Company Records and the observations of the foreign travelers. Although these sources are of great significance to understand the trade and commerce of the coastal trading centres, the historical value of the local records and indigenous literature cannot altogether be ignored as they contain sometimes

interesting details about the items of merchandise as well as the places for which they were famous for. Incidentally they may also mention the places where certain items are manufactured. Nizampatnam (Lon. 80 38'; Lat. 15 53'), an important sea port town on the eastern coast is situated at a distance of about 170 miles North of Pulicat and 25 KM from Repalle and is the Mandal headquarters in Guntur District of Andhra Pradesh State. In the present paper it is endeavoured to analyse the contents of the Nizampatnam Kaifiyat with reference to the maritime trade activities conducted from Nizampatnam port town. This Kaifiyat is of some special significance since it refers to the details of the imports and exports along with the names of the places from where some of these items were sent to through the maritime trade activity. To reconstruct the maritime activity of the Nizampatnam port during 17th and 18th centuries it is essential to consider the local records also which are based on some oral traditions besides the other historical sources.

Although for a great part of 18th century the Dutch maintained its substantial participation in Asian commerce, the Dutch trade stopped growing because of the competition that was growing rapidly in the Coromandel Coast. From the information given in the Nizampatnam Kaifiyat it is known that the goods were imported from Maldives, Chennapatnam (Chennai), Krishnapatnam (near Nellore) and Durgarajapatnam. The items exported from Nizampatnam to Maldives include tobacco, textiles, indigo, chillies and

Maritime Trade Activity of Nizampatnam Port...

salt in return for cowries, coconuts, coirs and gold coins. In this connection may be mentioned the observations of William Methwold may be mentioned. He mentions "People sow tobacco in abundance but they do not know how to cure and make it strong" It was seen by him that the leaves were dried in sun and used without any further sophistication. The kaifiyat under study refers to salt as an item of export from the place where it was manufactured in the fields of the sea coast of Nizampatnam Atthavana Tantram the process of manufacturing of salt was mentioned. According to it water was filled in the salt pans which were specially prepared for the purpose and the water allowed to evaporate slowly resulting in the formation of salt in crystals on the surface, which was then collected and marketed. Probably, by using such methods with slight changes, salt was manufactured on the Sea-coast of Nizampatnam in large quantities so as to export it to Maldives. This gains support from the account of Anonymous Relation, wherein it is stated that salt was manufactured at Nizampatnam of Masulipatnam, which yields a large annual profit by its transport into the interior and the carriage of the grain on the return voyage" The export of pottery vessels and chillies as mentioned in the kaifiyat has been supported by contemporary foreign accounts. However, it is mentioned in the Schorer's Relation that large jars called martabans were brought to the whole coast as the return cargoes from Arakan, Pegu and Tenasseerim."¹But the chillies did not find place in the list of merchandise exported from Masulipatnam in the Schorer's Relation. This indicates that the chillies were grown and available in sufficient quantity in and around Nizampatnam at that time to export it to Maldives. In the Kaifiyat it is mentioned that the chillies were from Mangalagiri, which is

near the town Vijayawada and lunges from Nizampatnam . Lunges were the plain long clothes worn around the waist. The accounts of the foreigners and the concentration of weavers in large numbers at Mangalagiri, who are continuing their customary profession of weaving the clothes till today strengthens the information contained in the Nizampatnam Kaifiyat. In Schorer's Relation, cloth trade of both woven and painted varieties from Nizampatnam is mentioned. It is stated that the red dye and the best chay root of the whole coast was brought to Nizampatnam from an island in the river. Consequently, the painted and dyed clothes of Petapoli (Nizampatnam) are even finer than those of Masulipatnam and it may be due to the availability of chay root, Nizampatnam became the main centre of Chintz production. In the English Factories Records also Nizampatnam is mentioned as a centre for the production of chintz. Studies done so far reveal that the chintz of Nizampatnam reflected Persianised designs, since the Muslim ruling class was its chief consumer.

