sailors ventured forth into the seven seas and carried out their rich ‘merchandise’ to the four corners of the globe. The possesses an extensive like sea-board dotted with several flourishing ports. Dr. Sayee, a famous astrologist stated that commerce by sea between India and Babylon must have been carried as early as 3000 BC\textsuperscript{14}. India stood out as the very heart of the old world and maintained her position as one of the foremost maritime countries. Yet, information on the Indian shipping for our period is quite scanty. European accounts also did not shed much light as they ought to have. India dominated the Indian ocean and her vessels carried cargoes to Persia, Arabia, East Africa, Egypt, Rome, Greece, etc on the West and to Siam-Malaya China etc on the East. These relationships described in the glorious naval history of Satavahanas, Cholas, etc\textsuperscript{15}. She had colonies in Pegu, Cambodia etc and trading settlements in China, Malaysia Arabia, etc. further she cultivated trade relations not only within the countries of Asia but also with the whole of the known world, including the countries under the dominion of the Roman Empire as early as First Century AD. There were several representations of ships and boats in old India art, sulphire, painting and coins\textsuperscript{16}. For over three thousand years India stood out as the heart of the commercial

\textsuperscript{14} Sridharan K. K. (1982), A Maritime History of India, New Delhi, pp. 27 – 34.
\textsuperscript{15} Sastry Kan (1955), History of South India, London
\textsuperscript{16} Sridharan K K, ibid
world, cultivating trade relations, successfully with the Phoenicians, Jews, Assyrians, Greeks, Egyptians and Romans in ancient times.

Mohammedan historians also described ships are built on the banks of navigable rivers or on sea board. Akbars admiralty (naval department) looked after the supply and building of ships. The Imperial fleet of Jahangir placed under Iban Hussian consisted of 288 ships. In the time of Aurangazeb there was a marked development of India. With the advent of the Portuguese, the mainland of India gradually took a larger share in the international trade. Much of the Indian shipping was owned by the Portuguese. A number of ports were located at the wide tidal mouths of rivers and the coastal boats would sail through the narrow channel into the river for loading and unloading. The ports which could admit ocean-going vessels through the river mouth were most favoured. The average size of the vessels was of 200 tons. The fame of Indian ports and the Prosperity of her maritime trade went down to foreign countries. The great Maratha leader Shivaji patronized the ship building industry and in his period a great impetus was given to Indian ship building and maritime enterprise. During the Mughal and the early British period, Indian continued to

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be a great sea-faring country and her shipping industry was in a flourishing conditions\textsuperscript{18}.

The emergence of trade created an opportunity to the nations to grow far and wide. What could be purchased from very little in one part of the world, could be sold more dearly at home and vice versa\textsuperscript{19}. Thus the traders emerged as powerful figures in the earliest civilizations. India if fertile and rich in some of the materials like spices and textiles which other countries lacked. It also obtained some of those commodities from the Eastern islands and profited as a merchant carrier. Therefore, from times immemorial, there had been commercial and cultural contacts between India and the European countries because they cherished great taste for the oriental spices which preserved their food stuffs for a longtime. “India is the wealthiest and most popular country on the earth”\textsuperscript{20}. Their dependence on the oriental commodities was exploited by the merchants who exercised a kind of monopoly on these goods. India, is a coveted land, formed an essential element in the general history and all nations directed their aims to gain access to the treasures of the land of pearls, diamonds, perfumes, rose essences, lions, elephants, etc. As such,

\begin{flushright}
\textsuperscript{18} Ibdk
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India’s trade was widespread and Indian merchants controlled many foreign markets during the first thousand years of the Christian Era. Trade was the chief stimulus of the intercourse of India with the world outside.

From the earliest centuries of the Christian era, south India in general and coramandal cost in particular maintained commercial and cultural contacts with the Roman Empire. The flourishing Roman trade with south India was at its height from the second century BC to the third century AD\textsuperscript{21}.

Crangamore on the west coast, Korkai, Kaveripatnam, Arikaneedu and other ports on the coramandal were important centers for trade for the Roman merchants. The Krishna and Godavari valleys reached a high degree of economic prosperity in the 2\textsuperscript{nd} century AD and their trade extended to the Mediterranean. In the first two centuries of the Christian era the ports on the coramandal or Chola coast enjoyed the benefits of active commence with both East and West\textsuperscript{22}.

