

Annexure

Annexure-I

Aitchison, C. U., A Collection of Treaties, Engagements, and Sunnuds Relating to India and Neighbouring Countries: The Treaties, &c., Relating to the States within the Bombay Presidency, Vol. IV, The Foreign Press, Calcutta, 1876.

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Treaties, Engagements, and Sunnuds Relating to the States within the Bombay Presidency Kutch Agency

From Bombay Government Records, No. XV, of New Series and Reports by the Bombay Government.

Kutch.-The Jharejas of Kutch are said to be a branch of the Samma tribe, and to have emigrated from Sind about the fifteenth century under the leadership of Jam Lakha, son of Jhara, from whom the tribe derive their name. The possessions which the family acquired in Kutch were divided by Lakha's three grandsons. About the year 1540, the three branches of the family were represented by Jam Dadur, Jam Humeer and Jam Rawul. Dadur ruled over Wagur, or the eastern district of the province; and Rawul, after murdering his kinsman, Humeer, usurped his possessions and united the western district, or Kutch Proper, under his own government. But Khengar, the son of the murdered Humeer, with the help of the king of Ahmedabad, from whom he received the district of Morvee and the title of Rao,-a title held by the rulers of Kutch ever since, succeeded not only in recovering his father's possessions, but in expelling Jam Rawul from Kutch and reducing Dadur to subjection.

The Chief of Kutch with whom the British Government formed Treaty relations was Rao Roydhun, who commenced to rule in 1778 and died in 1813. Between Khengar and Rao Roydhun, who was insane, alienated the affections of his Chiefs, who in 1786 seized his pension and placed him in confinement. The administration was thereafter conducted by an energetic soldier, named Jemadar Fatteh Mahomed. He was, however, looked upon with (p. 2) jealousy by the Chiefs, many of whom refused him obedience. Thus in 1809, when the first Treaty with Kutch was formed, Hunsraj, a rival of Fatteh Mahomed, ruled independently in Mandvee in the south-western portion of the province, and the other Chiefs, with exception of some of the Jhareja Chiefs, who took no part in the quarrel, were divided in their allegiance, some acknowledging the supremacy of Fatteh Mahomed into Guzerat and Kathiawar, and the piracies in which the people of Kutch indulged, provoked the interference of the British Government. In October 1809, **Treaties (No. I)** were concluded with Futh Mahomed on behalf of the Rao, and Rao, and with Hunsraj,*

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by which they renounced all claim to interfere in the countries to the east of the Gulf of (p. 3) Kutch and the Runn, and engaged to suppress piracy and to exclude Europeans and Americans from their possessions. Hunsraj was also guaranteed in the separate possession of Mandvee, till such time as the Rao should assume the government.

Notwithstanding repeated remonstrances, these engagements were not kept, piracies were not suppressed. Retaliation was more than once threatened, and in 1813 a British officer was deputed to insist on immediate compliance with the demands of the British Government. During the negotiations Futh Mahomed died on 5th October 1813. Rao Roydhun survived him only a month.

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Kutch Agency

Article of Agreement between the Honourable East India Company, entered into by Captain Saueel Adam Greenwood, under the orders of Lieutenant – Colonel Walker Resident, with the Vizarrut Jemadar Futteh Mahommed and his son Notiar Hussain Meeja, on behalf of the Maha Rao Shree Roydhunjee viz:-

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Article 1

As friendship exists between the government of the Honourable Company and the government of the Maharaja Anund Rao Guikwar Sena Khas Kheyl on the one part and the government of the Maha Rao Shree Roydhun on the other, *it is agreed that no troops shall cross the country to the east or opposite side of the Gulf and Ruun lying between Kutch and Guzerat, nor shall any claim or interference be therein maintained.*

Article 2

The above Article is indispensable, but as the Maha Rao Mirza Roydhun possesses *old claims on Nowannuggur*, it is agreed that these as well as any other demands, either pecuniary or otherwise, which exist or may arise, shall be settled agreeably to equity and justice, and with due regard to the character of Maha Rao Shree, by the decision of three people, one on behalf of the Honourable Company, one on behalf of the Maha Rao Shree, and a third on behalf of the parties on whom the claims are made.

Article 3

The Maha Rao Shree Roydhun engages that piracy shall be eradicated throughout the country of Kutch. Should any piracy take place, the pirates should be punished and expelled from the country.

Article 4

Maha Rao Shree Roydhun engages not to permit any establishment whatever to be made in the country by any Europeans or American power or any of those nations to remain therein.

To the truth of the above God is witness.

Dated 16th of Ramzan 1224 Hegiree, corresponding with the 3rd of Asinoud 1809.

Confirmed by the Governor General of India on 7th December, 1809.

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Annexeure-II

Aitchison, C. U., *A Collection of Treaties, Engagements and Sanads Relating to the Neighbouring Countries, containing treaties relating to the Bombay Presidency, Part I-The Peshwa, Baroda, Kathiawar, Palanpur Agency, Mahi Kantha and Rewa Kantha*, The Superintendent of Government Printing, India, Calcutta, 1892.

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Be it known to all that, I, *Kooer Babjee of Bate*, by the Agency of *Adekaree Suddaram*, in order to afford the fullest testimony of respect and attachment to the Honourable Company, do engage and bind myself, my heirs and successors, to observe the following Articles of Agreement concluded by *Adekaree Suddaram* on my part, and by Major Alexander Walker on the part of the Honourable Company:

Article 1

Whereas the duty of protecting those who travel or trade by land extends equally to those who travel and trade by sea, *I do, in like manner, for myself my heirs and successors, engage not to permit, instigate, or connive at any act of piracy being committed by any person living under my authority, or subject or my control, nor shall those who follow the profession of piracy receive protection or assistance in my ports. I do not bind myself to the relinquishment of the practice of adding to the distress of the unfortunate and will accordingly afford every possible assistance to vessels in distress, and renounce all claims to wrecks, to which an owner, capable of proving this right, may appear.*

Article 2

The Honourable Company's vessels and subjects shall at all time have admission into my ports for the purpose of carrying on freely trade and commerce; and those merchants and traders who are subject to my authority shall, in like manner, be allowed to visit and to trade in the countries and harbours of the Honourable Company.

Article 3

As the temple of Bate is consecrated to the worship and adoration of the Supreme Being, the Honourable Company will be always disposed to afford the temple for those holy purposes every suitable encouragement and protection.

Article 4

It is further agreed to by me that to prevent all future causes of dispute or of misunderstanding, the Honourable Company may appoint *Soonderjee Sewajee*, or

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one of is connexions, to reside at Bate, and from time to time cause one of their (Company's Sircar) vessels to visit the port, and make such inspections as may be necessary, to ascertain that all those Articles are observed inviolably.

Margaur Soodh 15th, Sumwut 1864, or 14th December A.D. 1807.

(A true copy of the translate)

(Sd.) Archibaid Robertson

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Annexure-III

Aitchinson, C. U., A Collection of Treaties, Engagements, and Sanads Relating to India and Neighbouring Countries: Containing, Treaties, &c., Relating to the Bombay Presidency, Part I-The Peshwa, Kathiawar Agency, Palanpur Agency, Mahi Kantha Agency, and the Rewa Kantha Agency, Vol. VI, (revised) Superintendent Government Printing, Calcutta, 1909.

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Translation of an Agreement Executed by Jam Jussajee of Nowannagar Renouncing in Future Piracy and All Right to Wrecks, -1808.

Be it known to all that I, Jam Jussajee, in order afford the fullest testimony of respect and attachment to the Honourable Company, do engage and bind myself, my heirs and successors, to observe the following Articles of Agreement concluded by me or on my part, and by Major Alexander Walker on the part of the Honourable Company:

Article 1

Whereas the duty of protecting those who travel or trade by land extends equally to those who travel and trade by sea, I, Jam Jussajee of Nowannuggur, do in like manner for myself, my heirs and successors, engage not to permit, instigate, or connive at any act of piracy being committed by any person living under my authority, or subject to my control, nor shall those who follow the profession of piracy receive protection or assistance in my ports. I, Jam Jussajee, do also bind myself to the relinquishment of practice of adding to the distress of the unfortunate, and will accordingly afford every possible assistance to vessels in distress, and renounce all claim to wrecks, which an owner capable of proving his right may appear.

Article 2

The Honourable Company's vessels and the subjects shall at all times had admission into my ports for the purposes of carrying on freely trade and (p.179) commerce, and those merchants & traders who are subject to my authority shall in like manner be allowed to visit and to trade in the countries and harbours of the Honourable Company.

Date Pous Vud 30th Sumwut 1864, or 27th January A. D. 1808.

(Sd.) Rudrajee Ragoonathjee, for Jam Jussajee

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A Precisely Similar Engagement was taken from Khowa Suggaram and Pragjee of Joriabunder.

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Translation of an Agreement Executed by Rana sirtanjee and kooer hallajee of Porebunder, renouncing in future piracy and all right to wrecks.

Be it known to all that we, Rana Sirtanjee and Kooer Hallajee of Porebunder, in order to afford the fullest testimony of respect and attachment to the Honourable Company, do engage and bind ourselves, our heirs and successors, to observe the following Articles of Agreement concluded by us, Rana Sirtanjee and Kooer Hallajee of Porebunder, on our part, and by Major Alexander Walker on the part of the Honourable Company:

Article 1

Whereas the duty of protecting those who travel or trade by land extends equally to those whose travel and trade by sea, we, Rana Sirtanjee and Kooer Hallajee of Porebundur, do in like manner for ourselves, our heirs and successors, engage not to permit, instigate, or connive at any act of piracy being committed by any person under our authority, or subject to our control, nor shall those who follow the profession of piracy receive protection or assistance in our ports. We do also bind ourselves to the relinquishment of the practice of adding to the distress of the unfortunate, and will accordingly afford every possible assistance to the vessels in distress, and renounce all claims to wrecks to which an owner capable of proving his right may appear.

Article 2

The Honourable Company's vessels & subjects shall at all times have admission into our ports for the purposes of carrying on freely trade and commerce; and those merchants and traders who are subject to our authority shall in like manner be allowed to visit and to trade in the countries and harbours of the Honourable Company.

Article 3

It is further agreed to by us that to prevent all future causes of dispute or misunderstanding, the Honourable Company may appoint an agent to reside at Porebundur, and from time to time cause one of their (Company's Sircar) vessels to visit the port and make such inspections as may be necessary to ascertain that all these Articles are observed inviolably.

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Aitchison, C. U., A Collection of Treaties, Engagements, and Sunnuds relating to India and Neighbouring Countries: Sindh, Beloochistan, Persia, and Herat; Turkish Arabia and the Persian Gulf; and the Arabian and African Coasts, Vol. VII, O. T. Cutter, Military Orphan Press, Calcutta, 1865.

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Persian Gulf

Selections from the Records of the Bombay Government, No. XXI of New Series. Those portions of the coasts of the Persian Gulf which are not occupied by tribes having treaty relations with the British Government are either under the dominion of Turkey or Persia. The Turkish suzerainty is acknowledged on the southern shore from the Shat-el-Arab to a point nearly opposite Demam, a small portion nearest the Shat-el-Arab being directly under the Pasha of Baghdad, and the rest being occupied by Arabs Chiefs, who acknowledge dependence on the Turkish Government. The northern shore nearest the Shat-el-Arab is held by Arab Chiefs owing allegiance to Persia, and the coast eastward to a point nearly opposite to the western extremity of the Island of Kishm is governed directly by officers of the Shah of Persia.

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Syud Sultan was killed on 14th November 1803 in battle with his enemies the Uttoobees and Joasmees. The rights of his two young sons were disputed by their uncle Syud Ghes of Sohar, who aimed at usurping the government of Muscat. To oppose their uncle's pretensions the two youths put themselves in the hands of their cousin Syud Budr bin Halol, who called in the Wahabees, and with their help defeated Syud Ghes and recovered Bundur Abbass and Hormus, which had been seized by the Shaikh of Kishm. The weakness resulting from this disputed succession gave the Wahabees a footing in Muscat, which they have never wholly lost. This sect adopted strict and puritanical doctrines. They denied divine honours to Mahomed, abhorred and destroyed all holy tombs, abstained from the use of tobacco, and waged war against all Mahomedans who did not accept their peculiar views. Their doctrines spread with amazing rapidity. In 1800 they made their first appearance in Oman. They reduced all the sea coast of the Persian Gulf from Bussora to Debaye, released the Chiefs of Zaheera and Sohar from allegiance to Muscat, and forced Syud Sultan to beg for a three years' truce, which they broke soon after. They would probably have conquered all Oman if they had not been stopped by the assassination of their Chief.

The Wahabees reached the height of their power shortly after the accession of Syud Saeed, the second son of Syud Sultan, who succeeded Budr bin Halol in 1807. This Chief, to whom the religious title of Imam was not conceded by the

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Arabs, although he is generally so styled, ruled for fifty years, during which time he cultivated a close intercourse with the British Government. In 1808 the Imam, smarting under the insults of the Wahabees, whose agents were forcibly converting his subjects in his very capital, roused the Arab tribes in Oman to a combination against them. If Muscat had fallen under the Wahabees, the Imam would have been drawn into the general system of piracy which the Wahabees encouraged, and would have been converted from a friend into a dangerous enemy. The British Government, therefore, resolved to support him. An armament was accordingly sent towards the close of 1809, which destroyed the piratical boats at Ras-ool-Khyma, Linga, and Luft, and bombarded and took Shinas. No arrangements, however, were made permanently to secure the advantages then obtained. Piracy (p. 201) was soon renewed, and another expedition had to be sent against the pirates in 1819, in which also the Imam co-operated. With these exceptions, till the year 1822, when a Treaty (No. LIII) was concluded for the suppression of slavery, there is nothing requiring special notice in the intercourse between the British Government and Syud Saeed, who was chiefly occupied in wars with his rivals, the Joasmees, and in fruitless attempts to possess himself of the Island of Bahrein.

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Translation of the Preliminary Treaty with Sheikh Shahbout, of Abou Dabyee.

In the name of God, the merciful, the compassionate!

Know all men that Sheik Shahbout bin Dhyab al Talahiji has been in the presence of General Sir William Grant Keir, and there have passed between them the following stipulations:-

Article 1.

If in Abou Dabyee or any other of the places belonging to Sheikh Shahbout there are any of the vessels of the piratical powers which have been attached or may be hereafter attached by the General during the present war against the pirates, he shall deliver such vessels to the General.

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Article 2.

Sheikh Shahbout shall be admitted to the terms of the general Treaty with the friendly Arabs.

Done at Rasal Khyma on the twenty-fifth of the Rabee-ul-Awul, in the year one thousand two hundred and thirty-five, corresponding to the eleventh of January 1820.

L. S. (Signed) W. Grant Keir,
Major General

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L. S. (Signed) Shahbout

Copy of the Articles between the General and Sheikh Shahbout.

Witness my hand and seal.

L. S. (Signed) W. Grant Keir,
Major General.

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Signed at Ras-ool-Khyma, on Tuesday, the twenty-fifth of the month of Rabe-ul-Awul, in the year of the Hegira one thousand two hundred and thirty-five, corresponding to the eleventh of January 1820.

L. S. (Signed) Shakbout
Sheikh of Abooshabee

Signed at Ras-ool-Khyma, at mid-day, on Saturday, the twenty-ninth of the month Rabe-ul-Awul, in the year of the Hagira one thousand two hundred and thirty-five, corresponding to the fifteenth of January 1830.

L. S. (Signed) Hassun Bin Ali,
Sheikh of Zyah

The seal is Captain Thompson's, as Sheikh Hassun bin Ali had not a seal at the time of signature.

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Bahrein

The Island of Bahrein, owing to the richness of its pearl fisheries, was long a field of contention between the different powers that toward the end of the last century strove for supremacy in the Persian Gulf. In the year 1799, after having often changed masters, it was conquered by the Uttoobee tribe, by whom it has ever since been held under allegiance at one time to Muscat and afterwards successively to the Wahabees, to Turkey and to Persia, and now in independence.

In 1820, after the capture of Ras-ool-Khyma by the expedition sent against the piratical tribes in the Gulf, the two Chiefs, Abdoolla bin Ahmed and Suleiman bin Ahmed, who then ruled Bahrein conjointly, signed a preliminary engagement (No. LXXII.) not to permit in Bahrein the sale of property procured by plunder and piracy, and to restore all Indian prisoners then in their possession. They also subscribed the general Treaty (No. LXV) for the pacification of the Persian Gulf.

The Chiefs of Bahrein were not parties to any of the agreements concluded after 1820 with the Arab Chiefs except the engagement (No. LXVIII) in 1847 for the suppression of the slave trade. This was signed on 8th May 1847 by Mahomed bin Khuleefa. This Chief was the grandson of Suleiman bin Ahmed, who had signed the general Treaty in 1820. Suleiman died in 1825, and his son Khuleefa, who had succeeded to his share in the government, died in 1834. Mahomed bin Khuleefa for some years was kept out of power by his grand-uncle Abdoolla bin Ahmed, but in 1843 he succeeded not only in recovering his rights, but in expelling Abdoolla bin Ahmed from Bahrein. The latter, who found refuge in Demam, made several unsuccessful attempts with the help of the Wahabees and the Chief of Koweit, to recover his power. He died in the warlike preparations and his piracies so endangered the peace of the Gulf, that in 1859 he was declared a public enemy and expelled from Demam by a British force. No sooner was this done, than Mahomed bin Khuleefa of Bahrein commenced to levy forceable imposts on Wahabee vessels and to carry off their property. On being remonstrated with, (p. 263) he ostensibly put himself under allegiance first to Persia and then to Turkey. The policy of the British Government, however, as guardians of the general tranquility of the Persian Gulf, required that Bahrein should be considered independent. Early in the year 1861, therefore, when the Chief of Bahrein, in violation of his Treaty engagements, again blockaded the Wahabee ports, he was forced by the Resident in the Persian Gulf to withdraw the blockade, and was required to conclude a perpetual Treaty (No. LXXIII) of peace and friendship, binding himself to abstain from war, piracy, and slavery by sea on condition of protection against similar aggressions, and to permit all British subjects to trade with Bahrein on payment of an ad valorem duty of 5 per cent. on their goods.

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No. LXXII

Translation of the Preliminary Treaty with the Sheikhs of Bahrein.