Since trade could not be carried as one way traffic many articles which Andhra region greatly required were imported from the inland port towns as well as from Maldives. The list of the commodities imported to Nizampatnam from Chennai suggests that spices of different varieties were brought to the coast, while certain pulses were carried on the return voyage. Likewise coined currency including the rupees from Surat, coins of heavy weight, gold coins, Mohars and cowries were brought to the Nizampatnam port. This could be for the reason that the Indian goods especially the clothes, both woven and painted were exchanged mainly for money. This strengthens the view of the historians who observed that all the contemporary accounts

agree to the fact that the Indian goods were exchanged for money in the Red Sea trade and therefore, it attracted the foreign merchants to Indian coastal trade. While referring to the trade activities of Masulipatnam, Schorer has observed that ships sail every year to the coast of Bengal, Arakan, Pegu and Tenasserim carrying variety of goods including shells (cowries) which are used instead of coins in Bengal and Arakan. Some writers have suggested that cowries were brought mainly from Maldives islands and it thus confirms the information given in the Kaifiyat. In the Kaifiyat it is mentioned that from the inland port towns like Kalingapatnam, Polavaram, Duvvarajupatnam and Krishnapatnam paddy and certain kinds of grains like ragi, jowar were imported. Reference has been made to Chinaware (porcelain), glass vessels and mirrors as the items of import from Chennai. With regard to porcelain goods, it is stated by Schorer that they were in great demand at Nizampatnam and were sold better than at any other ports, because of the settlement of Persian merchants, who eat from porcelain vessels. China paper, which is included in the items of import in the Kaifiyat has not been referred to in the contemporary historical sources. Similarly, the import of mirrors and lanterns and the export of fire wood and soapnuts are known only through the Nizampatnam kaifiyat. Thus the detailed examination of the contents of the Kaifiyat brings to light some interesting, useful and new historical information contained in it with regard to the trade and commercial activities of Nizampatnam port. It provides a broad understanding of the trade operations between Nizampatnam and Maldives as well as its trade traffic with few other inland port towns. Since a majority of the items of import and export mentioned in the local record found place and tallied with the goods and

merchandise referred to in the writings of the foreigners of the contemporary period, it can be inferred that the indigenous local records are of great historical value and significance, since they provide some more additional information, which has not been furnished or discussed in the other historical sources.

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Exploit Maritime potential : ENC Chief

(Newspaper report on the Seminar organised by Vizag Chapter of NMF on Jan 3rd)

Flag Officer Commanding-in-Chief of the Eastern Naval Command Anup Singh saw a sure but slow resurgence in the exploitation of maritime potential and wanted particular interest to be paid to activities in the exclusive economic zone, deep sea mining, fishing, oil and gas exploration and trade. A safe and secure environment was required for unhindered progress, he said adding academics should come forward for a scheme of strategic planning and current development. Vice-Admiral Anup Singh was the Chief Guest at a seminar on 'Maritime History and Culture of Andhra Pradesh' organized by the Visakhapatnam Regional Chapter of National Maritime Foundation on Monday. The economic sustenance and progress of a nation was dominated by sea as 95 per cent of freight volume and 90 per cent of revenue came from the sea, he said. With its 1000 km coastline and decline in continental shelf the Eastern Sea Board had its advantages, he told the distinguished gathering at Meghadri Auditorium at the Naval Dockyard. He presented the draft of a primer on Maritime education for school children to NMF Visakhapatnam Chapter Director A. Prasanna Kumar.

President of AP History Congress V. Ramakrishna, in his lecture on "Heritage and Culture of Andhra Pradesh", said Andhra culture was a part of a pan-Indian culture and from 3rd century BC to 2nd century AD Buddhism and Vedic culture were pluralistic. The Indian culture now faced threats from fundamentalists and homogenization due to impact of globalization. Sixty per cent of the archaeological sites under Government of Andhra Pradesh and 30 per cent under ASI went unprotected. In his lecture on "The Past of the Port of Visakhapatnam", Ranbir Chakravarthi of JNU said the port existed since the middle of 11th century in which it was renamed Kulottangacholapatnam.