\textsuperscript{22} Majumdar R C (1977) The History and Culture of the Indian People, Vol. VIII, Bombay, pp. 19 – 23.
Roman gold was poured into all port of India in payment for spices, gems and dry stuffs. The whole of the southern peninsula under the Andhra Satavahanas was to direct communication with Rome. The ship marked coins, perhaps struck by ruler like Vasishthiputra Pulomayi (130 – 145 AD) and Yagnasri Satakarni (184 – 213 AD) testing to the existence of a sea-borne trade in the coramandal coast in the second and third centuries of the Christian era. Satavahanas of this period attached great importance to the maritime trade of the eastern coast which prompted them to issue coins of the model of sea-going vessels depicting double-misted ships. Roman coins were found more numerous in the south than in the north. They profited very much from trade with Rome. Pliny remarks on “no year does India drain our empire of less than five hundreds and fifty millions giving back her own wares in exchange, which are sold at fully are hundred times their prime cost”. They profited very much from trade with Rome. Ancient Sanskrit and Pali works contained references to Romaka or the city of Rome and the ancient Tamil works reference to the Yavanas or Greeks and Romans. Foreign works like Pliny’s natural history, Hippdaun’s Periplus of the Eritrean sea and Ptolemy’s Geography alluded Indian Commerce and Shipping. Pliny called India, “the sole mother of precious stones, the great producer of the most costly gems. The

eastern coast of India, from the mouth of river Ganges to the Cape Comorian was studded with many harbours. So the Indians has sailed and developed mercantile relations with the far east form the second century AD. There was trade both by sea and own land with western Asia, Greece, Rome, Egypt, China and far East. Under the Ikshvakus also the lower Krishna valley continued to prosper as centre of maritime trade. Merchants of the Ikshvaku period were involved in trade with South – East Asia, and other parts of the Asia. Eve after the decline of Roman trade, the coramandal merchants continued to trade with various parts of the world.

Chinese pilgrims Fa-Hien and Hiuen Tsang mentioned the remarkable maritime activity of India at her time of their visit. Mahendra Varma – I (600 – 630 AD) a Pallava king of South India developed navy and dockyards at Mahabalipuram and Nagapatnam on the coramandal coast. The merchants of Venice and Geneva preached luxurious India goods at very high price from the Arab merchants\textsuperscript{25}. They acted as suppliers of these items to the various parts of Europe and thereby began to control the sea-borne trade in India. During Cholas period maritime activities were reaches at greater heights in both the West and the East. Rajaraja Chola (984 – 1013 AD) and Rajendra Chola – I (1013 – 1044 AD)

\textsuperscript{25} Motichandra (1967) Trade in Ancient India, New Delhi, pp. 18–26.
achieved several naval victories and created an environment for the development of maritime trade. In Sungashile a Chinese work mentioned names of two Chola kings who sent embassies with tribute to China were mentioned in 1033 AD. Shin-li-lecha yin-to-lo-chulo, Sri Raja India Chola and again in 1077 ASD as Ti-waka-lo-ie-Kulottunga. After that Abuleeda (1273 – 1331 AD) a foreign visitor of the 12th Century, made a mention of the cotton fabrics of coramandal and the pepper and Cardamoms of Malabar. In the 13th century European travelers like Marco Polo (1292 AD) found the coramandal coast a great centre of Peral – fishing. Trade went on well in the fourteenth century until the fall of Constantinople (1453 AD) and went to her hands of the Turks who barricaded the commercial relations stopped the flow of spices and pepper to Europe. This event severely effect ed the relations between Europe and India. The continuation of this situation created to the European merchants and nations necessitated the discovery of a direct sea-route to India and there by to obtain spices and other luxury goods from the East without any hindrance form the Turks or heavy payments to the Arab merchants.

The geographical discounts of Bartholomew Diov and Vasco Gama of the fifteenth century deeply effect ed the commercial relations of the different countries of

world in general and India in particular and produced far-reaching consequences in the history of countries thus discovered. Vasco da Gama one of the Portuguese navigator’s on the ship Sam Gabriel graved stormy passage round the Cape of storms better known as the Cape of Good Hope and anchored on 17th May 1498 AD in a village called Kapad near the Port of Calicut ruled by Zamorin28. It was an epoch-making discovery. Adam Smith says that the discovery of America and that of a Passage to the East India by the Cape of Good Hope are the two greatest and most important events recorded in the history of mankind. This event had a revolutionary effete on the course of events and opened the flood-gates of European trade with India. Thus the west coast of India was brought under the control of the Portuguese who claimed maritime supremacy over the Indian ocean. Later, the Dutch, the English and the French appeared on the scene to get spices direct in the quest for those – commodities they entered on the trade in textile and a number of other times. Subsequently, there was a significant change in the exports from India since the beginning of the 17th century. In this connection, the coramandal coast soon became a target of the contending European powers and played a very important part in the life of the companies. Moreover the countries trade became an object of special concern particularly in the

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17\textsuperscript{th} century AD. Coramandal region was a rich a fertile coast which had been always an object of attraction for traders. Natural harbour on the coast helped for the development of several port towns like Ganjam, Bhimilipatnam, Visakhapatnam, Masulipatnam, Petapoli, Madras, Pondicherry, Karikar and Point Calimere, which served as important centre ports for foreigners for centuries\textsuperscript{29}.