In the name of God, the merciful, the compassionate!

Know all men, there hath come into the presence of General Sir William Grant Keir the Saeed Abdool Jalil, Vakeel on the part of the Sheikhs Suleiman bin Ahmed and Abdoollla bin Ahmed, and there have passed between the General and the said Abdool Jalil, on the part of the above named, the following stipulations:-

Article 1.

That the Sheikhs shall not permit from henceforth, in Bahrein or its dependencies, the sale of any commodities which have been procured by means of plunder and piracy, nor allow their people to sell any thing of any kind whatsoever to such persons as may be engaged in the practice of plunder and piracy; and if any of their people shall act contrary hereto, it shall be equivalent to an act of piracy on the part of such individuals.

Article 2

That they shall deliver up all the Indian Prisoners who may be in their possession.

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Article 3

The Sheikhs Suleiman Bin Ahmed and Abdoollla bin Ahmed shall be admitted to the terms of the general Treaty with the friendly Arabs. End of the Articles.

Issued at Shargah in triplicate, on Saturday, the twentieth of the month of the Rabe-ool-Thany, in the year of the Hegira one thousand two hundred and thirty-five, corresponding to the fifth of February one thousand eight hundred and twenty.

L. S. (Signed) W. G. Keir, Major General.

The above Articles accepted by me in quality of Vakeel of the Sheiks named above.

(Signed) Saeed Abdal Jalil bin Saeed Yasal Tabatabay.

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PART III

Treaties, Engagements, and Sunnuds Relating to the Arabian and African Aden

On the expulsion of the Turks in 1630, the greater part of Southern Arabia fell into the hands of the Imams of Senna. In 1735 the latter were in turn expelled from Aden and other districts by the native Arab tribes who assumed independence.

Adalees (Lahej).-Aden, Lahej, and some villages to the north of Aden, with the county round them, were occupied by the Abdalee tribe. Aden, with the country round them, were occupied by the Abdalee tribe.

The first political intercourse with the Chiefs of Aden took place in 1799, when a naval force was sent from Great Britain with a detachment of troops from India to occupy the Island of Perim and prevent all communication of the French in Egypt with the Indian Ocean by way of the Red Sea. The Island of Perim was found unsuitable for troops, and the Sultan of Lahej, Ahmed bin Abdool Kureem, received the detachment for some time at Aden. He proposed to enter into an alliance and to grant Aden as a permanent station, but the offer was declined. A Treaty (No. LXXIV), however, was concluded with the Sultan in 1802 by Admiral Sir Home Popham, who was instructed to enter into political and commercial alliances with the Chiefs on the Arabian Coast of the Red Sea.

From that time there was little or no intercourse with Aden till 1837, when attention was drawn to the plunder and maltreatment of the crews of British vessels wrecked on the Aden Coast. The most notable case was the plunder of the *Deria Dowlut*, the crew of which were (p. 268) stripped and most barbarously treated. Captain Haines, who was then employed in the survey of the Arabian Coast, was instructed to demand satisfaction. He was at the same time to endeavour to purchase Aden as a coaling depot for the steamers plying between India and the Red Sea. The Sultan Mahsin, who had succeeded his uncle Sultan Ahmed in 1827, at first denied all participation in the plunder, but finding the British Commissioner firm in his demands, he eventually consented to give part of the property, and paid compensation for the rest. A draft Treaty for the cession of Aden was laid before the Sultan, to which he verbally gave his consent and promised formally to agree after consulting his Chiefs. In this draft the amount of compensation to be paid for Aden was left undetermined, but it was afterwards arranged that an annual payment of 8,700 crowns should be made. On 22nd January 1833 Sultan Mahsin sent a letter under his seal, * engaging, after two months, to make over Aden, but

* At pages 232 and 283 of a Collection of Treaties published by Mr. Hughes Thomas in 1851 under the authority of the Government of Bombay, an extract from a letter of the Sultan of Lahej, dated 23rd January 1838, is given, which purports to complete and conclude the transaction for the transfer of Aden to the British Government. The facts, however, are, as stated in the text, that in the sequel of the letter the Sultan desired that the negotiations should be broken off if his jurisdiction in Aden were not admitted;

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stipulating that the Sultan's authority over his people in Aden should be maintained after the cession. To the continue of the Sultan's jurisdiction the British Agent objected. The Sultan replied that he was willing to abide by the terms first offered, but if these were not accepted, his letter of 22nd January should be returned to him. Negotiations were at this stage when a plot was laid by Ahmed, the Sultan's son, to seize the Agent and rob him of his papers. Delivery of the property stolen from the wreck of the *Deria Dowlut* was also refused; preparations were therefore made to coerce the Sultan. On 19th January 1839 Aden was bombarded and taken, and the Sultan and his family fled to Lahej. On 2nd February peace (No. LXXV.) was made in the Sultan's name by his son-in-law, and on 18th June the Sultan himself signed a Bond (No. LXXVI.) engaging to maintain peace and friendship with the British Government, who agreed to pay (p.269) him and his heirs 6,500 German crowns a year, and likewise to pay the stipends which the Sultan was bound to give to the Foudhelee, Yaffae, Hooshabee, and Ameer tribes. Peace, however, was soon after broken, by an unsuccessful attempt which Sultan Mahsin made in November 1839 to retake Aden, and the payments were therefore stopped. A second attack made in May 1840 was also unsuccessful, and the repulse of a third attack in July of the same year completely disheartened the Arabs for a time. In 1843 Sultan Mahsin came to Aden and sued for peace. An engagement (No. LXXVII.) was made on 11th February 1843, which the British Government considered in the light of an agreement to be observed between the Political Agent and the Sultan, but not of a Treaty to be formally ratified. In February 1844 a monthly stipend of 541 crowns was restored to the Sultan with a year's arrears, and before paying it, another agreement (No. LXXVIII) was taken from him, binding him faithfully to observe his engagements.

and the bargain, owing to the subsequent course of events, was never concluded. The title of the British Government to Aden rests exclusively on conquest, and not on purchase.

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No. LV

Translation of additional articles regarding the suppression of the foreing slave trade, entered into by his highness Saeed Syud Bin Sultan, the Imam of Muscat.

I agree that the following Articles be added to the above Treaty concluded by Moresby on the aforesaid date:-

Article 1.

That the government cruisers, whenever they may meet any vessel belonging to my subjects beyond a direct line drawn from Cape Delgado, passing two degrees seaward of the Island of Socotra and ending at Pussein, and shall suspect that such vessel is engaged in the slave trade, the said cruisers are permitted to detain and search it.

Article 2.

Should it on examination be found that any vessel belonging to my subjects is carrying slaves, whether men, women, or children, for sale beyond the aforesaid line, then the government cruisers shall seize and confiscated such vessel and her cargo. But if the said vessel shall pass beyond the aforesaid line owing to stress of weather, or other case of necessity not under control, then she shall not be seized.

Articles 3.

As the selling of males and females, whether grown up or young, who are “Hoor” or free, is contrary to the Mahomedan religion, and whereas the Soomalees are included in the Hoor or free, I do hereby agree that the sale of males and females, whether young or old, of the Soomalee tribe, shall be considered as piracy, and that four months from this date, all those of my people convicted of being concerned in such an act shall be punished as pirates.

Dated 10th Showal 1255 A.H., corresponding to the 17th December A. D. 1839.

Seal of Syud Bin Sultan

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Annexure-V

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year 1822, when a Treaty (No. LIII) was concluded for the suppression of slavery, there is nothing requiring special notice in the intercourse between the British Government and Syud Saeed, who was chiefly occupied in wars with his rivals, the Joasmees, and in fruitless attempts to possess himself of the Island of Bahrein.

The Treaty of 1822 aimed at the suppression of the foreign slave trade with Christian nations only, and not of the trade with Mahomedan countries and within the Muscat dominions, except in cases of kidnapping; and the permission given under the Treaty to British cruisers to seize slave ships east of the line defined in the Treaty, applied to His Majesty's ships only, and not to vessels of the Indian Navy. In 1839, however, a Treaty of commerce (No. LIV) was concluded with the Imam by Her Majesty's plenipotentiary at Muscat, by the fifteenth Article of which the Imam confirmed the Treaty of 1822 for the suppression of slave trade with Christian countries, and conceded power of search and seizure to vessels of the East India Company; and on 17th December of the same year he agreed with the Resident in the Persian Gulf to add three additional Articles (No. LV) to the Treaty of 1822, authorizing the right of search and extending the boundary laid down in the Treaty of 1822 from Diu head to Passein, the eastern boundary of the Muscat possessions on the Mekran coast, so as to include the coasts of Kattywar, Kutch, Kurrachee, and upwards of four degrees westward in the limits within which his subjects were forbidden to engage in the slave trade. In the fourth Article of the Arabic version of the Treaty of 1822 no mention was made of the obligation of the Imam or his authorities to assist in the apprehension of British subjects engaged in the slave trade, although this obligation was distinctly specified in the English version. The Imam was urged to have the omission rectified by an addition to the Arabic text. He was, however, averse to any alternation being made in the Treaty; but in a separate letter, dated 18th August 1845, he bound himself, his heirs, and authorities to afford assistance, when required by persons authorized to demand it, in the apprehension of British subjects engaged in slave trade.

[No. LV]

[p. 241]

Coulnamah or Agreement between Sheikh Abdulla Bin Croosh, on the part of Sheikh-Ul Mus Sheikh Ameer Sultan Bin Suggur, Bin Kashid, Joasmee, and Captain Dvid Seton, on the part of the Honourable East India Company. In Bunder Abbass, this 6th day of February 1806.

Article 1.

There shall be peace between the Honourable East India Company and Sultan bin Suggur, Joasmee, and the whole of his dependants and subjects on the shores of Arabia and Persia, and they shall respect the flag and property of the Honourable East India Company, and their subjects wherever and in whatever it may be, and the same the Honourable East India Company towards the Joasmee.

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Article 2.

Should the Joasmee infringe the above, they shall be liable in the sum of dollars 30, 000, and on this condition Captain David Seton agrees to receive from Ameer Sultan bin Suggur the Brig now laying at Muscat, and to drop the claims to the cargo guns, &c., of the said vessel and the *Shannon*.

Article 3.

Whatever British property shall be found in the Sorie fleet shall be restored.

Article 4.

Should any British vessel touch on the coasts of the Joasmee for wood or water, or be forced on shore by stress of weather, or any other cause, the Joasmee shall assist and protect the said vessel and property, and permit it to be disposed of or carried away, as their owners shall see fit, without claim or demand.

Article 5.

Should Johood compel the Joasmee to infringe this peace, they shall give three months' previous notice in all places.

[p. 242]

Article 6.

When the above is confirmed and ratified by the parties, the Joasmee shall frequent the English ports from Surat to Bengal as before.

(Signed) David Seton.

(Sealed) Abdullah Bin Croosh

Signed, sealed, and confirmed.

Sultan Bin Suggur.

Approved and sanctioned by the Governor General in Council on 29th April 1806.

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Annexure-VI

Aitchison, C.U., A Collection of Treaties, Engagements, and Sunnuds relating to India and Neighbouring Countries: Sindh, Beloochistan, Persia, and Herat; Turkish Arabia and the Persian Gulf; and the Arabian and African Coasts, Vol. VII, O. T. Cutter, Military Orphan Press, Calcutta, 1865.

[p. 324]

ZANZIBAR

THE Island of Zanzibar and the greater part of the eastern coast of Africa were conquered by the Portuguese in the beginning of the sixteenth century. Driven to despair by the tyranny of their rulers the inhabitants of Mombassa, in 1698, invited the assistance of the Imam of Muscat, who expelled the Portuguese and put many of them to the sword. It was not till 1784, however, in the time of Ahmed bin Saeed, that the Muscat Arabs established a permanent footing in the Island of Zanzibar, and even for many years afterwards till the accession of Syud Saeed in 1807 the subjection of Zanzibar was little more than nominal.

In 1746 the people of Mombassa threw off allegiance to Muscat, elected Sheikh Ahmed as their Sultan, and maintained their independence till 1823, when fearing the aggression of the Imam, Soleiman bin Ali, the Sultan of Mombassa, with the consent of the people put himself under British protection. On 7th February 1824 a Convention was concluded with him, by which the port of Mombassa and its dependencies, including the island of Pemba and the coast between Melinda and the river Pangani were placed under the protectorate of Great Britain. This engagement, however, was not ratified, and in 1828 the Imam of Muscat sent a force against Mombassa which surrendered to him.

The Zanzibar dominions extend from Cape Delgado about 1,100 miles northward along the coast. In 1844 Syud Saeed of Muscat appointed his son Syud Khaleed as his deputy and successor in Zanzibar and his son Syud Thowaynee in Muscat. Syud Khaleed died in 1854, and the Imam appointed a younger son Syud Majeed to succeed him. On the Imam's death in 1857, Syud Thowaynee, being ruler of Muscat, laid claim to Zanzibar. He concluded an engagement, however, with his brother Syud Majeed, by which the latter was left in possession of the African dominions, subject to an annual payment of 40,000 crowns. A dispute soon arose regarding the nature of this payment and whether it implied the dependence of Zanzibar on Muscat. War was threatened but both parties were persuaded to refer the question to the arbitration of the Governor General of India and to abide by his decision. (p. 325) A Commission was appointed to investigate the case. On the evidence obtained by this Commission, Lord Canning gave an award (No. CI.) to which both parties agreed, viz., that Syud Majeed should be declared ruler of Zanzibar and the African dominions of the late Syud Saeed and be subject to an annual payment, with arrears, of 40,000 crowns in perpetuity to

Annexure

Muscat, which payment was not to be considered as implying the dependencies of Zanzibar on Muscat.

The Sultan of Zanzibar is of course bound by those Articles of the Treaties concluded with his late father which refer to Zanzibar. He has recently prohibited the transport of slaves from one port in his dominions another during the slave season, that is, from 1st January to 30th April in each year.

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Annexure-VII

Aitchison, C.U., A Collection of Treaties, Engagements, and Sunnuds relating to India and Neighbouring Countries: Sindh, Beloochistan, Persia, and Herat; Turkish Arabia and the Persian Gulf; and the Arabian and African Coasts, Vol. VII, O. T. Cutter, Military Orphan Press, Calcutta, 1865.

[p. 319]

SOMALEE

The Habr Owul.-In 1827 a British vessel trading at Berbera was attacked and plundered by the Habr Owul tribe of Somalees. Berbera is a port to the east of Zaila and Tajowra and nearly opposite to Aden. In Consequence of unhealthy winds it is deserted for six months every year. During the rest of the year it is visited by caravans of different tribes from the interior of Africa. A vessel of war was sent to punish the tribe for the outrage which they had committed. On 6th February 1827 a Treaty of peace and commerce (No. XCIX.) was signed by the elders of the tribe.

An expedition was sent in 1854 to explore the country between Berbera and Zanzibar. On the 18th of April 1855 the party were suddenly attacked by Somalees of the El Moosa tribe; two British Officers were wounded, one was killed, and the entire property of the expedition was carried off. A demand was at once made on the Habr Owul tribe for the surrender and punishment of the chief offenders and the demand was enforced by the blockade of Berbera. The elders of the tribe did their best to comply with the demand, but were unable to apprehend the actual murderers, who took refuge in the interior. The British Government at last consented to withdraw the blockade on the Somalee binding themselves by a Treaty (No. C) to use their utmost endeavour to deliver up the murderers, to allow free trade with their territories, to abolished traffic in slaves, and to treat with respect any British Agent who might be deputed to see that the conditions of the Treaty were observed.

Other Tribes.-In 1855 the elders of the Habr Gerhagis and the Habr Taljala tribes of Somalees entered into an Engagement (No. LXXXV) with the Political Resident at Aden to prohibit the Slave trade.

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Annexure-VIII

Political Department Diary No. 356 (10) of 1810

[p. 2479]

Baroda: Letter from the Acting Resident forwarding one from Captain Greenwood regarding the conduct of the Cutch authorities.

Read the following letter from the acting Resident at Baroda with enclosures.

To

Francis Warden Esqre

Chief Secretary to Government

Sir,

1. In acknowledge of Mr. Secretary Osbornes letter of the 15th ultimo with it's accompaniment I request you would have the Goodness to submit to the Hon'ble the Governor in Council, the enclosed copy of a letter from Captain Greenwood which I trust will prove satisfactory regarding the conduct of the Cutch authorities in discouraging Piracy within their limits.

2. I had the honor in my Dispatch of the 12th, march last to transmit translate of a letter from Sundarjee Sewjee advising of the sequestration of pirated property at Mandavee and it appears probable that the depredations adverted to in lieutenant Hardy's report to the Superintendent of Marine, have been committed by the pirate Nackwa Neya.

3. The piracies which my hereafter be committed it is most probable will proceed from the Nest of pirates who appear to have found an asylum on the coast of Scind, and Sundarjee has been instructed to be vigilant in preventing these vessel from receiving any supplies at the ports subjected to his Superintendence or their neighbourhood.

4. The accompaniment is a favourable testimony however of the vigilance of Sundarjee but I have called upon him (p.2481) in consequence of your Dispatch of the 9th ultimo to explain the apparent want of attention of his agents and shall have the honor to submit his reply to the consideration of the Hon'ble Board.

Baroda

1st May, 1810

I have the honor to be
&ca &ca &ca
/Signed/ J. R. Carnac
Acgting Resident

Annexure

[p. 2481]

Baroda: Copy of Captain Greenwood's letter to the acting Resident

To

Lieutt. James Rivett Carnac

Acting Resident Baroda

Sir,

1. The arrival of Sundarjee Sewjee in this camp enables me to reply to your letter of the 3rd April with its respective Enclosures inclusive also of the Reference from Mr. Secy. Osborne of the 15th March last.

2. Upon explaining to Sunderjee (p. 2482) the Information which Lieutt. Hary received from the Tindal of the Boat, which was plundered in unwah Bay, that the piratical boats were from Kutch Sunderjee positively assures me that no piratical equipment if any description has issued from any part of Kutch; but he suggests that it is possible that Lieutenant Hardys Information may be connected with that which he communicated in his letter to you under date the 22nd Febraury last relative to Nackwa Neya.

3. About 15 or 16 years ago this Nackwa Neya was the Tindal of a vessel which Traded between Mandavee and Bombay, but on some quarrel with his owner he left him, and joined the Pirates at Bate, at which place he followed Piracy for about 10 years. His vessel being destroy in Captain Vashom visit to Bate, he relinquished piracy & has since commanded a trading vessel from mandavee.