Kulottanga Chola abolished tolls and customs to attract ships and sailors. President of Epigraphical Society of India C.Somasundara Rao spoke on the available inscriptions in relation to the history of the city. Head of the Department of History, Andhra University M.Krishna Kumari detailed the maritime activity of Nizampatnam port as revealed in the kaifiyat. AU Professor of Anthropology P. Vijayaprakash spoke on the need to mitigate disasters in the vulnerable areas and involve academic institutions all along the coast in creating awareness.

Prof. Prasanna Kumar in his welcome address said the seminar focused on the historic, economic, political and strategic aspects. The NMF regional chapter would not have taken off so well but for Vice Admiral Anup Singh, he added.

(Courtesy: The Hindu, January 4, 2011)



*Waterfall
near Guntur*



Technology and Maritime Security



- Dr. V. Bhujanga Rao

Distinguished Scientist and Director
Naval Science and Technological Laboratory, Visakhapatnam

Maritime security assumes great importance in the present day security of our nation, more so in the aftermath of the 26/11 Mumbai attacks, where the perpetrators gained access to our borders through the sea route. As we continuously heighten and tighten our security, misguided elements keep looking for ways and means to breach our defences. This is where technology plays a crucial role, in specifically providing the necessary methods and measures to outwit and outsmart the adversary.

Security of our maritime interests must not just be viewed as a problem of 'border management'. The marine perimeter is markedly different from that on the land, and must not be limited to 'a narrow confine of the land along the beach, and adjacent shallow waters including inland waters and river estuaries, which is the present general perspective. A paradigm shift is required from the 'continental' mindset to the 'maritime' mindset. Currently the Marine Police mans the seas upto 12 nautical miles from the shore, the Coast Guard from 12 miles to 200 miles, and beyond 200 nautical miles, the Indian Navy protects our land from sea threats. This is a commendable effort by multiple agencies, one which needs to be amalgamated into a concerted effort that makes our seas impregnable.

We have had many tragic experiences in the past on a global scale, and it is high time we learn from the lessons too. Our ports cannot become safe corridors for moving terrorists and transporting illegal weapons. Our offshore installations face threats from AUVs, midgets, frogmen and the like. With many sensitive installations along the coast – defence units, atomic power stations, etc, the vast Indian coastline, stretching to about 7600 km, we need to secure our seas, blocking not just the entry, but the exit too.

Modern technology, an ever-changing phenomenon, will play a major role in the context of maritime security. Advanced camera systems, and perimeter sensor networks can be used for short range detection. The perimeter sensor networks offer a 180° laser grid of protection. The sensors are mounted on the side frame of a vessel or at port, and real time data is transmitted to monitoring stations. For long range advance detection, a combination of day/night and infrared camera systems integrated with radar can be used. These systems alert the personnel of the presence of an approaching threat by providing bearing and speed data. Equipped with features such as auto-tracking, an acquired target's movement is continuously monitored via displays at command consoles, handheld devices or remote monitoring facilities.