**Maritime Trading Companies in the Coramandal Coast:**

During the 16\textsuperscript{th} Century, the most prosperous country in Europe. The Portuguese established their settlements at Bombay side with the Dutch, on the Bay of Bengal 1609 AD. They obtained a settlement at Pulicat about 31 kms north of Madras city. Its great back water or Pulicat lake formed by the sea bursting through the sand-dunes of the coast in some ancient cyclonic storm afforded a heaven for the shipping of those days. Lisbon became a great market for Indian goods when the Portuguese discovered the sea-route to India. Queen Elizabeth granted a charter in 1600 AD to the Governor and company of merchants of London to trade with the East. Taking a letter from James – I, the king of England to Jahangir, the Mughal Emperor, Captain Hawkins in his ship the Hector coast anchor at Surat in 1608 AD. In

\textsuperscript{29} Kaul H K (1979) Traveller’s India: An Anthology, Madras, pp. 18 – 24.
January 1611 AD, captain Hippon was dispatched in the ship Globle by the Directors of the English East India Company to open trade with the people on the Coramandal coast. In the same year, the English ship Globe commanded by Cap Hippon and Peter William San Floris landed at Pulicat. The Dutch had already built a port at Pulicat and could not bear a hard hand against them. The English company not granted permission because of Dutch company already exist in the Pulicat. So Hippon sailed further up and landed at Petapoli (Nizampatnam) on 18th August 1611 AD, where he was well received by the local Governor. In Petapoli, the King of Golconda promised some protection to the English and in 1614 Peter Froris built a half-forfeited factory with a loft flag staff at Petapoli. Its mangroves swamps were deadly and trade was small. The factory was dissolved in 1621 AD only to open in 1633 AD. Finally it was closed in 1687 by orders form the Home Government. Suspecting Petapoli’s unhealthiness. Capt. Hippon sailed towards Masulipatnam in 1611 itself. Hippon and Peter Froris loaded up the Globe with the local calicoes and sailed eastwards to exchange them for spices at Bentham. From that date the English trade went on well at first between Masulipatnam and Sumatra or Java and gradually with English. Masulipatnam was the chief sea-port of the

Moreland W H (1972) From Akbar to Aurangazeb: A Study in Indian Economic History, Delhi, pp. 3 – 9
Muslim Kings of Golconda, who were not subdued by the Mughal Emperor until 1687 AD. It formed an artlet for Golconda diamonds and rubies and for the marvels of textile industry. They obtained a grant for a forfeited factory at Masulipatnam\textsuperscript{32}. As a result Masulipatnam remained to be an important seat of Indo – European trade, because its hinterland supplied indigo in large quantities.

In 1639 AD a local Nayak Darmala Venkatadri Naidu welcome the English and obtained a formal grant of settlement for a small fishing village on the Coramandal coast. Mr. Francis Day a member of Masulipatnam Council, obtained a Sanad (firman) for the Raja, permitting him to build a port. To this day the town is known to the natives by no other name than Chennappupatnam on Chennapuram but the Europeans designated as Madras\textsuperscript{33}. Later this port superseded Masulipatnam and became the head quarters on the coramandal coast. Madras hitherto subordinate agency to Bentham in Java upto 1603 AD raised to an independent Presidency. In 1637 AD it became their effective headquarters in Eastern India and in 1658 AD. All its settlements in Bengal and Coramandal coast became subordinate to port St. George.

