GLOSSARY OF TERMS

SHIPS OR VESSELS

Balloon or Baloon: A roving vessel formerly used in different parts of India. (It is the simplest kind of boat, nothing more than the trunk of a tree hollowed out, to the extremities of which pieces of wood are applied, to represent a stern and prow. The two sides are boards joined by rotting or small bamboos without nails. No iron is used in the construction). Its basis has a large canoe or dug out and is a kind of a barge.

Dingy or Dinghy: Means a small boat, or skiff; sometimes also a ‘a canoe’, i.e. dug out of a single trunk. This word is not merely Anglo-Indian, the term is used for the smallest ship’s boat in the British navy.

Dhow or Dow: In Western India applied specially to the old fashioned vessel of Arab build with a long grab stems, i.e., rising at a long slope from the water and about as long as a the keel; usually with one mast and lateen rig.

Gallevat or Gallivat: The name applied to a king of galley or war-boat with oars, of small draught of water, which continued to be employed on the west coast or India down to the latter half of the 18th century. A ghurab never went into action unless accompanied by gallivants. They were large rowboats built like grabs but of smaller dimensions; the largest rarely exceeds 70 tons. They have tow masts of which the mizzen mast was ‘very slight’ and the main mast triangular and very large. It was lightly built and meant for speed. Some of the gallivants had decks of split bamboos and larger ones had wooden decks to carry 6 to 8 two or four pounder guns. They carried 40 to 50 oars and could be rowed four miles an hour.

Gurabs or Grabs: This name is now obsolete but was used for vessels used for fighting form the time of the Portuguese until the end of the 18th century. The grab had 2 masts and occasionally 3 masts. It carried form 150 tons to 300 tons and there were one or two grabs of 400 tons. They were like the European frigates. But not as seaworthy as those of Europe. They were squat, broad-beamed vessels, riding high in the water, their prows, long and thin and almost touching the water. The deck of the prow not enclosed with sides as the rest of the vessel remains and the water that dashes passes off without obstruction. They were subject to violent pitching and rolling in the open sea. They carried two 9 to 12 pounder guns, which fired.
over the prow. In addition, there were 6 to 8 nine pounder guns on each side they carried 100 to 150 men in addition to the crew.

**Manchua:**
No more than a tony or fishing boat. It was only suitable for coastal use and carried not more than 15 men. It was a cargo boat with a single mast and square sail used on the Malabar Coast.

**Pattanar:**
(i) A foot runner or a carrier.
(ii) In another sense a lateen-rigged vessel with 1 to 3 masts used on the west coast.

**Shibars and Pals:**
Sea going vessels, smaller than ghurabs but bigger than gallivats. Shibar was a 100 to 300 ton vessel used on Malabar Coast.

**Coins:**

**Buzerook:**
A coin of low denomination, and of varying value and metal (copper, tin, leas and tutenague) formerly current at Goa and on west coast and at other places on the Indian seas. It was adopted form the Portuguese in the earliest coinage at Bombay.

**Doogany, Dugani:**
A small coin in circulation in Bombay, equal to a single pice or 4 reas.

**Fedea, Fuddea (or Phadea),**
A denomination of money formerly current in Bombay and the adjoining coast.

**Larin (Persian lari):**
A peculiar kind of money formerly in use on the Persian Gulf, west coast of India and in the Maldives islands.

**Pardao:**
It was the name of a gold coin minted in Western India, which was in currency in Goa. Pardao was a popular name among the Portuguese for the gold coin. The same name was afterwards used for a silver coin of their own coinage, which was constantly degenerating in its value.

**Reas, Rees:**
A small money of account formerly in use at Bombay and was equivalent to a 25th part of an anna and 400th of a rupee. In Portuguese it is a Real (riex). Accounts were kept at Bombay in rupees, quarters and reas at least as late as November 1834.

**Xeraphine, Xerafim,:**
This word represents a silver coin formerly current in Goa and other Eastern ports. In value it was a little less than Is 6d. It varied in Portuguese currency form 300 to 360 reas. But in this case as in so many others the term is a corruption applied to a degenerated
value. The original is the Arabic Ashrafi, which was applied properly to the gold dinar, but occasionally also to the gold mohur.

Coins and weights of Bombay as mentioned by Fryer.

3 Larees is 1 Zeraphin.
80 Raies 1 Laree.
1 Pice is 10 Raies.
The Raies are Imaginary.
16 Bugerookes make 1 piece of Eight.
The Company's Rupee, euqal to the Surat, called Paxdro.
The later inferior by 4 Pice each.
28 1 is a Maund.
15 pice to the Sear.
The Country weight is a Rotola,
27 making a Maund.
A Candy is 20 Maund.
100 Mooras, 154½ Candies.
8 Parras is a Candy.
12 and ½ Parras is a Moora.
20 Addalins is a Parra.

The Company's mark upon their Goods, Bales and Parcels.

Source: M.D. David, History of Bombay, 1661-1708, Appendix-B