[p. 2483]

4. It appears however from Sunderjee report, that a nowrie (a small Pattamar with a false poop) the produce of one of the piratical Excursions of the said Nackwa Neya had escaped destruction by being in the back Bay of Bate Island, where it remained until last November when some of the relations & former dependents of the above Nackwa Neya put to Sea with her, on pretence of proceeding to mandvee freight.

5. Instant of proceeding to mandvee however they proceeded down the boat & were concerned in the plunder of some vessels, probably the same as reported by Mr. hardy and returned with their plunder to the Court/Coast of Halaar; where disagreeing about the division, the sepoys who were in the Boat possession of some property and absconded and the sailors proceeded with the remainder and the Boat to Mandavie.

6. In consequence of the representations of Sunderjee Brother Sewrajsa_x sequestered the property but since it clearly appears that both the Boat and its crew were employed in Piracy I have written to Sewrajsa, requiring him in conformity to the Engagements of his predecessor to apprehend the Pirates and to detain the Boat a measure which I trust will wait approbation.

7. With respect to the circumstances of the Pirates having get on Board Dhossa mooda's vessel at Ryavulla Ghaut I am informed by Sunderjee that this place is

Annexure

situated on a barren & deserted Tract of Sea Coast of Okamundul and has been wholly uninhabited for the last 50 years.

8. As this place therefore is entirely unconnected with Bate, its lonely and deserted situation might easily enable Dhossa moosa to receive an enforcement on board his vessel from Oka unknown to the Company Agent especially (p.2485) as Dhossa meya would have taken every precaution to keep himself & his vessel concealed and probably arrived and departed during the night.

9. The Pirates of Poseitra and of Okamundel who possessed vessels having fled with their Boats when Colonel Walker detachment advanced into that country, it is to be expected that these people will still continue their old Practices from their new Retreats until their Boats are destroyed, or they find they have no longer an asylum. I understand that their present Retreat is "Seer" or "Seeghur" a Creek about 20 Coss to the westward of Luckputnuggur on a desert and jungly part of the coast of Scind. It present this place is unprovided with any fortification and including the captures of the present season the pirates may have 6 to 7 Boats & may amount to something less than 100 Men.

10. If these people should occasionally touch on unfrequented part of the coast of (p. 2486) Okamundel, it does not appear that any want of vigilance can be ascribed to the Company Agent whose attention Sundarjee assures me is sedulously directed to a due discharge of their duty in preventing any piratical Equipment direct from Oka or Bate as well as preventing the sale & preventing the sequestration of pirated property wherever found.

11. I immediately upon the receipt of your letter which I have now the honor to acknowledge, a Carcoon, a Jassoos and ten Horsemen were despatched to mooldwarca to attempt the apprehension of Dhossa moossa whose success I shall have the honor to report on their Return.

Camp Serdharghur

23rd April, 1810

I have the honor to be
&ca &ca &ca
(Signed) Saml. A. Greenwood
1st Assistant

Annexure

[p. 2487]

Baroda Resolution on the Preceding Letter

Baroda: Baroda Resolutions

Minutes

14th May

The measure pursued by Captain Greenwood, of requiring the present manager at mandavie, to apprehend the Pirates, and detain the Boat, or nowrie, lately engaged in Plunder, by some of the People of Nackwa Neya, is approved of; and as there is little doubt, the latter must still give continence to these acts, I his family, he too, should be seized, & detained in custody, till he give undoubted security for his won, and his Relations future quiet conduct, the Result of which Instruction to be reported, without losing sight, for a moment, of the means of finally eradicating these still-existing Embers, of maritime spoliation, in that quarter, of the country, to which Captain Greenwood, and Sundarjee, and the acting Resident, are accordingly most sedulously to attend.

It will be very pleasing to learn the apprehension of the person, of Dhossa moosa.

[p. 2488]

A copy of this correspondence is to be sent to the superintendent of Marine, with instructions, to hold in readiness, a sufficient Equipment, at the Earliest opening of the ensuing fair season, for the purpose of producing to examine Seer or Surghur a creek on the coast of Scind about 20 Coss to the westward of Lucputnuggur, and of expelling the last remains of the Pirates, from thence, if the nabob of Scind, should not have done so, in the Interval this Equipment may be connected with any reinforcements to the Troops at Poorbunder, that may then seem advisable of which Intention, the Commander in Chief will, as a member of Government remain, in the mean while, sufficiently apprized.

A letter to be prepared from the Governor, to the Chief ameer in Scind advising him of the further Particular now learnt, concerning the small, but dangerous (p.2489) collection of Pirates, in the creek of Seer, or Seerghur, and expressive of the anxiety of this Government, to learn the result of the measures, which it is understood, and known, from his own letters, that His Highness had lately authorized, and directed, against them; and proposing, in case of it's having failed of the desired success, that their chastisement should be left to the Company's armed Boats, who will, by visiting that part of the coast, find no difficulty in putting an end to their further means of depredation.

This letter to be forwarded (with a Correspondent one, from Mr. Goodwin, to the moonshee, at that Durbar so as to attain, a decisive answer, as soon, as possible.

Annexure

Read the following further letter from the acting Resident at Baroda with enclosures.

[p. 2490]

Baroda: Letter from the acting Resident forwarding his correspondence respecting the Piracies of nackwa Jewa at Seerghur against the property of Venrsee Pragjee Merchant.

To

Francis Warden Esqre

Chief Secretary to Government

Sir,

1. I request you will be pleased to submit for the Information of the Hon'ble the Governor in Council; translated extract of a letter from Sundarjee Sewjee house to his own address, accompanied by an Extract of a letter and copies of two Depositions which have been taken by Lieutt. Elwood Poorebunder, and forwarded to Captain Greenwood.

2. The circumstantial Information which Sunderjee's agent has transmitted from luckput Bunder confirmed by the Depositions and information communicated by Lieutenant Elwood, leaves no doubt of that place having become a receptacle for pirated property and the adjacent creek of Seer an asylum for the pirates and their vessels.

[p. 2491]

3. Captain Greenwood has addressed a letter to the Jemadar Moheer at Luckput Bunder, copy of which I have the honor to enclose, and trust it will meet with the approbation of the Hon'ble the Governor in Council; Sundarjee Sewjee has also written to this person calling upon him to expel the pirates and restore the property which may have been brought there.

4. With reference to the 3rd Paragraph of the Enclosure No. 1 I beg to suggest that the Rice alluded to, may be immediately sold or transported to the Presidency to be claimed.

Baroda

2nd May, 1810

I have the honor to be
&ca &ca &ca
/Signed/ J. R. Carnac
Acting Resident

Annexure

Baroda: The Correspondence

Transmitted Extract of a letter from the house of Sunderjee Dated Mandavie Cheytersood 15th April 19.1810 to Sunderjee in Camp, received April 26th.

[p. 2492]

1. The following Details respecting the Piracies of Nackwa Jewa have been received a letter from Jeta Mehtah at Luckput, dated 10 Chytersood or 10th April.

“A Boat laden with Cloths and Pepper has been brought in which have been sold in small gratitude.

“A Dengy bound from Bombay to Mangrole was captured and carried to Seer.

“The property being laden on another prow has been brought here and anchored at the Lallehillah (a place in the Lucput Court) Jewah said to the Turk Moheer Meya and Mahomed Meya. I have brought this property tell me land it, and sell it. They however did not allow them to land the property they then carried it to Kotasir where they landed and sold it. Thus it is reported in the Town”.

In consequence I have sent Barabhoy (p. 2493) vakeel to kotaser in two or three days he will return and I will communicate the result.

2. Jetah Mehah continues myself and the Mhajuns (Merchants of Lucput) requested Moheer Meya, and his son Mahomed Meya to dismiss Nackwa Jewa, and his family from Lucput. They consented so to do and always when remonstrated with return the same answer, but they will not dismiss them.

3. The Rice which was delivered by Mr. Harrist amounting to 430 manas, (or half maunds) is spoiling with the Insects; if it is sold, something may be obtained for it, otherwise it will be entirely lost.

4. The two English Gentlemen (Lieut. Cheistie and Pottenger) have left Ktah and proceeded toward Condahar since them I have not heard of them.

[p.2494]

A True & Translate
(Signed) S. A. Greenwood
1st Assistant

Extract of a letter from Lieutt. Elwood to Captain Greenwood dated 21st April 1810.

I enclose the Depositions of two men respecting the Pirates of Seer-as the account is more clear and distinct than any I have yet been able to obtain respecting that infant piratical Band, I have thought proper to Dispatch a Cossed to you for the purpose of making your acquainted with it the men came to me this morning, and stated that it only required a letter from me to the Luckput Bunder Jemmaudaur in order to obtain their property to this request I would not accede but promised to Transmit their depositions to you as the best Channel for them to obtain redress.

A True Extract
(Signed) Saml. A. Greenwood, 1st Assistant

Annexure

[p. 2495

Deposition of Cassah Daud Tindal

States that he was the Tindal of the Salamutte a small Pattamar of 100 Candies belonging to Vemarse Pragya of Surat; which sailed from Bombay on the 11th of December last with a cargo of Rice for Bhaownuggar. On the 18th December off Bassein he was attacked by a Piratical Tulbuttee + carrying 25 men, armed with Matchlock they fired into him, and killed two of his Men, on which he gave up his Boat to the Pirate. They kept out at Sea 7 days made Gumptee, on perceiving which they bore up for Seer, which they reached the third day from Gumptee they only came within sight of Gumptee shore, he/Cu had no communication with that place, the accompanying sketch is drawn by the Tindal, to the best of his knowledge, respecting the entrance into Seer, He remained two in the creek of Seer and was their put on shores and proceeded by (p. 2496) land to Luckput Bunder, which he reached in two days. He supposes the distance to be 20 Coss. When he left Seer there were two Piratical Tullbulties laying in the creek. The Tindal states that the acknowledged heads of the Seer Piratical-land resided (with their families/ within the Fort of Luckput Bunder their names are Jewah Nackwah and Kheemah Nackwah from the farmer the Tindal and his crew received two cories each to subsist them on their Road to mandavee.

A True Copy
(Signed) Saml. A. Greenwood
1st Assistant

Annexure

Deposition of Ramjee Mehtah to Veenassee Pragjee.

States that he heard that his master's Boat had been taken proceeded to Mandavee and obtained a letter from Jattah (brother to Sunderjee) to his agent at Luckput (p. 2497) Bunder, to which place he proceeded, and was taken by him to Mohur Meya the Luckput bunder Jemmadaur/for the purpose of demanding his master's property/ who told Ramjee that the Meer of Scind had confined Jewahs brother for a debt of 4,000 couries, and where he was released the captured boat should be delivered up. He recommended Ramjee to remain 10th days which he did at the expiration of which Ramjee made a second demand of his masters property, to which the same excuse was repeated, and Mohur Meya recommended him to remain 10 days more Ramjee seeing the Jemahdar was only detaining him under a false pretence, and that he had no intention of giving up the boat or property, he therefore returned to mandavee on the 11th day. Ramjee states that Jewah Nackwah and Keemah Nackwah are the (p.2498) acknowledge Dhunnus (owners) of the Piratical Gulbuttee that they live with their families within the fort of Luckput bunder, under the protection of the Jemmaudaur mohur meya, when the tindal was taken he possessed a regular pass from the Company, which the Pirates destroyed the instant they got possession of the Sallamuttee.

A True Copy
(Signed) S.A. Greenwood
1st Assistant

English Version of a letter to Jemadar Mohur Meya of Luckput Bunder

A. b.

At this period Ramjee the Gomashta of veenarsee Pragjee Merchant living under the protection of the English Government has arrived at Porebunder and from him it is learnt that Nackwah Neya, an evil disposed pirate has captured the vessel of the said (p.2499) veenrsee Pragjee and carried the same to Luckputnuggur where he is disposing of the property without molestation or Hindrance Accordingly this notified to you that it being the determined purpose of the Hon'ble Company to eradicate piracy, it will be consistent with prudence and propriety to abstain from affording encouragement to this practice, which in the end assuredly will produces ruin and disgrace.

Therefore it appears advisable looking forward to futurity that the pirates be deprived of their asylum or what would be better seized and punished. For the rest I have again sent Ramjee to Luckput Bunder to receive charge of the Boat and property of his master & I trust that such an answer may be returned to your credit and prove satisfactory to the Government of the Hon'ble Company.

True Copy
(Signed) Saml. A. Greenwood
1st Assistant

Annexure

[p. 2500]

Baroda: Boards resolutions respecting the best mode of suppressing the last remnant of Northern Pirates who have retired to Seerghur

Baroda resolution

Minutes

14th May

It should have been expressed to whose dominion Kotasir now belongs, whether to Scind, (perhaps it is the same as Seer, or Seerghur) or to what other power.

Captain Williams to be called on, to furnish the best sketch in his power, of the coasts of Scind, and Cutch, down, as far as mandavie, for the use of Government, distinguishing the present sovereigns of the several parts thereof such as Seer, and Kotasir above named.

This officer is likewise to be instructed to furnish, as soon as possible a report of his general progress during the present, and last season; with a state of the attendant expence incurred, and his own opinion, when he foresees that the objects of his original mission, as suggested by General (p.2501) Malcolm, may be expected to be completed.

Ordered, that copies of the Enclosure 2.3. & A be forwarded to the superintendant of marine, as serving to ascertain in some degree the Entrance into Seer, or Seerghur, on the coast of Scind, concerning which, he has been separately written to.

Mr. Carnac to be informed, that Government appear of the object, and terms of Captain Greenwood's letter, to Mohar meya of Luckput Bunder, but observe, with some concern, that the Captain of the Boat, thereby required to be surrendered (the Sellamute of Surat,) is unaccountably ascribed in that written requisition (without date) to nuckwah neya, a person represented in the accompaniments to Mr. Carnac's letter, of the 1st May, to have completely reformed for these several years past, from his (p. 2502) piratical courses, and altho' (as the acting Resident will perceive by the Board's Remarks, on that assertion that) Government placed no implicit Reliance on that part of Soonderjee's information; Still it is to be regretted, that Captain Greenwood should, in his letter in question, have charged that act, (when writing on the occasion of it, to one so well acquainted as Mohur meya with the real Depredators, to a clearly wrong person instead of ascribing it (as all the evidence forwarded by Lieutenant Elwood and otherwise obtained, so well ascertains) to Jeewah nuckwah, and his brother Khamah nuckwah; persons there actually residing, at and having their families at Luckput Bunder a fort, now appearing to be in possession of the chieftain, whom Captain Greenwood thus far erroneously addressed but still, this is an Error, that admits, of course, of correction; and the demand should be followed up, and insisted (p.2503) on upon pain of the incurrance by Mohur meya, of the highest displeasure of this Government-unless also he deliver up us, or our agents, the 2 Pirates in question,

Annexure

or their Families since, (as mohur meya is to be distinctly informed), we are resolved not to suffer a single freebooter, by sea, to exist.

The Rice adverted to, to be sold altho' Government are not aware, on what occasion it was left by Mr. Harriott; of this last order, the Superintendant to be advised, & desired to explain whose the Rice is.

Ordered that mr. Secretary Edmonstone be advised that Lieutenants Christee and Pottonger had left Helat & proceeded towards candees since which these officers have not been heard of.

And Bregadier General Malcolm to be advised.

Read the following petition from Hessordass Ramdass.

[p. 2504]

Native Bombay. Petition from Kenssordass Ransordass piaying the detention of a Pattamar Boat called Dureah Dowlut, which is on the eve of sailing from this Harbour & formerly captured from him by Pirates.

Humble Petition of Kenssoordass Ransordass Banian merchant Inhabitant of Bombay

Most humbly sheweth,

That sometime in January 1801 your Petitioners Pattamar Boat called Dariah Dawlat Tindal Gaspar having sailed from Bombay for Veraval under the usual pass of this Government laden with a cargo of Goods was in the course of her voyage captured by certain Pirates called chanchias subjects of the Rajah of Aramdas.

That the said Pattamar is now in this harbour having under gone some alteration since her capture by having her burthen improved.

That the Person in charge of her is about removing her today from the harbour if not stopped in due time by your Honor.

p. 2505

That your Petitioner is an ancient inhabitant of this place and cannot but hope that every protection will be afforded him in procuring his property being restored.

Your Petitioner therefore, most humbly pray your honor will be disposed to order the custom master to stop the said Pattamar leaving the port of Bombay till the nature & circumstances of his Right thereto be investigaged.

Bombay the

14th May, 1810

And your Petitioner as in duty bound shall ever Pray
(Signed) Kenssoordass Ransordass.

Annexure

Natives Complied with

Minute

15th May

Ordered that the Custom master be immediately directed to stop the departure of the Boat in question, until the party can verify by Oath and proofs his claim on her, before the superintendant of Police, to whom the case is to be referred for that purposed.

p. 2506

Marine Superintend. Letter from recommending Sunday leagues to be dispatched to tander, to enable the super cargoes to assist the Chinese Govt. in repressing the Piracies of the La

Read the following Letter from the superintendent of the Marine recommending Sunday Cruisers to be dispatched to Canton.

Hon'ble Sir,

The Letter from the select committee of supra cargoes at Canton, to the Governor General, although it appears, in some points, to remove or weaken the impressions which in others, it was calculated to fix, is nevertheless so fully elucidatory of the state of affairs, with the Ladrones, and of the imbecility of the Chinese Government that I think there can be no difference of opinion upon the expediency of placing, at the disposal of the Select Committee, as large a proportion of our marine force, as can be spared from services of a less urgent nature; in order that they may avail themselves of the first favourable opportunity of rendering such (p.2507) effective assistances, to the Government of Canton in repressing and subduing the daring depredation of these formidable Pirates, as shall, thereafter establish a sense of obligation, and consequent influence, among a singular people, with whom the East India Company are committed in the most valuable Trade they possess.

2.To this end, and in concurrence with the spirit of the order with which you have honoured me, founded upon the instruction of the Governor General, I proceed to lay before your Hon'ble Board statement of the whole marine force, adopted to distant service, and a selection of such vessels as can be appropriated to the object in view.