\textsuperscript{33} Banerjee R N (1974) Economic Progress of the East India Company on the Coramandal Coast, 1902 – 1946, Nagapur
The ascendancy of the English East India Company, Queen Elizabeth on December 31, 1600 granted a charter the London Trading Company to trade with the East India. Its first commercial settlements were factories, warehouses, and residence for its local representatives of the company and most of them were near the sea or a river Surat, Calicut, Madras, Masulipatnam etc. The decay of Mughal authority in India, forced the company to consider exerting great control over lands which produced its staple import of cotton piece goods. The commercial motive influenced the English policy and administration. Mercantilism is the dominant phase of England’s policy especially in the 17th and 18th centuries. The main focus of their economic thought was their trade with India. In November 1632 AD a firman was obtained from the King of Golconda permitting the English to establish their factory at Masulipatnam and trade to other ports in his domain. In 1634 AD a second firman was obtained making them free from all local hindrances. King Abdulla Qutub Shah granted a golden firman to the English, in 1636 AD giving same tariff concessions similar to the given to the Dutch. The English East India Company secured legal rights for trading in the Mughal Empire form Emperor Shahjahan in firman dated November 3rd, 1637. The English surgeon Gabriel

Boughton appealed to the Emperor that the English East India Company might be allowed to trade in Bengal free of duty and to establish factories in the province. He further requested the Emperor to allow the Company’s ships to come up to Hugli. In 1650 they received another firman from the Emperor to several exemptions for the custom duties. By 1650 they had a port settlement in Port St. George (Madras) and factories at Masulipatnam, Petapoli (Nizampatnam) and an inland factory in Veeravasaran. Subsequently the goods of the English Company are free from all duties.

The Golconda authorities wanted to re-impose duties on goods into and out of Madras by land. The Golconda general also brought his army to Madras in 1603 AD. In April 1603 AD the English agreed to pay the Golconda Diwan annually (380 pagodas)\(^{36}\). Then after 1676 AD, the relations between the English and Golconda were good. The English expanded their trade in North Coramandal during the first half of the 18\(^{th}\) century. They were very keen on acquiring the island of Divi, a centre of trade. Though Visakhapatnam became the chief set of English trade, the hinterland was controlled by Telugu Rajas who were constantly indispute with the Mughal. The English had already built factories at Injaram, Medapalem and Bandamur lanka on the Godavari region.

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for supplying cloth. The English on the coramandal coast were able to backup their trade with armed force. Fort St. George became a centre for landward thrust and paved the way for the ascending of Europeans\textsuperscript{37}.

The Dutch purchased Indian merchandise from the market of Lisbon. By 1598 AD, the Dutch established their factories and built fortresses at Pulicat and Sadras\textsuperscript{38}. They were the second of the modern European nations who arrived in India. They settled at Pulicat, Sadrs Palakol, Hoorn and at other places on the coramandal coast from the beginning of the 17\textsuperscript{th} century. They could manage to secure firmans, parmanahs and agreements in favour of their trade from the Mughal government, its provincial viceroys and many local chiefs in almost all parts of the country. The duty of minting was also shared between the King and the Dutch in Masulipatnam. The Dutch were permitted to purchase cloth, indigo, salt, pepper and other goods from Jingi and transport them to the parts of Devanampatnam, Pondicherry, Port Novo and others on payment of the half the embarkation duty of 2 ½. But the usual inland road dues were to be paid. A plot of land near the sea front at Masulipatnam was given to the Dutch to build their residences. In the village of Palakol, the Dutch had a small residential buildings, store houses for textiles and

\textsuperscript{38} Alexan P C (1946) The Dutch in Malabar, Madras, pp. 8 – 12
facilities for washing finished goods. In 1676 AD Contera (Kantieru) the neighbouring village was also added to it and it was a good rice producing village. They also established several works there for making ropes, cords, yarn and thread from hump for sail cloth ships, the Dutch had a factory at Drakshvaran (Draksharamam) by 1659 AD. They took two villages nearby Golepalem (Gollapalem) and Gondavaran (Gokaram) in that the washer men could work exclusively for the Dutch. Similarly, the Dutch has another factory at Bhimilipatnam (Bhimunipatnam) and they held it till 1825 AD. Oil seeds, hides and indigo were its chief exports. Further, there were from foundry works in Bhimilipatnam. In 1675 AD the King granted the Dutch a piece of land in Narsapur where they built a house, a carpentry workshop and an iron smithery.