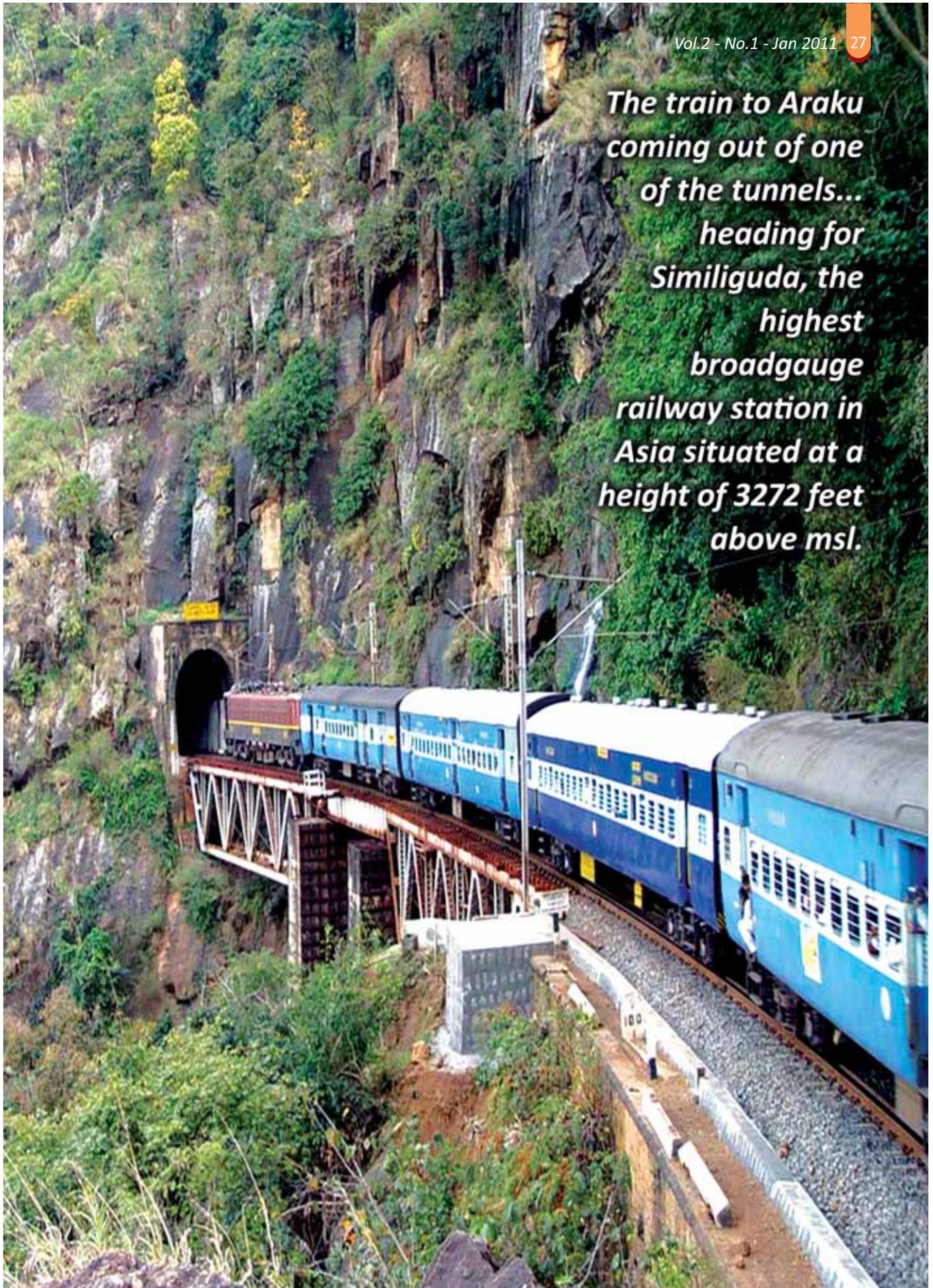
For underwater threat detection, swimmer detection sonar that is compact and light weight, and can be mounted on head is commercially available. This is based on a combination of latest sonar technology, and automated detection, classification and tracking software. More than ten such units can be networked into a single command station. For port/installation security, recourse can be made for the provision of vehicle exclusion barriers / port security buoys that are fitted with alarm sensors, which deter an enemy vessel's approach. Smuggling of nuclear weapons through the sea cannot be ruled out. Container screening must be improved at our ports. For this technology comes handy in the form of smart containers, which have RFID sensors, whose movement can be easily monitored.

Short range surveillance radar can be employed for blue border surveillance and short range detection of very small targets. This radar must incorporate features for small target detection and tracking, operation in X band for better surface detection and must be capable of being operated locally and remotely allowing the radar site to be unmanned.

Other technologies that are emerging include - GPS based vessel tracking systems, AUVs, ASVs, mini submarines, using dolphins and honey bees for anti terrorism / anti -piracy, and terahertz imaging. This list is by no means exhaustive, but is indicative of the immense potential of technology in securing our seas. We need to harness the latest in technology, and equip our agencies with the best equipment. This is the need of the hour.



The train to Araku coming out of one of the tunnels... heading for Similiguda, the highest broadgauge railway station in Asia situated at a height of 3272 feet above msl.



Navy Day Celebrations

*The most popular annual event
on the shores of Vizag*

*Every year on December 4, Eastern
Naval Command presents breathtaking
naval exercises in air and on sea,
watched with awe and admiration
by hundreds of people at
the Ramakrishna Beach road.*