Mornington-----20

Ternate-----15 at the Presidency, repairing & refitting

Teignmouth-----18 on her passage to Chinese

Benares-----16 under orders for Bussorah.

p.2508

Malabar----16 on his passage to the Red Sea

Aurma-----14 Expected from the coast

Mercury-----14 Do from the Persian Gulph

Prince of Wales---14 at the Presidency, repairing

Annexure

Nautilus----14 Expected from the Coast

Antelope---14 In China

Vestal-----12 under order for China

Psyche-----12 In the Persian Gulph

Avil-----12 Ditto

Brig building----12 made orders for nautical survey.

3rd of these I think it will be unnecessary to retain the following for dispatches to and from

Bussorah.

Benares

Mercury

Prince of Wales

Pschye-----4

For convoy to the Red Sea, and other contingent services

Ternate-----4/5

p. 2509

Brought over----5

To be restored to her original occupation of a Timber ship

Malabar-----1

For nautical Survey

Brig building----- $\frac{1}{7}$

There will then remain seven to be disposed of, and I think under present circumstances, they should all be applied to the purposes in view, by the supra cargo's application-

Teignomouth

Antelope } In China 2

Vestal -----ready to sail—2

Aurora

Nautilus} purchased to be refitted and despatched, as soon as possible, after their return-----2

Carried over 5

p. 2510

Brought ---5

Mornington-----proposed to be despatched, as soon as equipped, after docking-----1

Areil -----proposed to be despatched as soon as the arrives from the Persian Gulph 1

7

Annexure

4th These seven vessels are all that the Marine can spare; and I, respectfully, submit that it will be most politic and prudent to send them all to China; that the means placed in the supra cargo's hands may be as ample as possible for the object is so great that it were better to exceed than to disappoint the wishes of the supra cargo's, and, in addition to these vessels, it appears to me to be most desirable to accompany them (p. 2511) with six Bunder Boats, armed, as they were in the Persian Gulph, with a carronade, or howitzer, and the guns manned by European artillery Lascars.

5th These Boats may be taken in two by the vessels, where proceeding to an attack, and when sufficiently near to the Enemy cast off and so placed, as at once, to be protected themselves, and to render essential service or they may proceed into shallow waters, whither the vessels cannot enter.

6th Three Bunder Boats may be ready to proceed on the ships bound to China and the artillery Lascars, under the command of an active and intelligent officer, may be provided with a passage by the same opportunity.

7th With the ordinance I would recommend that two 5/2 Inch howitzers, one with a field carriage, and a proper proportion (p.2512) of special shot, and shells, may be sent.

Bombay

14th May, 1810

I have the honor to be
&ca &ca &ca
(Signed) W. T. Money
Supt

Read also the following Embarkation Return of a detachment of artillery and Lascars under order to embark on service together with a statement of their Pay.

Military Embarkation Return of a Detachment of artillery and Lascar under orders to embark on services.

Annexure

[p. 2514]

Canto: Letter to the Super cargoes, reporting the wounded power & indemnity of the Piratical Tribe of Ludrones in the Chinas Sea.

To

J. W. Roberts.

President & Members of the select Committee of Supra Cargoes at Canton.

Gentlemen,

1. The Right Hon'ble the Governor General in Council having communicated to us a copy of your despatch to the Government General dated the 27th of November last, and suggested the expediency of despatching such part of the Maritime force of Bombay to China for the purpose of affording protection to the Factory at Canton, against the Pirates, consistent by with other exigent services, as could be spared also we have the honor to inform you that under the fullest sense of the great importance of the general advantage that may eventually attend your having so effective a force at your command for the purpose of conciliating the Chinese Government (p. 2515) & of affording it a solid proof of the Benefits they may derive from availing themselves of our assistance; we have maturity considered the extent to which we can detach a Marine force for the purpose of checking at last at least and favour owing the daring depredations of the Ladrones.

2. The Teigonmouth & antelope being already in China, we now dispatch the vestal of 12 Guns strengthened with a Detachment of the Hon'ble Company's Corps of artillery under the command of Captain Tucker and we propose to add the following as soon as they can be refitted & equipped vizt.

Aurora-----14 Guns

Nautilus---14---}To be despatched as soon as possible after their return from the coast

Mornington---20---To be dispatched as soon as equipped after Docking.

Ariel---12---To be dispatched as soon as she arrives from the Persian Gulph

[p.2516]

3. These seven vessels are all that the Marine can spare & we have deemed it most politics & prudent to send them all to China that the means placed at your command may be as ample as possible; for receiving the great importance of the object, we conceive that it is better to exceed than to disappoint your wishes in the aid you may have calculated on deriving from your application to the Government General.

4. In addition to these Cruizers it appears to us to be most desirable to accompany them with six Bunder Boat armed as they were on a recent Expedition against the pirates the Gulph of Persian, viz with a carronade or Howitzer & the Guns manned by European artillery men & artillery Lascars.

5. These Boats, may be taken into two by the vessels, when proceeding to an attack, and when sufficiently near to the Enemy boat (p.2517) off and so placed, as

Annexure

at once, to be protected themselves, & to render essential service or they may proceed, into shallow waters whither the vessel cannot enter.

6. Three Bunder Boats will be ready to proceed on the ships now bound to China, and the artillery Lascars, under the command of an active and intelligent officer, will be provided with a passage by the same opportunity.

7. With the ordinances, two 5 ½ Inch howitzers, one with a field carriage & a proper portion of spherical state, & shells, will be sent.

8. As the strictest orders will be issued against the military being on any account permitted to proceed on shore without your Express sanction, it will be in your power to remove the jealousy of the Chinese should it be excited by appearance of Military, by asserting that they (p.2518) are essentially a marine force attacked to our cruizers in like manner as His Majesty ship of War are equipped.

9. We have the honor to forward a Return of the detail, & a statement of their monthly allowances which have been paid for the month of may.

Bombay Castle

15th May, 1810

We have the honor to be
&ca &ca &ca
(Signed) J. Duncan

Annexure

Fort St. George: Letter to the Right Hon'ble the Governor General with reference to the expediency of despatching such part of the Maritime force of Bombay to China for the purpose of affording protection from the factory at Canton against Pirates

Write the following letter to the Right Hon'ble the Governor General at Fort Saint George

To

The Government General

My Lord,

With the honor to acknowledge the receipt of your Lordship's despatch dated the 21st of last Month Transmitting copy of one from the select committee of supra cargoes at Canton (p. 2519) representation the increased power & audacity of the Piratical Tribe of Ladrones & suggesting to our consideration the practicability of despatching a part of the Marine force of Bombay to China for the purpose of affording protection to the factory at Canton against the Pirates, consistently with other exigent service; and to submit for your Lordship's information the copy of our letter to the select committee of supra cargoes communicating the extent of the aid which can be afforded from the Marine of this presidency for the promotion of that important object.

Bombay Castle

15th May, 1810

We have the honor to be,

&ca &ca &ca

(Signed) J. Duncan

Read the following letter from the Secretary and Translator in the office of country correspondence.

Annexure

Annexure-IX

British Parliamentary Papers: Reports from Select Committees on the Affairs of the East India Company with Appendices 1805-10 (Session), Colonies East India 1, Irish University Press, Shannon, Ireland, 1971.

[p. 283]

Collections from the Districts ceded by the Guicowar Rajah

The political connection with the Guicowar Appendix, N°6.B. are Raja (as exhibited in the statement, Appendix, N°44. Commenced in March 1802, when articles of convention were entered into with him in consequence of his having felicitated the assistance of English troops in featuring his right as legitimate heir. This convention provided in the first place, for the reimbursement of the expense which might attend his re-establishment, by a temporary assignment or mortgage of certain districts; and, in the second place, for permanently subsidizing about 2,000 Sepoys, a company of European artillery, and two companies of Lascars, including the establishment of stores, the who expense. If which was computed in Estimate at the rate of 65,000 ruppees per month, or £ 87,750 per annum, for the payment of which lands were to be afterwards ceded to the company. A cession from the former Rajah was recognized by his convention. On the 6th June Appendix, N°45 following, the war having ended successfully, an agreement was entered into with the Rajah confirming the convention of the 15th March, and making other Appendix, N°46 cession of territory, but it was not till zift April 1805 that the definitive treaty was concluded on which the present connection with the Rajah is established. The subsidiary force to be permanently stationed in his dominances was fixed at 3,000 native infantry, one company of European artillery, two companies of gun Lascars, with necessary ordinance, warlikes stores and ammunition, for the expense of which districts producing a Revenue of £131, 625, as described in a schedule, were ceded to the company. The former cessions were also confirmed, and districts were mortgaged till the advances made by the company on account of the Rajah should be liquidated. The effect of these several arrangements is shewns in the statement. The Receipts are exclusive of what has been recovered of the debt owing by the Rajah to the company (p.289) the charges are these of management. The Revenue and judicial system have been extended to certain parts of the Soubah or Province.

Annexure

British Parliamentary Papers East India Company Affairs 1812-13, (122), Vol.VII, Colonies of East India 4, Irish University Press Shannon, Ireland, 1968.
p. 253

16

Minutes of Evidence

Taken Before The Select Committee, Appointed for the purpose of taking the Examination of such witnesses, as shall be ordered by the House to attend the committee of the whole House, on the Affairs of the East India Company; & to report the Minutes of such Examination, from time to time.

No.5

Marties, 27^o die Aprilis, 1813

The Right Hon. John Sullivan, in The Chair

Sir Charles Warre Malet, Bart.

Cutch to Maharattas

p. 256

Do you think there would be any, and what danger, in ships from this country navigated by Europeans, freely visiting and trading with the ports of the native princes in India, Persian, Arabia, and on the Easter Coast of Africa? There are piratical vessel on the coast of Malabar, on the coast of Guzzerat, and in the Gulph of Persia, that would subject vessels, not well armed, to the danger of capture, to which (p. 257) may be super added the common dangers to commercial adventurers, of bad govts., and had paymasters under those govts; of the Eastern Coast of Africa, or Abyssinia, I have not much information.

Sir Charles W. Malet, Bart

Do you think there would be any danger of getting into disputes with the native office of the ports? I think that people, entirely ignorant of the peculiarities and great varieties of the character of the people, included in the extensive line described by the question, would certainly be subjected to great dangers of quarrels with the natives.

Do you know what commercial communications those ports have with Europeans? Of the ports described on the coast of Malabar, I know, but two, think Jumboscere and Cambay, that are much frequented by Europeans; of those on the coast of Guzzerat, Gogo, and Bounagur; but all of them have a very frequent and intimate intercourse with our presidency of Bombay, by means of their non vessel.

Is not Bombay the emporium of trade, or the commercial depot for all the countries to the eastward of the Cape of Good Hope, as far as the Cape of Comorin, including the Gulphs of Arabia and Persia? Undoubtly, it is the great emporium.

Is not the produce of those countries brought to Bombay in small vessels, belonging to and navigated by natives? I believe, excepting the trade of the Red Sea from Mocha and Judda, and excepting some large square-rigged ships and vessels from Muscat, the whole commercial intercourse is carried on in their own lateen sail or single masted vessels.

Annexure

Do not those vessels carry back the goods required by those countries, the produce or manufactures of European, China and other parts of India? I believe they do; the Company's naval establishment at Bombay is employed in convoying and escorting those vessels to various parts, to guard against the piratical states, I have previously had occasion to mention.

Do you think this mode of carrying on the country trade, as cheap or better than in English ships, manned by European? I conceive that it must be infinitely cheaper, and in as far as it is cheaper, must be preferable, and better for the natives.

Sir Charles Malet

p. 259

Is not the remainder of Guzerat, or that portion of the country which extended to the borders, of Cutch and Joudpore, Commonly called Cootywar, and the people cotties? The country extending to the north of the town of Limbrey, in the province of Guzzerat, and probably some part to the southward of it, is called Cottywar, and is inhabited by a predatory tribe, dominated cotties, but they do not extend to the sea coast.

Do those people occupy the principal part of the interior of the country you have just described? They do.

Are they not in a state little better than that of savages? Though in a predatory state, they are far removed from a savage state; their dress, manner, and food, all imitates them nearly to the Rajpoots, and except in the practice of exercising depredation, they are in their manner civil and courteous.

Have you ever seen or heard of official reports upon the public records of India, stating those people to be scarcely under the control of anything like civil govt.; to be in a state where their princes or chiefs have very little influence over tier private conduct, and where not only robbery, but murder, is constantly committed with impunity. They certainly are very singular tribe of men; they live in little independent associations or villages, and except in that circumstance of living in villages, & being stationary, nearly resemble the Arabs of the Desert. I have not heard of the frequency of the commission of murder though they are certainly in the practice of predatory excursions from the seals of their own habitation.

Sir Charles W. Malet Bart

p. 260

Do you know, from your own personal observation of those people, or from any such official reports as before adverted to, that they have amongst them a cost of people, called Bhauts, whose persons are held sacred by the natives, and who as such, commonly accompany travelers, for their security, and who from the state of society in that country, are, in fact, the only security travelers have against robbery and murder? There are two tribes in Guzzerat that have that kind of Sacred character, the Bhaut and Charrau; they are in the habit of standing as security between the govts. And the zamindars, for the payment of revenue, as also of giving protection to

Annexure

caravans by the supposed sin and danger that would accrue to the violator, or the plunderer of those caravans in the spill of their blood.

Have you heard of the European officers of the British govt. who have lately travelled through that country under commission's from govt., owing their personal safety entirely, notwithstanding their public commission, to those Bhauts & Charraus, and being still, on various occasions, notwithstanding this security, in great danger of their own lives? I have not heard of European officers being in such predicaments, but I have heard that the present Sir Henry Montgomery was in danger, in the course of a service on which he was employed in that country for the purchase of horses; that was before the existence of our power in that country.

Have you ever seen any letter from the Chiefs of those tribes, or have you ever heard that any such are on record, in which they openly avow themselves to be robbers by birth & profession? I have never seen such letters; their practice of depredation is avowed; they are a tribes of armed horsemen.

In such a state of society as Cottywar presents, including the whole of the tribute extending to the Rajpoot district of Joudpore and the Mahratta frontier, do you think it probable that Europeans would attempt to penetrate into India this way, or do you think that they could do it successfully, if attempted? I do not think that there would be any danger whatever from that class of people to individual Europeans, throwing themselves upon their hospitality, consequently there would be none in their making a transit through their country; I mean individual Europeans not charged with great property, though I am at the same time well convinced, in my own mind, that by proper management, and a proper application to those people, they might be conciliated to a certain degree of accordance with our wishes.

Do you mean in preventing Europeans going through their country? I mean that they might be perfectly amicable to the British government, generally speaking. What would the probable consequence in your opinion be, of such Europeans attempting to traverse the country, without permission of the chiefs of those tribes, or if receiving that permission, committing offence against the people or the chief in their journey? I think they might be cut off.

[The Witness withdrew]

Annexure

British Parliamentary Papers East India Company Affairs 1831-32, Colonies of East India 5, Irish University Press Shannon, Ireland, 1970.
p. 213

Letter from the Calcutta Civil Finance Committee to the Governor-General in Council at Bengal, dated 14th June 1830.

(23) Letter from Committee on Indian Navy 14th June, 1830.

My Lord,

1. The marine establishment under the Govt. of Bombay will form the subject of our present Reports. According to the method hitherto pursued, we furnish a comparative statement of the ordinary and extraordinary disbursements in this department for 1828-24 and 1828-29, exhibiting an excess of Rs. 6,62,932, exclusive of steamers, in the latter year. We also insert below the charges from 1815-16 to 1828-29, and those estimated for 1829-30 and 1830-31*.
 2. In submitting your Lordship in Council our remarks upon this branch of expenditure it is not necessary, we apprehend, to describe the several charges which the Bombay marine has undergone at different periods, much less to enter into a narrative of the long and honourable public services which they have performed, and which have recently been marked in a special manner by the privilege conferred on the officers of taking rank with those of the Royal navy; for these topics could not materially assist the immediate object of our inquiry, which is to fix the extent of maritime force indispensably necessary to be maintained by the Honourable Company in the actual circumstances of present times.
 3. At an early stage of our investigation we endeavoured to ascertain, in consequence of the correspondence on the subject which had previously passed between the supreme Government and the Government of Bombay, whether the exclusive employment of His Majesty's ships would prove less extensive than those of the Indian navy (the designation now directed to be applied to the Bombay marine; but the answer of Rear-admiral Gage did not lead us to expect any diminution of expense, supposing it necessary to maintain a distinct force for the Persian Gulf service. As the correspondence with the admiral passed through the medium of the Supreme Government, we do not enclose a copy of it on this occasion.
 4. Your Lordship in Council is aware that the Honourable the Court of Directors, in a dispatch dated the 1st of October 1827, to the Government of Bombay, directed that the establishment for the Indian navy should in future consist of twelve vessels:
-

Annexure

*Statement of charges of the Bombay Marine from 1815 to 1830-31.

YEARS	Local Charges	STORES		TOTAL
1815-16	10,27,502	Stores	No charged in these years as received from London or Bengal	10,27,502
1816-17	9,53,696			9,53,696
1817-18	11,28,518			11,28,518
1818-19	10,92,593			10,92,593
1819-20	12,47,649			12,47,649
1820-21	13,38,200			13,38,200
1821-22	12,96,344			12,96,344
1822-23	11,45,957			11,45,957
1823-24	10,81,509	77,830		11,59,339
1824-25	10,96,507	77,300		11,89,257
1825-26	14,70,228	68,609		16,44,615
1826-27	14,44,155	2,71,813		17,15,968
1827-28	18,79,421	2,62,804		21,42,225
1828-29	16,15,042	2,07,227		18,22,269
Estimate 1829-30	17,26,000	1,96,900		19,22,900
1830-31	15,03,700	2,22,200		17,25,900

p. 214

General Appendix III Calcutta Civil Committee

1 frigate (the Hastings)-30 guns

3 sloop - - - each of 24-

4 ditto - - - ditto 16-

2 ditto - - - ditto 10-

2 steamer - - - ditto 5-

We have not found any information on record to enable us to discover the precise reason which led the Honourable Court to order the above scale of force to be maintained except the one assigned in their dispatch, “to promote the efficiency of the Indian navy; “ neither does it appear on record that any inefficiency had been experience, or that any calculation of expense was made in reference to the proposed scale: upon comparing this number and class of vessels compassing the marine when the dispatch in question arrived, a list of which we have in seated below* , it will be seen by your Lordship in Council that the scale proposed by the Honourable Court is much larger, & would consequently be much more expensive, than that existing in 1828.