The Dutch trade in the coastal and interior factories began to expand. In 1659–60 AD the Dutch conquered the Portuguese and seized Tuticorn and Nagapatnam. Nagapatnam had an added commercial importance in Coramandal. To get rid of Europeans the Nayaks of Tanjore attacked the Dutch by sea at Nagapatnam but were defeated. They were given freedom from all Port customs. In 1661 AD they have them freedom from half the fells in his country and confirmed their right to mint

coins in Nagapatnam at half duty. In 1690 AD, Nagapatnam became the head quarters of the Dutch instead of Pulicat. They established a factory in port Novo in 1680 AD. The emperor Aurangazeb issued a firman dated the 24th October 1689 confirming all the grants and concessions given them from their first establishment in the coramandal territories. The main exemption were on all merchandise imported and exported at Pulicat, exempted all duties on exports and imports in Masulipatnam, lease of Palakol, Kanteru, Gollapalem and Gokaram was confirmed, exempted form tax on labourers, tax on boats, no road duties, on provisions, mint duty on gold and silver, road duties from Bhimilipatnam, Eluru, Rajahmundry, Draksharamam, Palakol, Narsapur, Masulipatnam, Pulicat etc. In 1705, the Dutch got permission to do trade uninterrupted in Masulipatnam, Draksharamam, Palakol, Bimilipatnam and Srikakulam.

A major conflict broke out in Palakol and Draksharamam during 1725 – 30 AD. However, before 1740 AD they brought over countless treasures and transported vast quantities of commodities to their country. As long as they confined to their energies to a steady prosecution of commerce, the Dutch prospered but they got tired of commercial pursuits. When they

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40 Prakash O M (1984) The Dutch Factories in India, Delhi, pp. 11 – 18
aspired to rule India, their rising hope and ambition waned in the bud.

The French appeared in India long before the time of Louis XIV. The French had a desire to open maritime trade and commercial relations with India. In 1604–09, Henry IV attempted to set up a French East India. Between 1650 and 1660 AD some of the French ships or smaller vessels proceeded to the Indian coasts. The French Finance Minister Colvert formed a company named “Campaigned Index” in 1644 AD to which Louis XIV not gave his full approval. The French established a factory in Surat and Masulipatnam. In 1674 AD Francis Martin managed affairs of the French and established French trade in Masulipatnam and carried trade in the Coramandal. Martin secured a firman from Shivaji. They were given administrative judicial rights and custom concession. Further, the French were given the right to mint rupees in Pondicherry (1735). Some more factories—a factory at Yanam in north Coramandal (1731), Karikal (1738) in 1740 AD. Later, more villages were added to Pondicherry which became a township of the French and Indian enterprise like Madras.

The Danes East India Company was established in 1616 AD and in 1620 AD at triangular on the east coast.

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42 Mallesan G B (1909), History of the French in India, Edinburgh, pp. 3–8
From this, the commerce was extended to Masulipatnam on the coramandal coast and later to Bengal. For a long time the trade consisted chiefly in carrying goods from India to Macassar and other parts of Malaya Archipelago. Soon they had their factories at Masulipatnam and port Novo\(^43\).

It is evident that the Europeans used naval and military power in defensive and offensive pursuits. There was intensive rivalry among the European powers. In the 17\(^{th}\) century coramandal became a region of prime commercial interest for all European powers in the East. In the 18\(^{th}\) century, the hinterland powers enabled the port, settlement to grow. The hinterland of the coramandal cost provided vast and varied supplies of food stuffs and raw materials that were in increasing demand in the countries was dictated not by policy but by circumstances. Every major port on the coramandal coast had usually a large surplus of exports over imports of merchandise even on the basis of value. Another important aspect is that, the Visakhapatnam and its neighbouring ports attain paramount role in the maritime history. Hence, an attempt is made to give brief description of the Visakhapatnam port and its neighbouring ports.

Visakhapatnam and its neighbouring Ports:

Ganjam:

It was situated at the mouth of the river Rushikulya. It was navigable for country vessels only to export rice from Shikulya valley and neighbouring Orissa to Madras. It was also prominent to textile producing centres. Moreover, it act has a feeder port to some of the centres of Golconda\textsuperscript{44}.

Gopalpur:

It was a chief port in the Ganjam region situated 14 km away north to Berhampur. It was a port of call for the costing steamers of the British India Steam Navigation Company\textsuperscript{45}. It main exports were: grain, pulse, hides, sal, timber, hump, coir manufacturers, oil seeds, myrabolams and dried fish, while chief imports were sugar, piece goods, apparel, jute, liquor, etc.

Sonapur:

This is situated towards south at a distance of 19 kms of Gopalpur. This port largely supplied textiles. Further, Sonapur act as a feeder port to export piece goods to other ports.

\textsuperscript{44} Joshi P M and Siddiqui MA (1956), History of Golconda, Hyderabad, pp. 6–10.
\textsuperscript{45} Shafaat Ahmad Khan (1923)L: The East India Trade in the 17\textsuperscript{th} Century, London, pp. 8 – 12.
**Kalingapatnam:**

It was very ancient port situated along the confluence point of river Vamsadhara. Moreover, it was prominent port on the eastern sea board. It was known for emporium of trader and the fine linen and gauzy fabrics produced here were sent as valuable presents to the most civilized monarchs of the interior. Its hinterland was famous for growing rice and producing textiles. It was 10 km from Chicacoli. Its chief exports were grain, pulse, myrabolams, and turmeric and imports were glass-ware and gunny bags.

**Srikakulam:**

The name of the port came form the word “Shika – Khol” meaning opening the treasury. It was district head quarters in both kingdoms of Golconda and Mughals. It was famous centre for textiles muslins and salt. The outlet of Port to Mafuzsiqdar at the mouth of the river Langulya. The cloth was transported to Kalingapatnam on the north and Bhimilipatnam on the south. Its muslins were exported to England, France and Persia.

**Bimilipatnam:**

It was important trading port in the Golconda kingdom more than the port of Visakhapatnam. The Dutch established their settlement here in 17th Century

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itself and constructed a port and factory to buy local cloth from the Batawa market. It was large navigation centre for shipping fleet and large ships were sailed to South East Asia from this port. It was chief rice exporting port to Ceylon and Malbar coast. Dutch ships going on to Malacca and Batavia called on here to stock up rice, meat and other food stuffs for the journey. Its main exports were gugili, oil, hides and skins, jute, indigo and myrabolams while the imports were cotton and piece goods.

**Visakhapatnam:**

Visakhapatnam (the town of Vaisakha or Kartikeya, the Hindus Mars) was recognized as a port with natural advantages. Visakhapatnam popularly known by the bluff headland called the Dolphins nose which forms the south-west point of the road. Sultan Abdulla Qutub Shah permitted Cal. Thomas Joyce to carry on the trade freely and plentifully for mutual advantage. This given benefit to English to establish commercial relations with the local mercantile community and established a factory there in 1682 AD. The English got a-Caul in 1682 AD and accordingly, they were allowed to settle and trade in goods like coffee, tin, pepper, oil, etc without paying any customs or duties. Another Caul of 1685 AD exempted

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the company’s goods from land customs and granted permission to build a factory there. Moreover, dockyard for repairing ships facilities attracted the Europeans.

**Kakinada:**
Kakinada (Cocanada) is one of the busiest minor pros on the coramandal coast and the safest harbour in India due to its natural advantages. Coringa was the real port centre of all shipping enterprises. Jagannaikpur or Jagannadhapuram which lies to the south Kakinada harbour was associated with the Dutch, French and English. Cloth, tobacco, groundnuts, bones, rice and sugar were some of the important export items while chemical fertilizers were important items of import from this port\footnote{Reddy N K. (1991) Social History of Andhra Pradesh, New Delhi, pp. 21 – 26.}.

**Coringa:**
It was the mouth of the northern most branch of the river Godavari to the south of Visakhapatnam. Ports such as Kakinada, Infiran, Bandamurilanka, Yanam and Jagannadhapuram were in the close proximity of Coringa. All these ports were approachable in small boats or country vessels from the Bay. The English from Infiran, French from Yanam, and the Butch form Jagannadhapuram carry out textiles trade.
**Narsapur:**

It was situated on the western bank of the Vasista a branch of the river Godavari with its ports and docks. Henry Morris in his manual of the Godavari district says “the place was well known more than two centuries ago for its docks for the building and repair of large vessels. The English East India Company obtained permission from the King of Golconda to construct a factory at Madhavaipalem near Narsapur by the side of river Godavari\(^{50}\). The Narsapur and Madhavaipalem were known for ship building with excellent dockyards for building, sheeting, caulking ships. The Golconda Royal merchant fleet, native merchants, companies and even the Europeans individually got their ships built here. A ship of 1000 tonnes was built here for the King of Golconda. The Europeans used facilities and materials such as timber, iron, steel foundries, nails, couplings, anchors available in and around Godavari. Ropes and cordage were made there for coir imported from Ceylon, Malbar and Maldives. Later the English and the Dutch also set up their Hal dives, dockyards at Narsapur employing a large number of skilled and unskilled Indian labour. The coastal trade activities taken place in between Narsapur and Madhavaipalem and Madras, Bengal and Balasore. Moreover, these two places also has reputation among the Europeans as healthy resorts for fresh air.