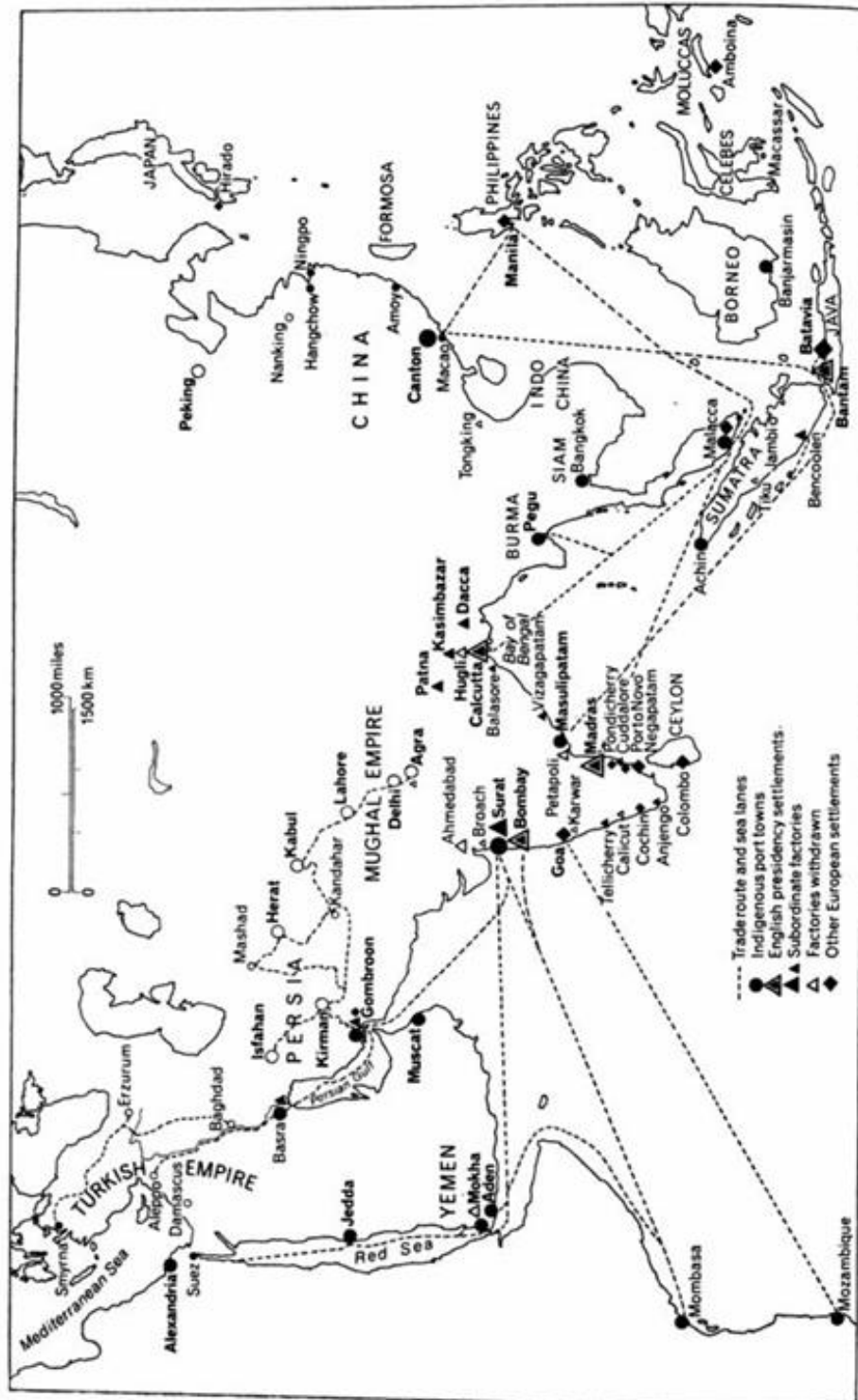
Annexure

Annexure-X

The Maps enclosed as Annexure-VII are borrowed from K. N. Chaudhuri, *Trade and Civilisation in the Indian Ocean An Economic History from the Rise of Islam to 1750*, Cambridge University Press, Cambridge, 1985. These maps are part of historiography discourse on the mercantile activities in the Indian Ocean. Map in the monograph made by Mr. Sukanta Kumar Saha, Research Scholar, Department of Geography, The Maharaja Sayajirao University of Baroda, Vadodara have been profusely used to cultivate the discourse on piracy offered by me and many other maritime scholars who are working on it since 1990s.

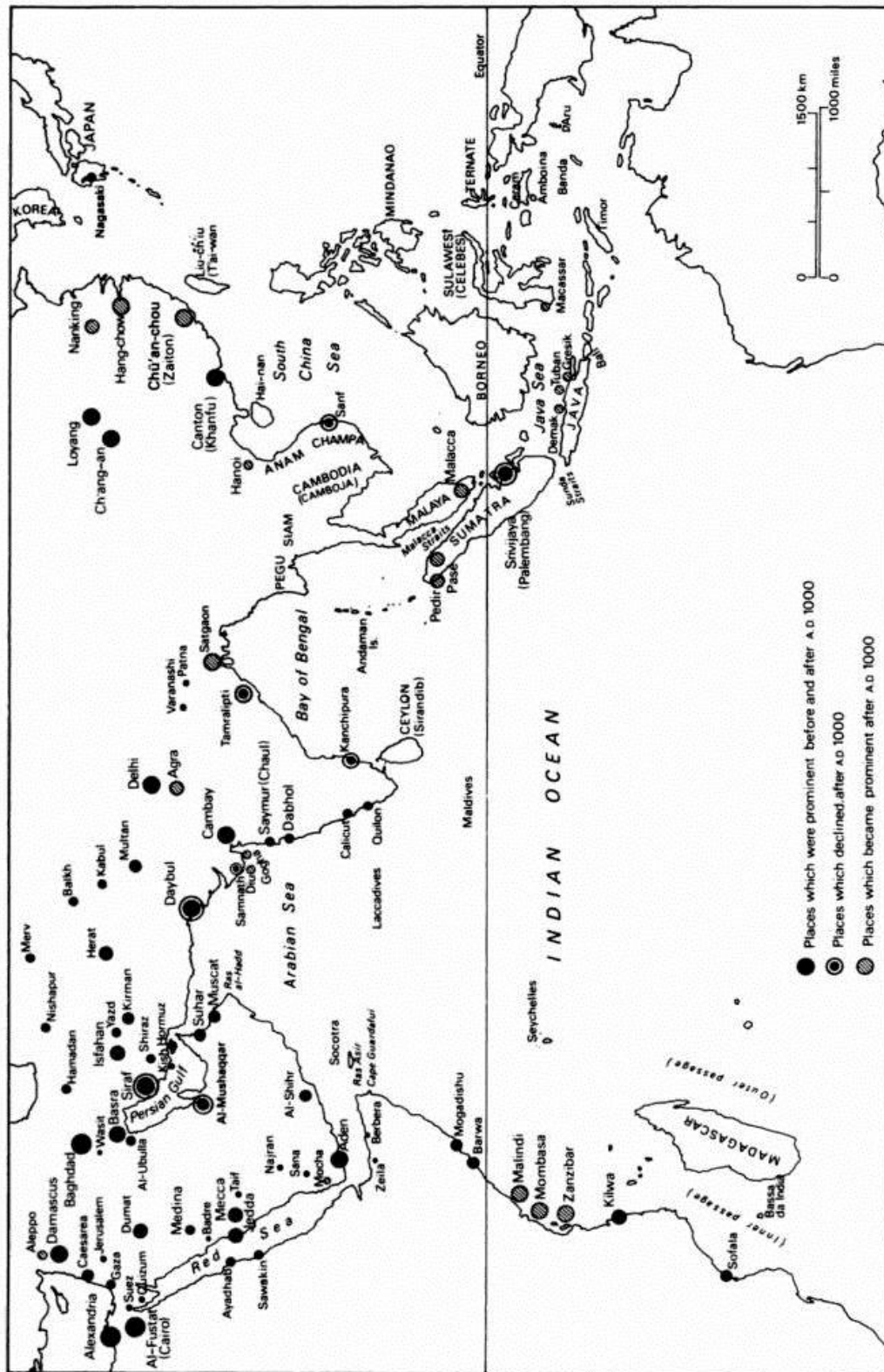
Chapter I, II & III are the maps which have been developed on the basis of the maps on page 96, 38, 115, 40, 130.

Annexure



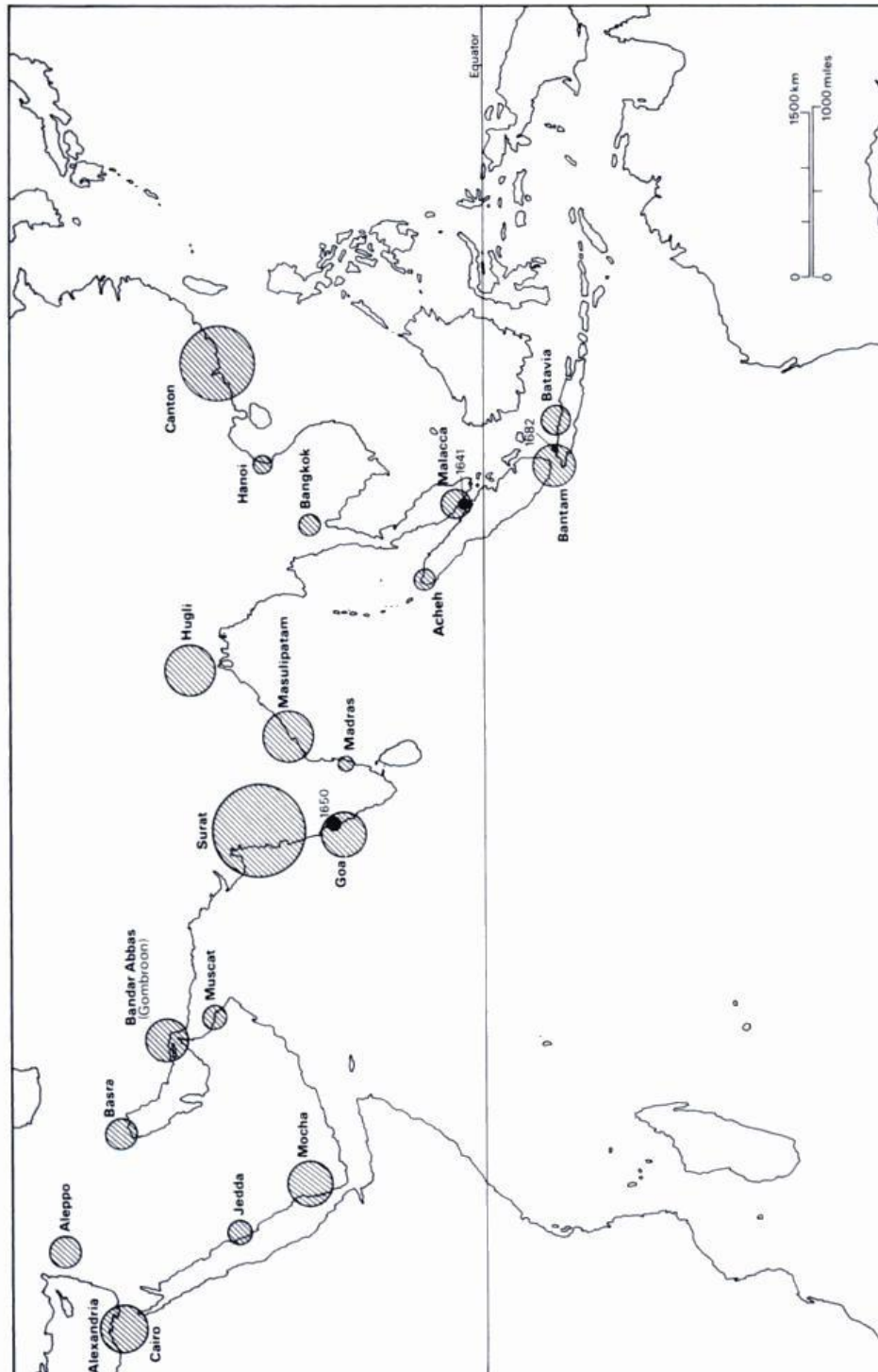
Map 11. The Indian Ocean in the seventeenth and eighteenth centuries, showing the settlements of the English East India Company and of other European nations.

Annexure

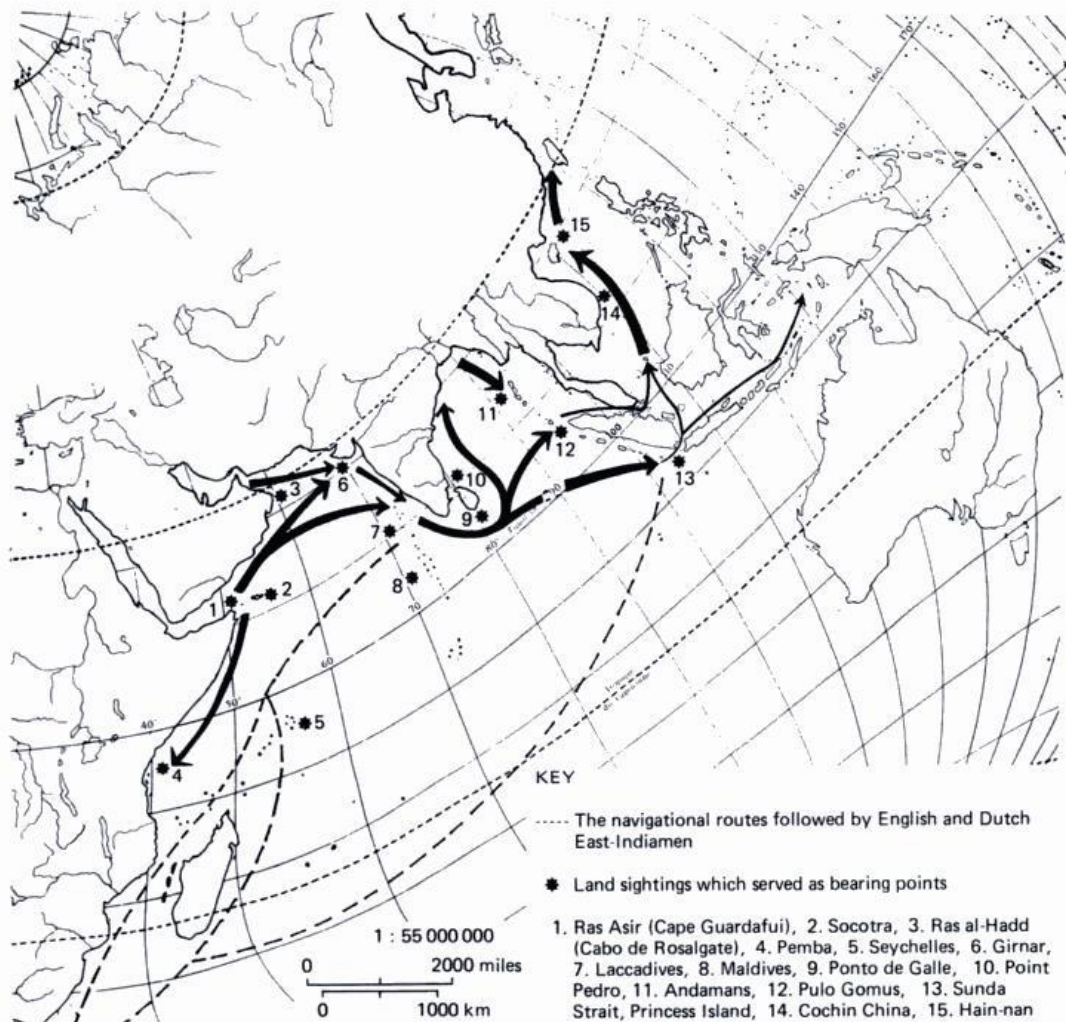


Map 7. Trading ports and cities in the Indian Ocean, 618–1500.

Annexure

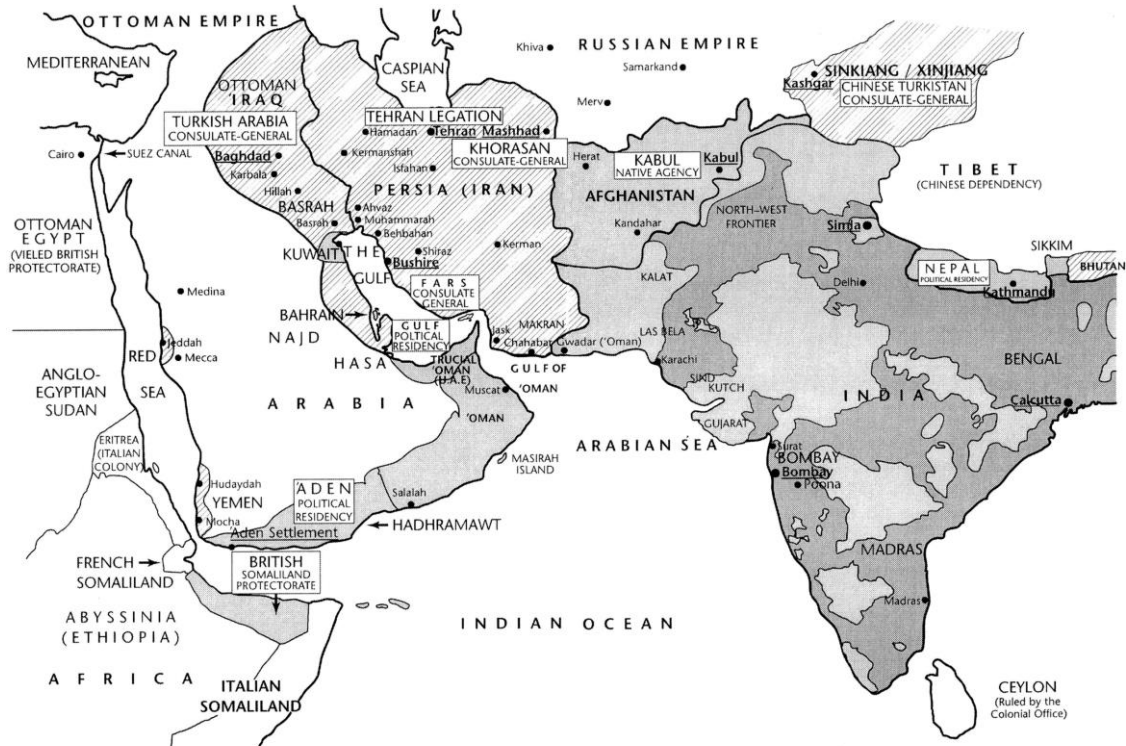


Map 13. The structure of emporia trade in the Indian Ocean after 1600.



Map 14. The main sea-lanes in the Indian Ocean.

Annexure-XI



Map: British India, the Indian Empire, and the residency system in the 1890s

- A** British India (formal empire; colonies governed by ICS governors and district officers)
- B** British India's informal empire (protectorates and protected states controlled by IPS residents and agents)
- C** British India's sphere of influence (independent states under the influence of IPS consul-generals and consuls)

A + B = Britain's Indian Empire

B + C = British India's residency system

Note: While officially an independent state, the Sultanate of Muscat and Oman was arguably a part of the Indian Empire.

James Onley, “The Raj Reconsidered: British India’s Informal Empire and Spheres of Influence In Asia And Africa”, *Asian Affairs*, Vol. XL, No. I, March 2009, p. 45

Annexure-XII

Images of the Portuguese Vessels from Jose Manuel Malhao Pereira, “Goa, Daman and Diu Safe Harbours for the Portuguese Trade” in Yogesh Sharma (ed.), *Cities in Medieval India*, Primus Books, New Delhi, 2014. pp.727-760

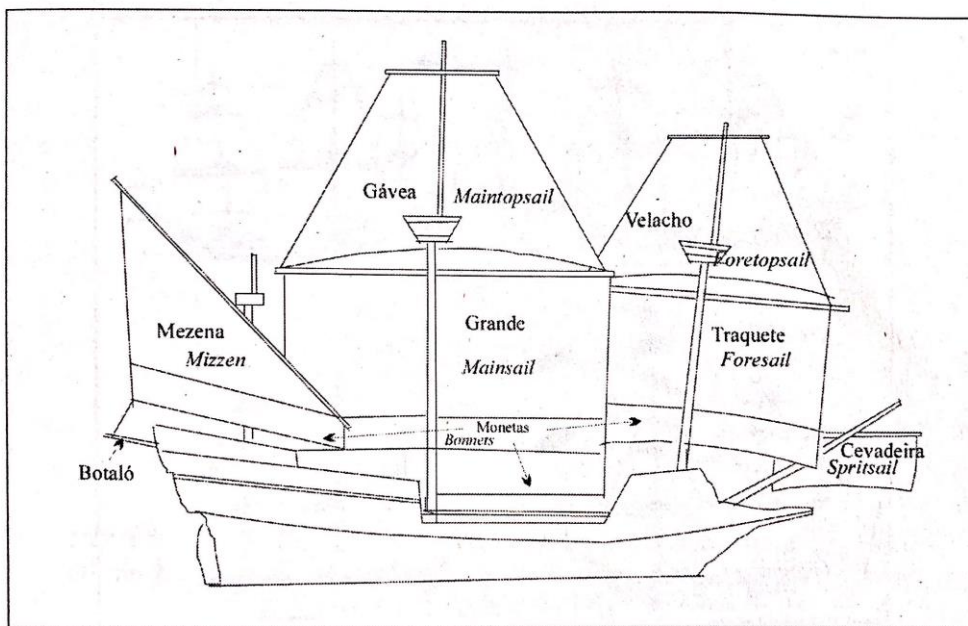


FIGURE 27.4: MASTS AND SAILS OF A SIXTEENTH CENTURY PORTUGUESE NAU

Annexure

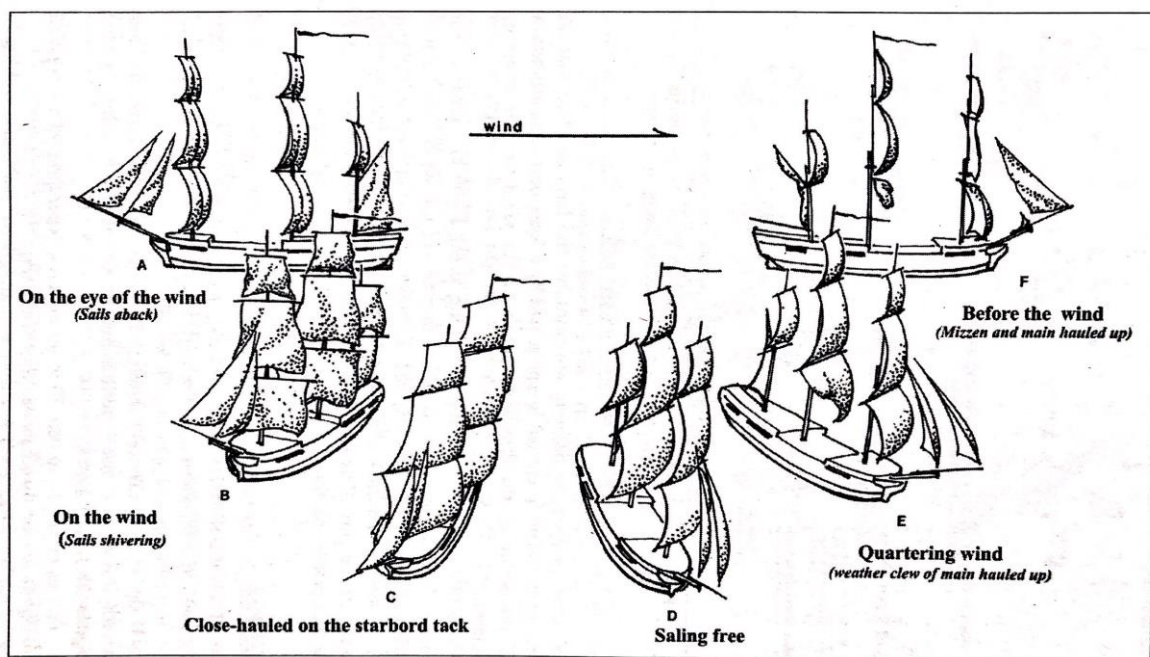


FIGURE 27.9: POINTS OF SAILING.

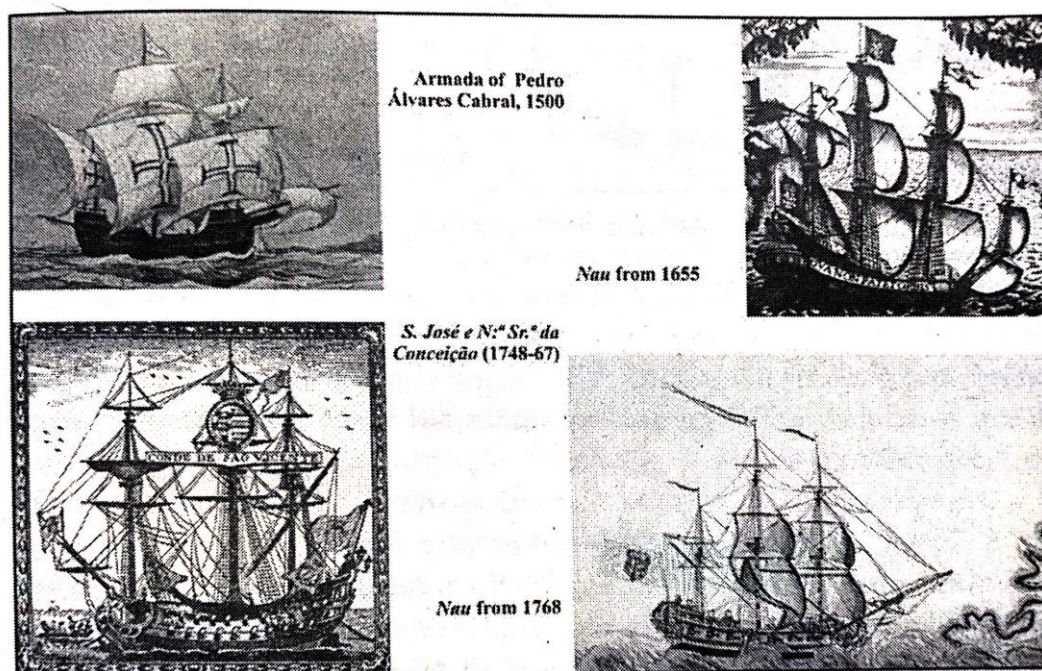


FIGURE 27.5: EVOLUTION OF THE SAIL PLAN AND MASTING OF PORTUGUESE NAUS

Source: First three images taken from Antonio Marques Esparteiro, *Três Séculos no Mar* and the last one from Patricio Peregrino, *Farol Náutico*