\(^{50}\) Ibid
**Madhavaipalem (Madapollum):**

It lying about a few kilometers from the sea and by the side of a navigable river near Narsapur. It act as mainly shipping center for many English merchants and others had their ships and vessels built every year. The products such as timber, grain, rice and paddy were sent from the Madhavaipalem factory to Madras for English East India Company. Further, Madhavaipalem timber was adjudged as the best one. Almost all the timber was transported from Madras to other European countries received from Madhavaipalem alone during this period.

**Masulipatnam:**

Masulipatnam means a ‘fish farm’ as per Hindustani language. Popularly known as Bandar meaning the port. It was one of the principle port on the coramandal coast of the kingdom of Golconda and the first port though which the Europeans operated their trade in South India. The territory around Masulipatnam was dotted with villages and towns which acted as feeders to the international market at Masulipatnam. From the beginning of the 17th century every European country has substantial offices personnel and shipping investments here. During the time of Qutub Shah’s of Golconda, it was a major port of outlet on the coramandal coast. Thomas Bowrey an English traveller to India during 1669 – 1679 AD describes “The greatest trading and shipping center of the time on the coramandal coast was
Matchlipatnam (Masulipatnam) of which the inhabitants are great merchant adventures in their own ships or English ships or vessels. It has good linkages with the Bay of Bengal in the East an Arabian sea in the west was a major attraction for the Europeans. It has direct over seas trading capacity with the ports of Mokka (Red Sea), Muscat (South Arabia) and Basra (Persian Gulf). Further it got voluminous trade contracts with Surat, Malabar, Ceylon, Haul dives, Bengal, Pager and Tenassesim and Bhutan\(^5\). From 1670 onward The Dutch, The English and the Dames had their active trade. After the Mughal occupation of Golconda in 1688 AD, Masulipatnam lost its political advantages and it was reduced to the position of an ordinary port.

**Divi Island:**

It was situated 19 kms south to Masulipatnam. The hinter land of the port was very fertile due to alluvial deposits of the Krishna. The Dutch had grand plans to shift their trade from Masulipatnam, the English embassy under Sir William Nossis went to Aurangazeb in 1699 AD with a request to cede Divi to the English. But it has nto been conceded either to the Dutch or to the English\(^5\).

\(^5\) Joshi P M and Siddiqui MA (1956), History of Golconda, Hyderabad, pp.32–38
**Petapilli:**

It was a port town popularly known as Nizampatnam. It was a great centre for painting and printing of cotton goods. It provides port facilities for weaving villages. A consist able country trade upto 100 tons vessels and number of goods for export for the oceanic trade. It was one of the first places on the coramandal for the English and Dutch to establish their factories. Motupalli, Costapatnam (Kothapatnam) and Ramapatnam were some minor ports which were shipping piece goods in small vessels to the large ports nearby\(^{53}\).

**Kaderu:**

It was one of the ancient port of trade in Andhra Pradesh on the border between Ongole and Nellore at the mouth of the river Munneru. It was a weaving centre. Some vessels of medium size from this port was linked directly by road to the capital city of Golconda. Merchants imported and exported their goods here because custom duties were considerably lower than in Masulipatnam. It transported its goods to the markets at Masulipatnam and Petapoli.

**Krishna Patnam:**

It was situated on the left bank of the Upputeru and south of Kothapatnam, was a principle port and market

\(^{53}\) Ibid
of Nellore. Though the river was shallow, it was navigated upto 40 kms in small boats to transport piece goods to Krishnapatnam for shipment\textsuperscript{54}.

**Armugan (Armagan):**

It was situated on the Bay of Bengal 24 kms south to Krishnapatnam of Nellore district. It is said to be named after Arumuga Mudaliyas with whose assistance the English established a factory there in 1625 AD. There was a good anchorage for ships near the entrance to the river and large European vessels called on their to load piece-goods. It was an important place for the export of textiles.

**Pulicat:**

It was situated about 56 kms to the south of Armugan. It was an important port of Indian shipping even before the 17\textsuperscript{th} Century. From this port handloom goods were exported to South East Asia\textsuperscript{55}. The Dutch built a Fort Geldria and it became a chief Dutch settlement on the coramandal coast. The port established close shipping links with important Dutch centres of trade such as Malacca, Colombo and some of political and economic events in the 18\textsuperscript{th} century lead to its decline.

\textsuperscript{54} Guntur District (1788 \textendash 1849) A History of Local Authority in South India, London, pp. 8 \textendash 14.