Annexure

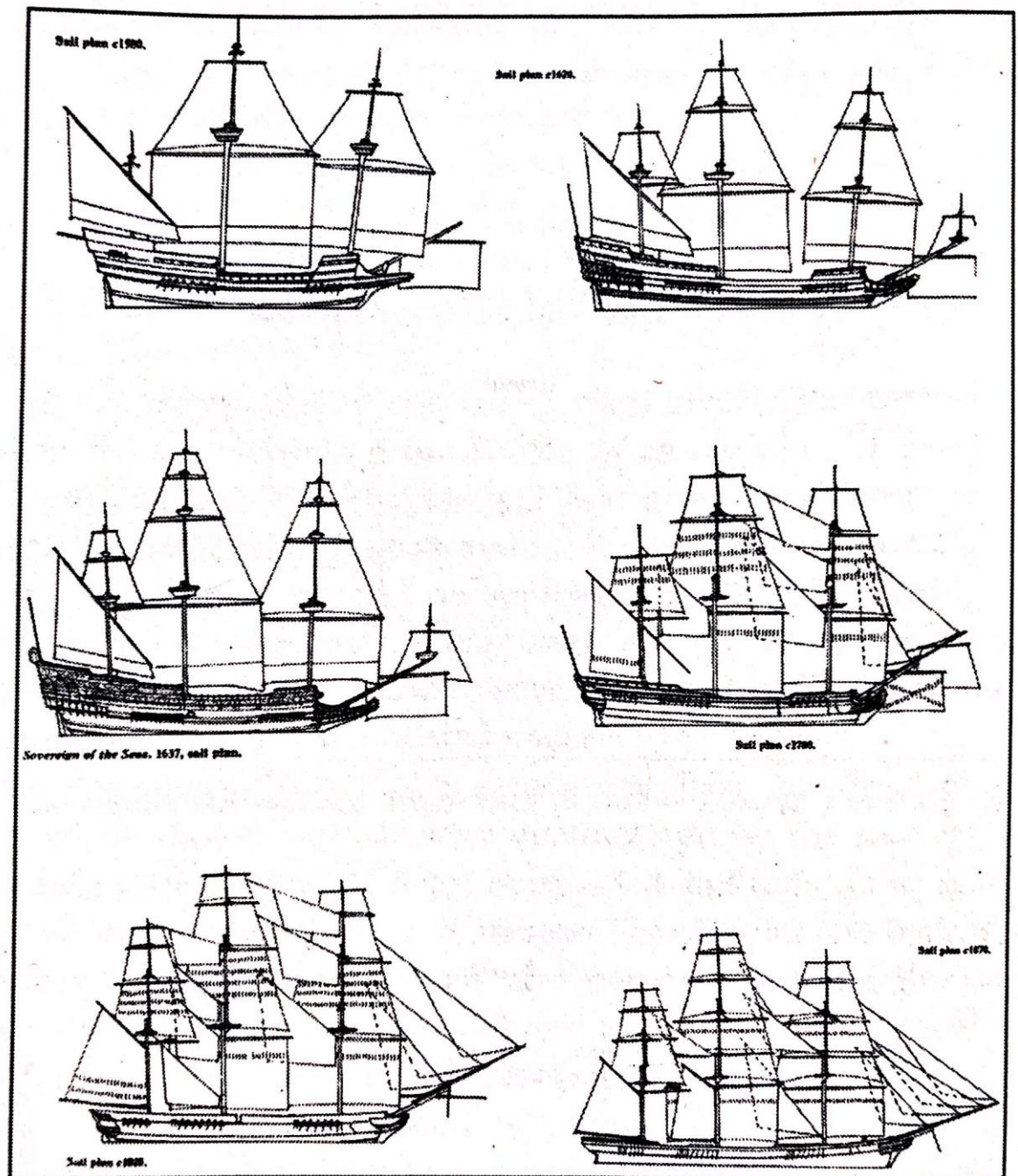


FIGURE 27.6: DEVELOPMENT OF THE SAIL PLAN ACCORDING TO JOHN HARLAND

Annexure

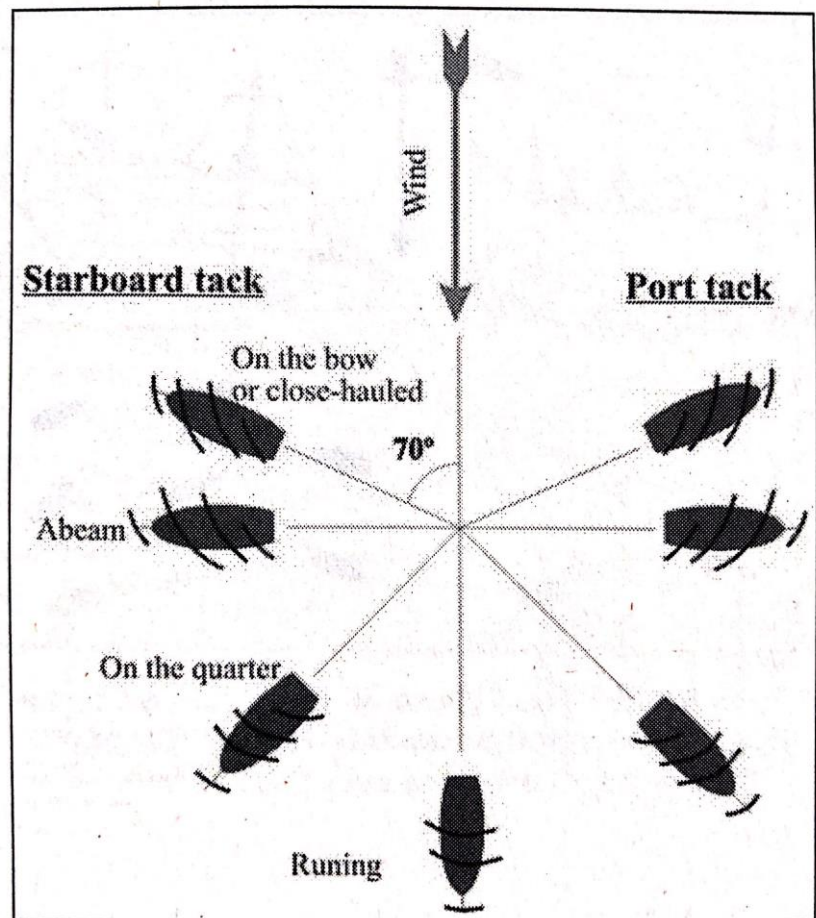


FIGURE 27.8: POINTS OF SAILING

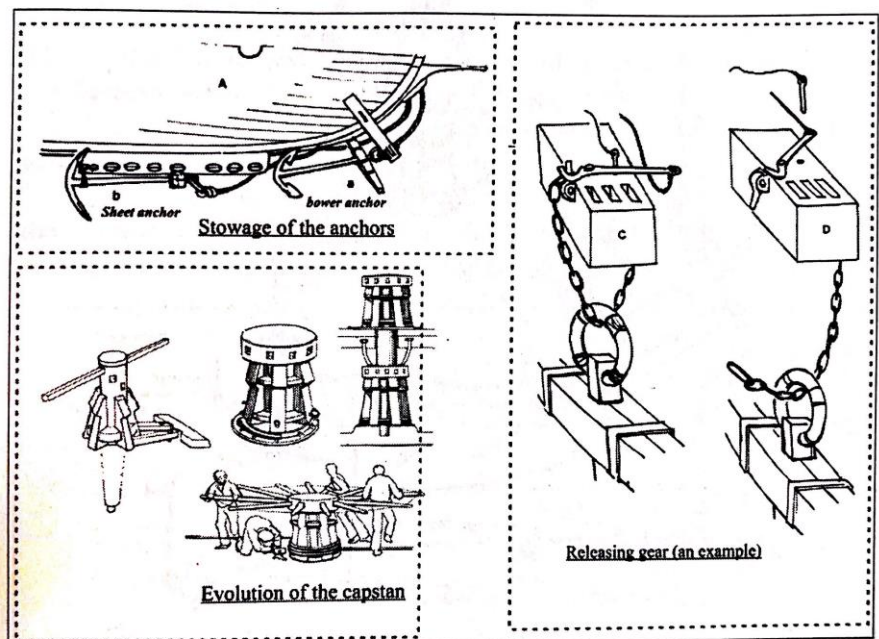


FIGURE 27.19: ANCHORS AND ITS MECHANICS

Annexure

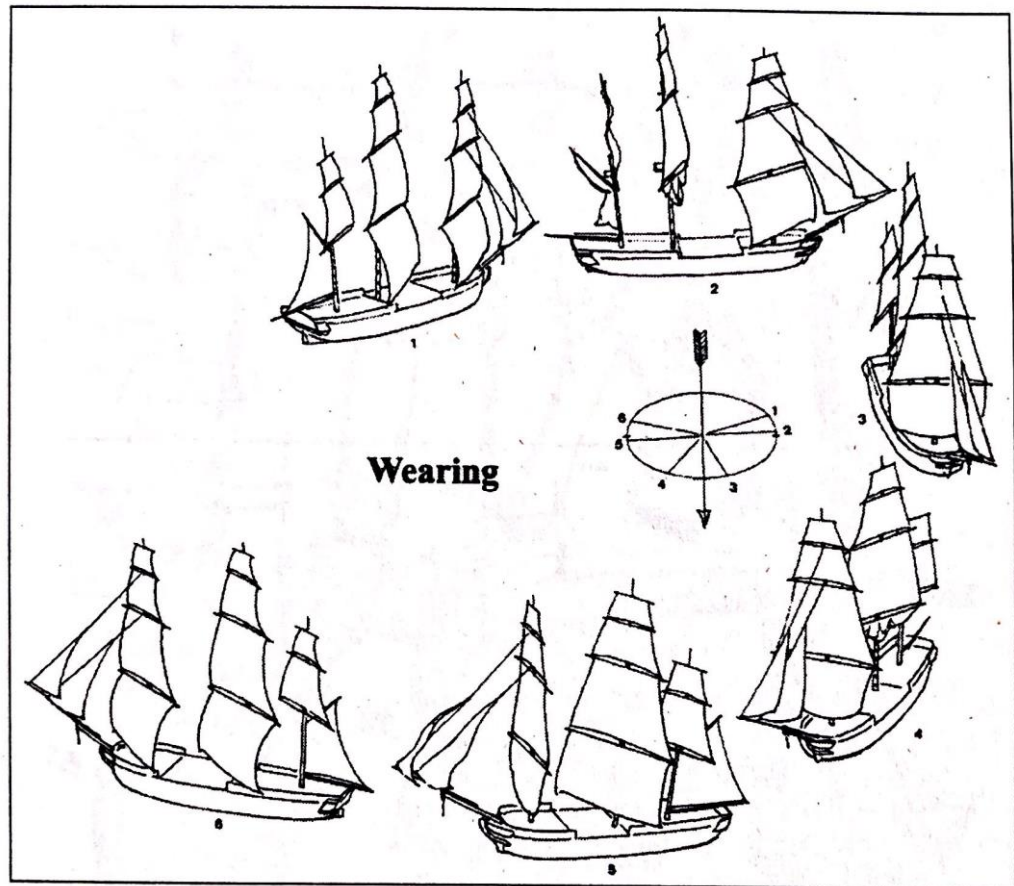


FIGURE 27.15: WEARING

Source: Adapted from John Harland, *Seamanship*

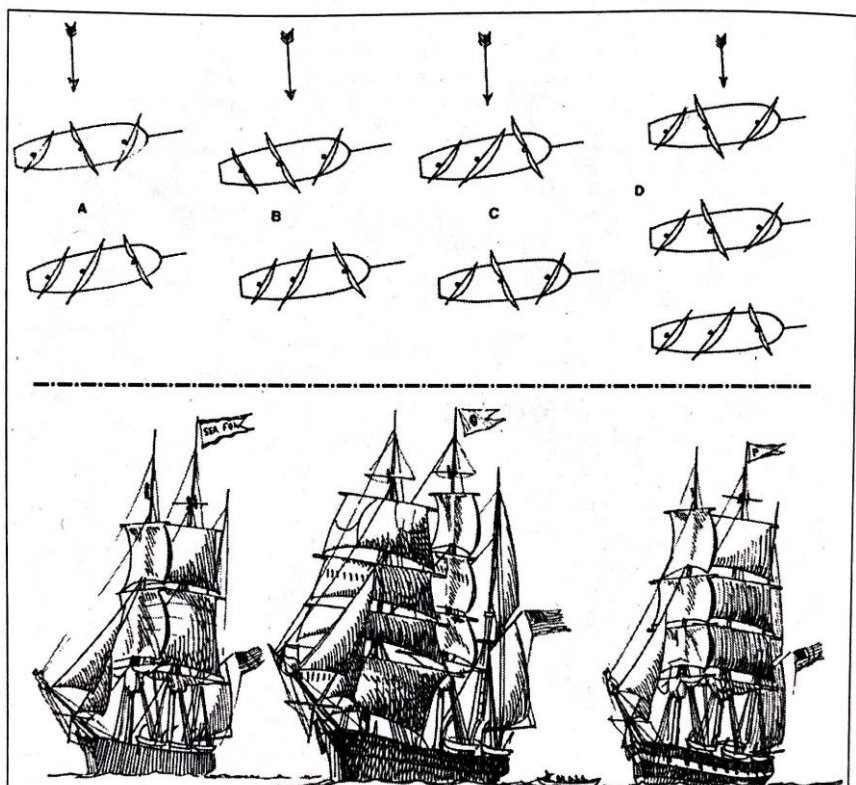


FIGURE 27.16: HEAVING TO

Annexure

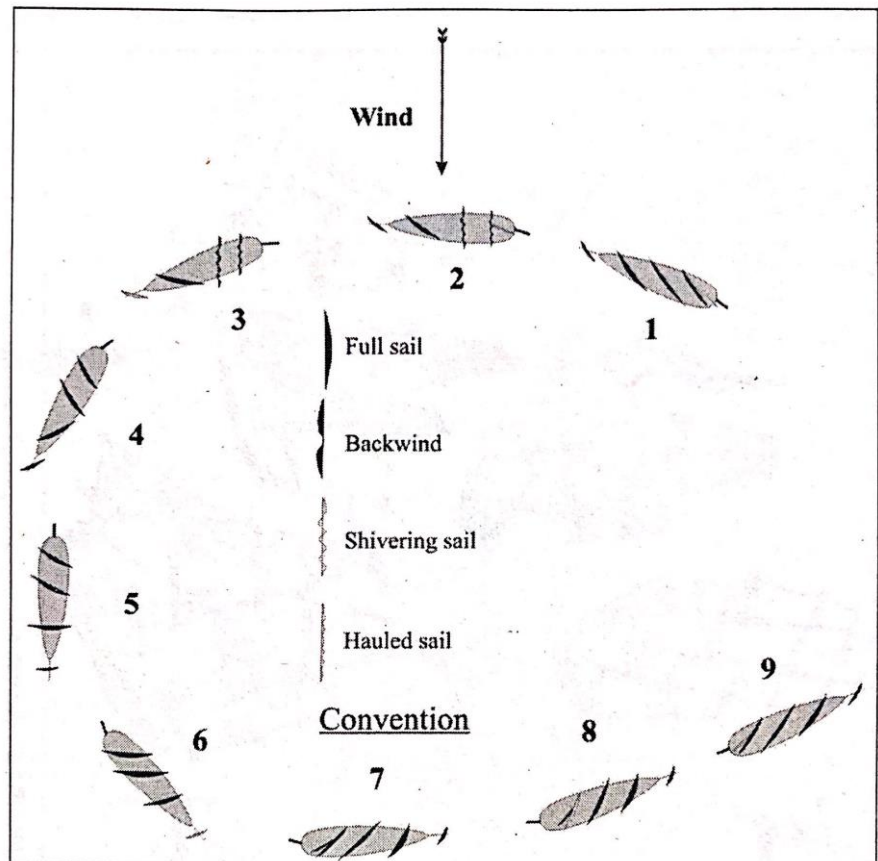


FIGURE 27.14: WEARING

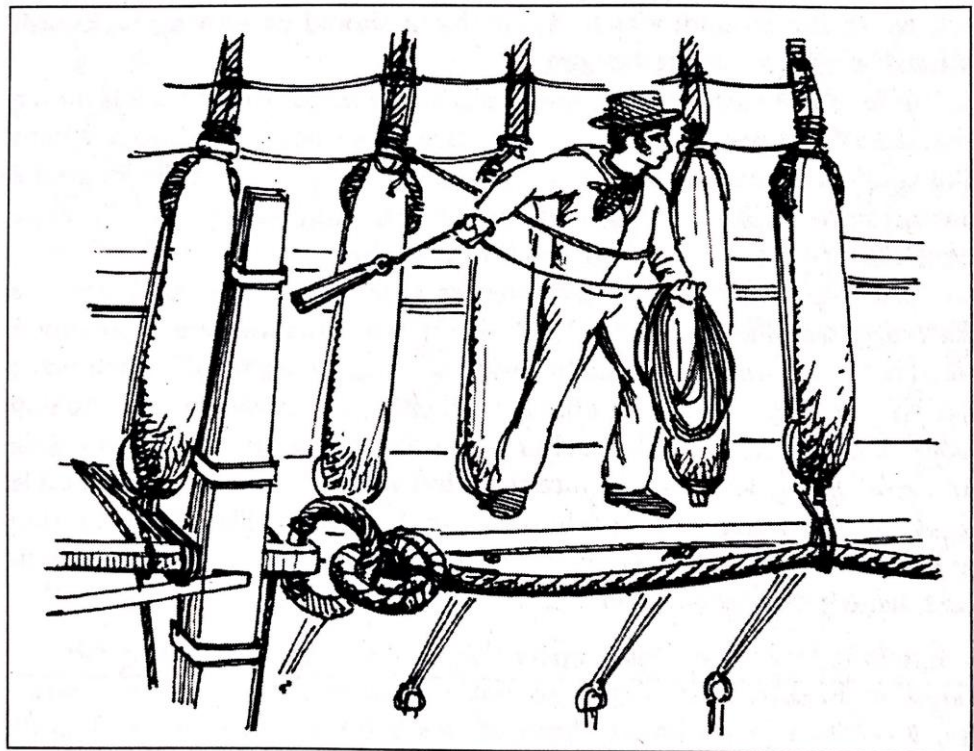


FIGURE 27.18: SOUNDING

Annexure

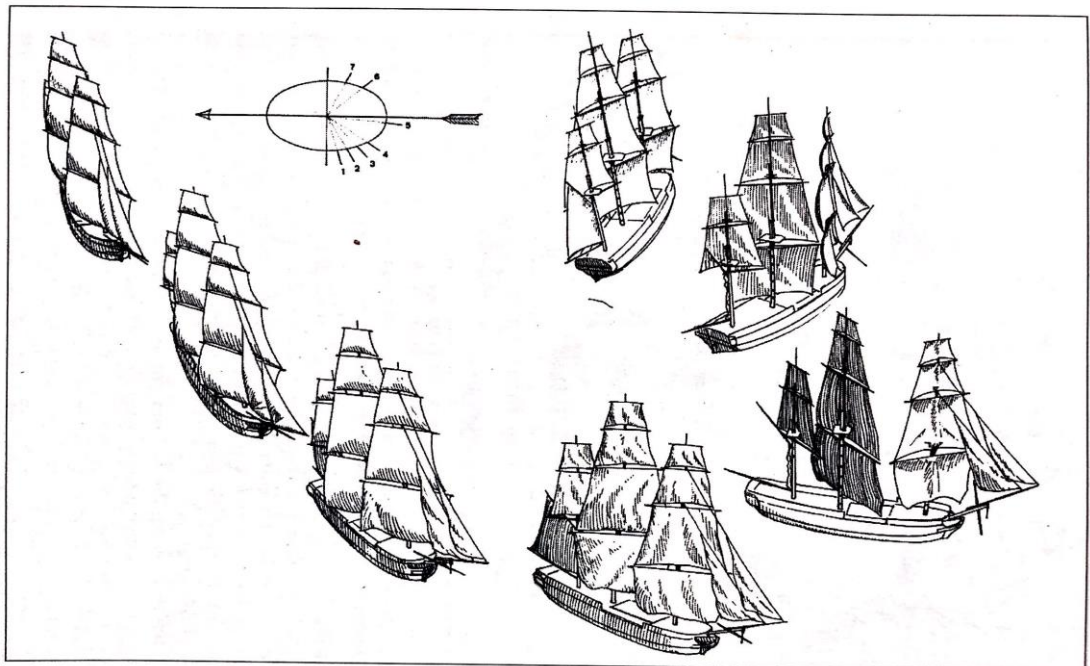


FIGURE 27.13: TACKING

Source: Adapted from Harland, *Seamanship*, pp. 182-5

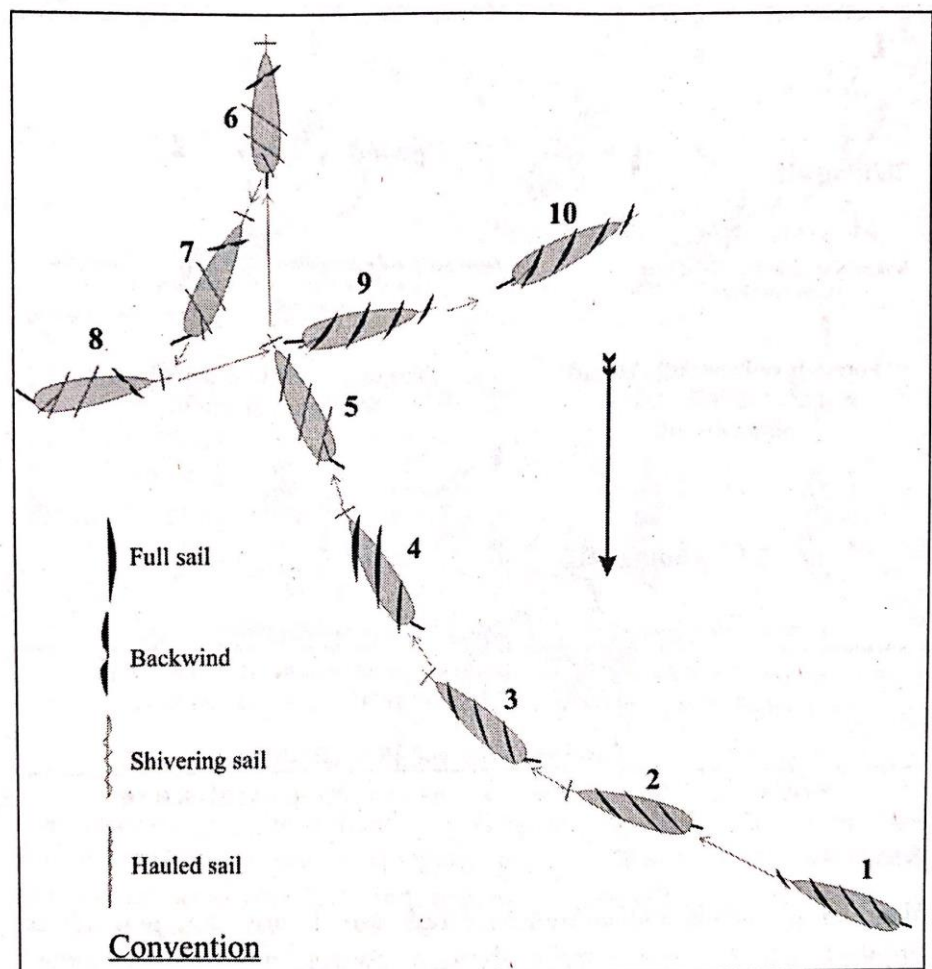


FIGURE 27.12: TACKING

Annexure

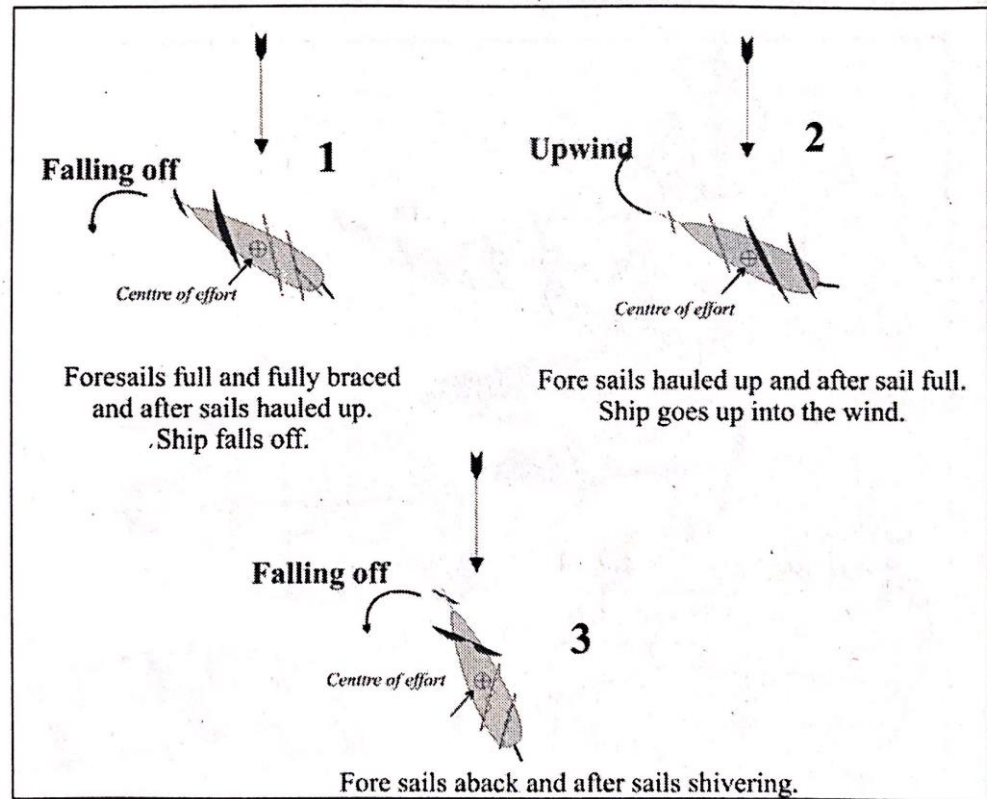


FIGURE 27.11: ISOLATED EFFECTS OF SAILS USED DURING THE MANOEUVRE

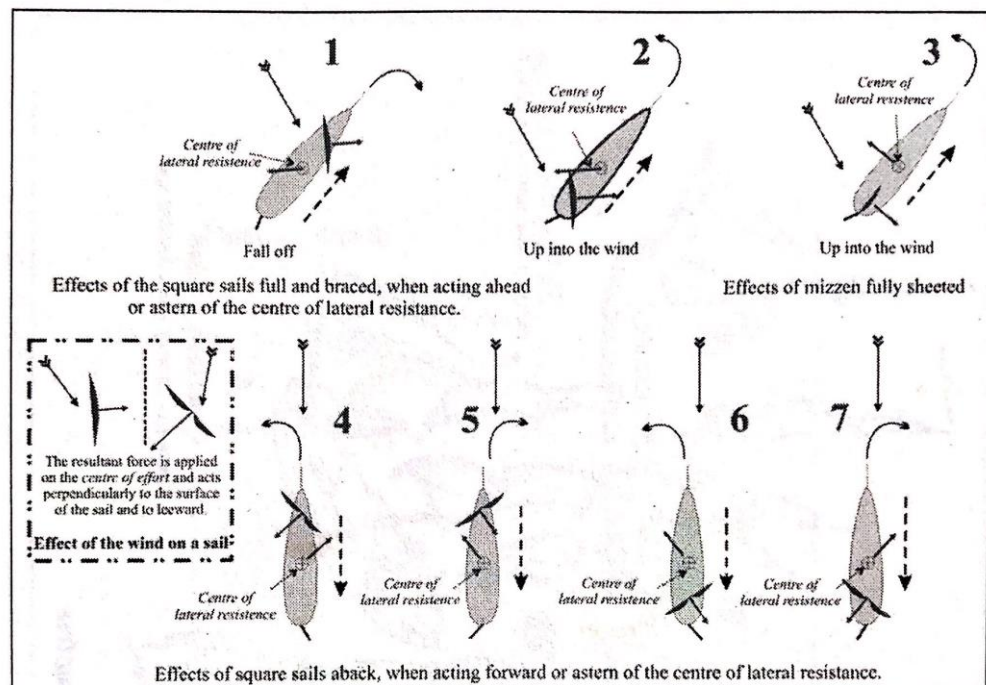


FIGURE 27.10: EFFECTS OF THE SAILS ON THE SHIP WHEN USED SEPARATELY, CONSIDERING THE SAILS FULL OR ABACK. NOTE THE USE OF THE RUDDER