\textsuperscript{55} Renin C J (1944) The Dutch in India, London, pp. 3 \textendash 6.
It is evident of the above mentioned ports are act as minor as well as major ports along coramandal coast of Andhra Pradesh. Almost all the ports vanished and declined due to changes in the socio-political, economic and technical changes in over the period. Of all these ports, Visakhapatnam port was attain paramount importance due to natural advantages for the navigation and stands in top position in the ports of India and Asia.

**Need for the Study:**

Due to adoption of globalization and liberalization policies, the development of port is the basic requisite to achieve targets of the new economic policy. Hence, huge investments are allocated for port development alone in 10\textsuperscript{th} and 11\textsuperscript{th} Five year plans. At this juncture, the prime requirement is the preparation of feasible and amicable short term and long term plans for the achievements of port development in optimum manner in the existing and future scenario. Moreover, the in-depth studies such as evolution of ports, historical developments of the port activities, port policy, performance of the port activities, infrastructural development in port cities, impact of port on the city and its hinter land etc. are significantly contribute to form as a base for port and its hinter land planning at grass roots levels.

**Problem:**

Keeping the above aspects under consideration, an
attempt is made in this study not only to analyze the origin and growth of port but also assessed historical perspectives of the port development over the period but also to determine the potential of the port and also their functional status. Further, the study critically examines the impact of port development on the city and their hinterlands over the period.

**Objectives:**

The specific objectives of the study are: To assess the historical factors that leads to start Visakhapatnam Port. To assess the growth of Visakhapatnam over the period. To analyse the historical perspectives of the various port activities over the period and also to determine the functional status of the port along with potentials for the development. To assess the impact of port activities in the city's development and its adjacent regions. To formulate ways and means to achieve targets of the port.

**Methodology:**

The study carried out literature survey of the historical development of ports in varied empirical situations.

The study has been collected the information pertaining to Port activities and developments from port trust. Based on this information, the study determine the
various stages of development in respect of origin and
growth of Visakhapatnam Port, Port administration, port
operations, development of facilities, traffic, exports,
imports, containerization, income / revenues,
investments, welfare / social service, HRD etc and future
investments over the period.

The study has also collected the information
pertaining to city development from Greater Visakha
Municipal Corporation, Visakhapatnam Urban
Development authority. Based on this information, the
study determined the relationship between port and city
and its hinterland developments over the period.

After the integration of the results of the study, the
study formulate ways and means to achieve targets of the
port in short and long term perspectives.

**Selection of the Study:**

Visakhapatnam port is a frontline among the Indian
ports and as the top ranking port on the east coast of
India. The emergence of the port from a tiny port of 3
lakh tones capacity into multi-commodity large sized port
of 50 million capacity. The growth of the port as a rate of
more than 10 per cent per annum in terms of cargo,
through port during last seven decades. This port have
relatively higher output rate in case of almost every cargo
routed through the port. Further, the port inducting new
technologies in tune with the changing trends in the maritime field, its progressive and enlightened managerial practices, its utmost importance to the customers particularly by pegging its tariff at economical rates and its futuristic outlook.

Many Indian ports envy Visakhapatnam Port for its Ennumerable outstanding performance attainments. The port has established many national records and had an excellent track record in productivity. In view of its efficient cargo handling it is learnt that ship owners offer concessional freight rate to the tune of 4 dollars per tonne, Visakhapatnam port is able to attract cargoes for the geographical hinterland of neighbouring major ports. The importers of fertilizers located in far off places like Jammu and Kashmir are also routing their cargo through Visakhapatnam Port despite incurrence of additional transport cost. The port established an all time record in cargo through put by handling 50 million tones and thus emerged as premier port of the country. The port was not only able to achieve the revised highest targets fixed by the ministry but also exceeded the target fixed by the working group.

Regarding future plans, the cargo handled by the port will reach to million tones in the plan and will reach 97 million tones by the end of 11th plan. To meet this challenges and to render the cost effective and quality
service to this customer. An investment of ₹ 2,000 crores is proposed to be spent in 10th plan for infrastructure development projects. This investments includes projects costing about ₹ 462 crores through private sector participation, ₹ 806 crores through joint venture projects and balance ₹ 635 crores towards schemes to be developed by ports itself. The vision of the Visakhapatnam Port had always been to develop mega port – a port with an annual throughput of not less than 160 million tones. The port is very keen to build a world class with a view to emerge as Eastern Gateway of India and a big commercial centre on the east coast. Keeping the above aspects under consideration, the study chosen Visakhapatnam Port for detailed study.

The study carried out literature survey regarding evolution of the port in different regional and empirical situations in varied dimensions. The details of the study are presented in the succeeding chapter.