Annexure

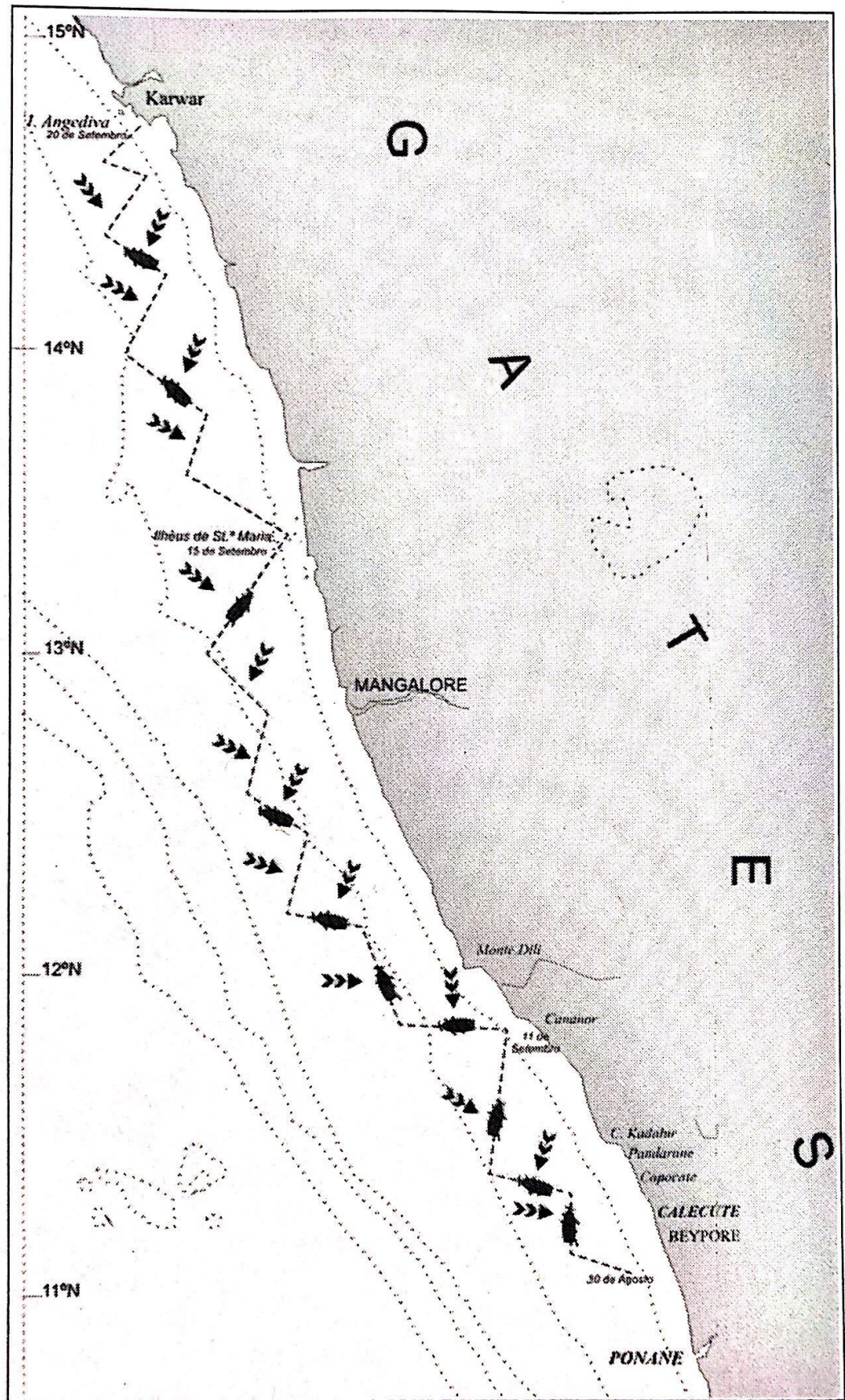


FIGURE 27.29:VASCO DA GAMA IN 1499, FROM CALICUT TO ANGEDIVA

Annexure

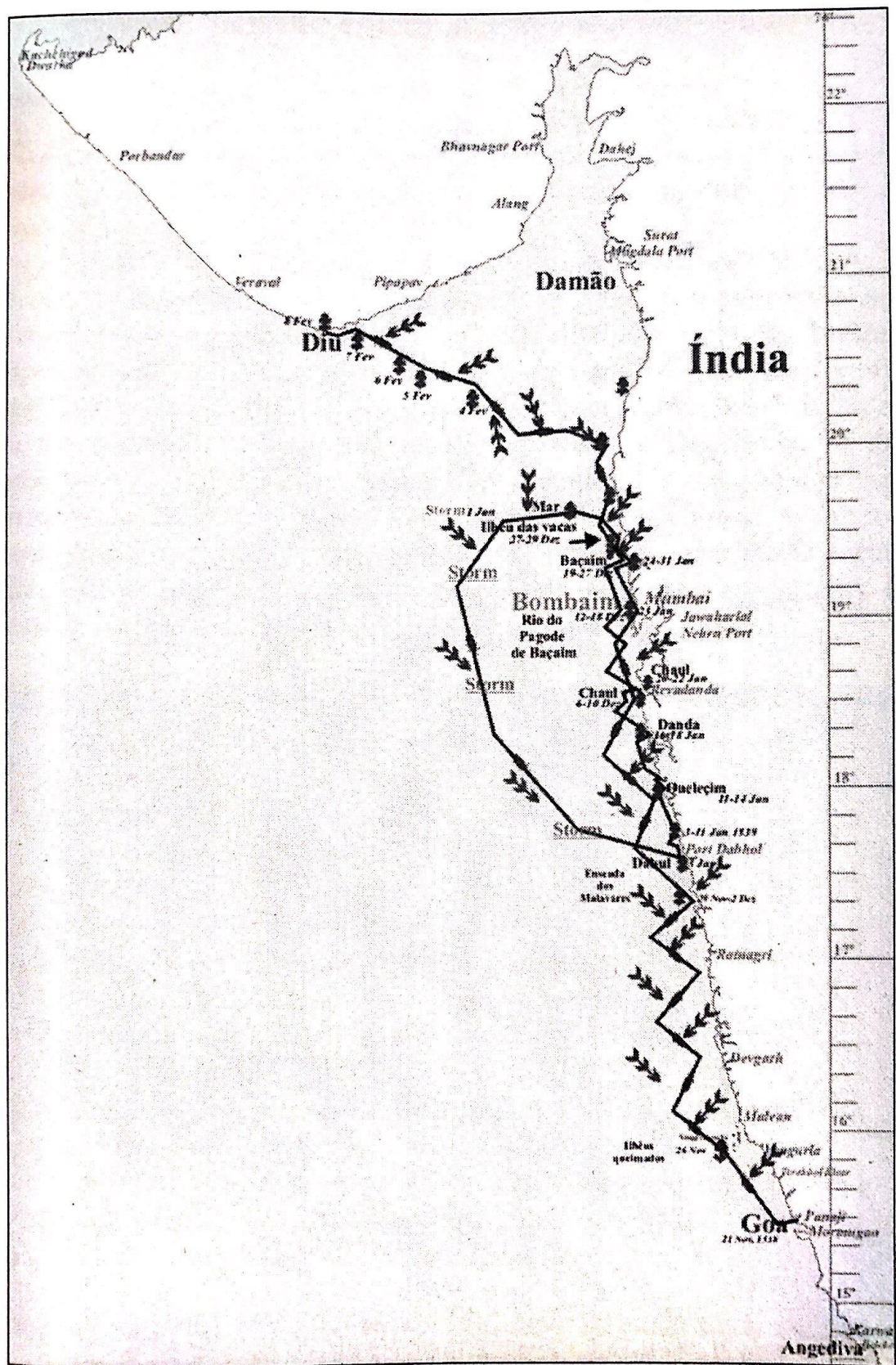


FIGURE 27.28: D. JOÃO DE CASTRO. FROM DIU TO GOA IN 1539

Annexure

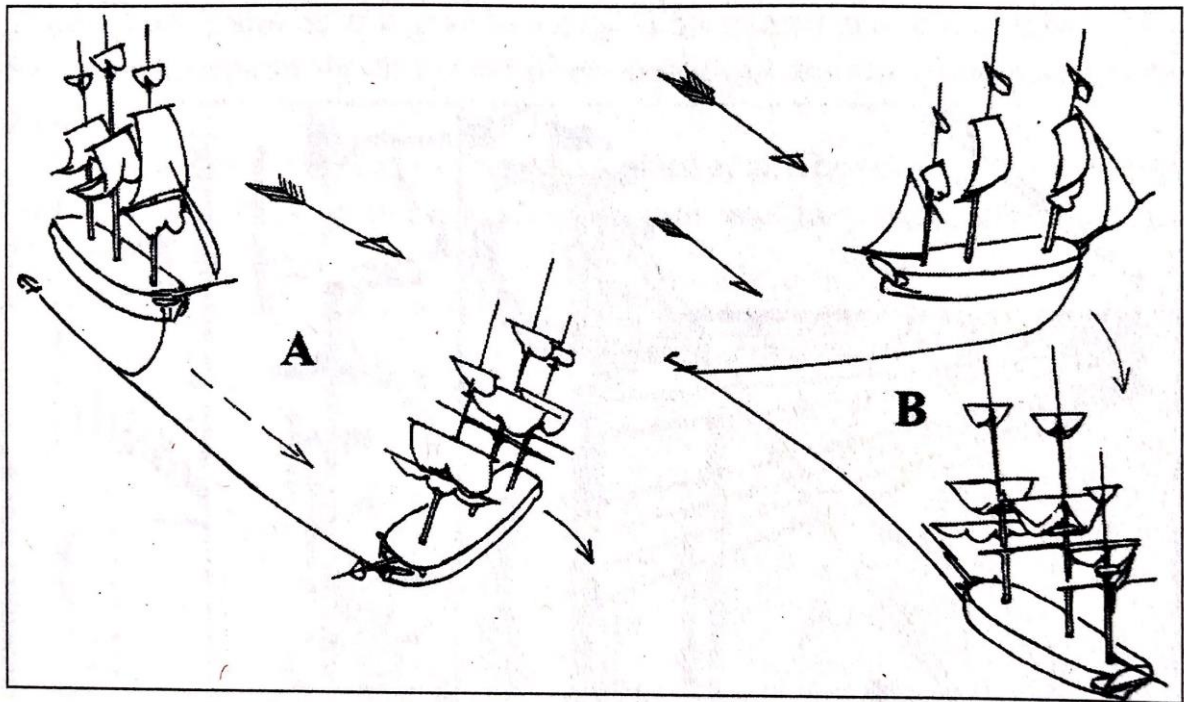


FIGURE 27.21: ANCHORING WITH A FOLLOWING WIND (A), AND WITH WIND AND TIDE (B)

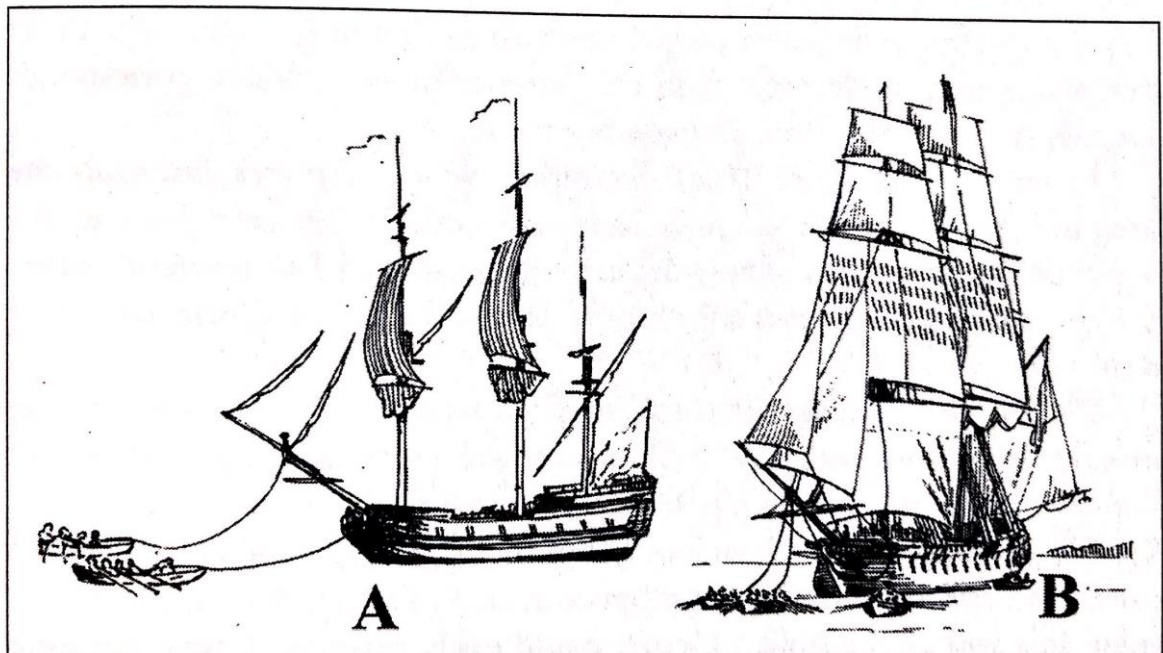


FIGURE 27.24: TOWING WHEN LEAVING AN HARBOUR (A), OR AT SEA IN A CALM (B)

Annexure

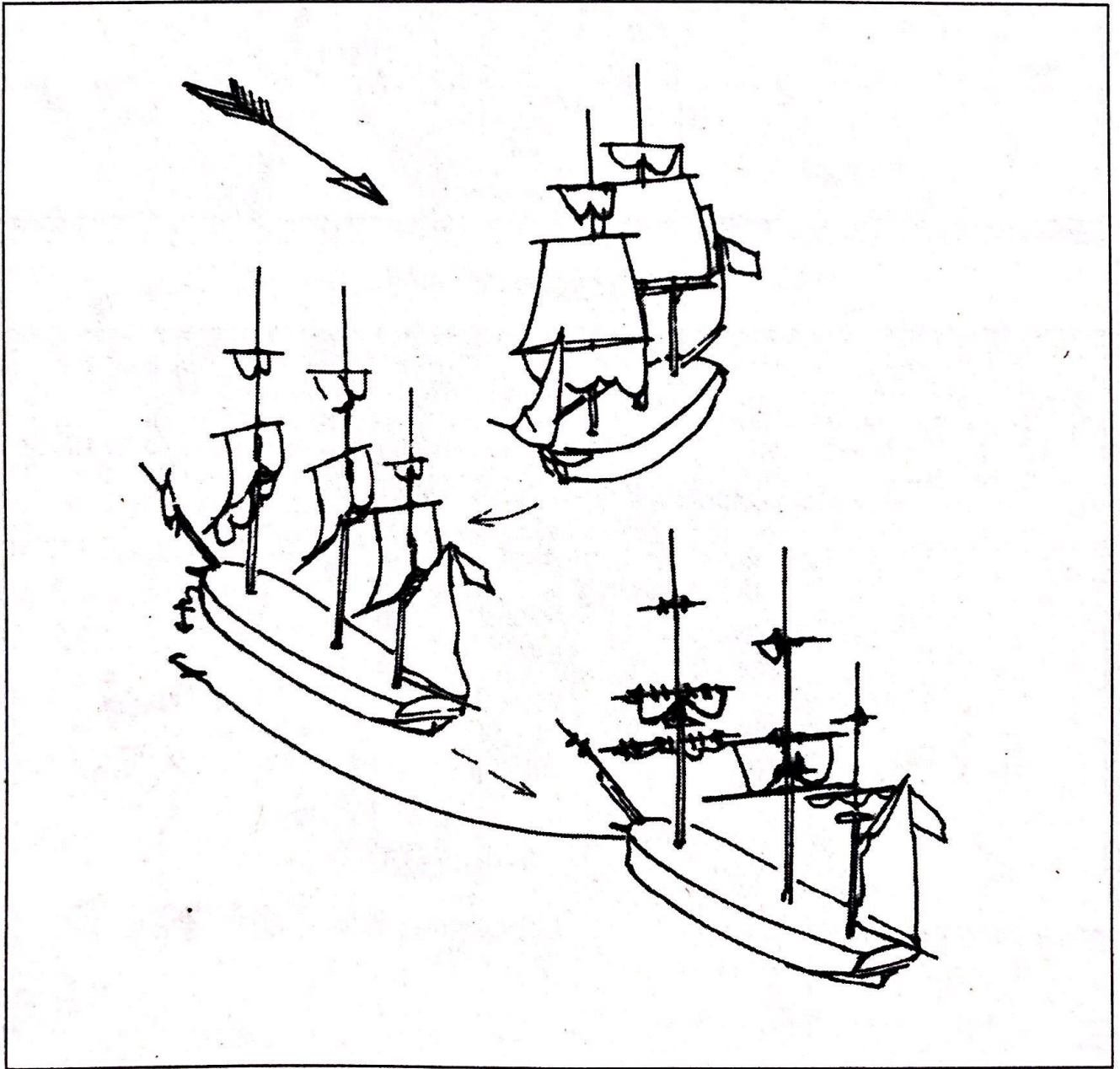


FIGURE 27.20: ANCHORING WITH MODERATE WIND AND WITHOUT CURRENT