



NAVAL BATTLE BETWEEN MARATHA AND DUTCH 1754

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ABSTRACT:

January 6th 1754 the Malabar Coast on On4, three VOC ships Wimmen, Wrede and Jakatra saw numerous vessels of Angar clan, all of which were Maratha Navy viz. The largest and most powerful was the Fleet. Peshwa, Gaikad, Kolhapur, Sawantwadi. A fierce struggle ensued on both sides; Causing the ship Wimmen to explode with other ships. Most of the ship's companions were taken prisoners by the Marathas, but some survived and entered Batavia and the Netherlands. Stories of the war have often appeared in contemporary Dutch newspapers and have also been reported in newspapers and books in English and French print media. The severity of the loss forced the authorities



in Batavia to quickly change the shipping routes for VOC ships south of Cotin.

Keywords : books in English and French print media.

INTRODUCTION:

The charismatic Kanhoji became the head of the Angre family in the last decade of the 17th century. Kanhoji Angre was the second commander of the strong naval fort of Vijayadurg, situated on the southern Konkan coast. He greatly expanded the Maratha Navy. The result was for the

sovereignty of the sea. It was mainly implemented by the European powers present in the region. The Portuguese, for the first time in particular, introduced the cartridge system in the Indian Ocean Territory. According to this system, the Portuguese owned the entire property on any ship, and their contents, which they did not have, were called cartas. They even took money for it. Gradually, the arrival of other Europeans, such as the Dutch and the English, broke the Portuguese monopoly

over the cartridge, and the ships generally had to buy cartridges from everyone. In this case, the Maratha Navy also started to pass, with the newly powerful and overwhelming confidence of the British under control, and it is amazing to capture ships that did not pass. Previously established European powers expressed this anger, as it signaled the end of European monopoly over the sea: the Maratha navy never entered the deep sea, but its influence on the coastal waters was considerable. The growing influence of the Maratha navy under Angre, like checking and seizing pass ships without an Angre-issuing pass, was at the root of most of the conflict of the Europeans. The war in question in this article may have had a

similar reason, though existing sources did not comment on the cause of the war. As a result, one can only guess about it. Therefore, let us focus on what we know from sources so that war can be resurrected.

FLEET OF MARATHA:

Different sources provide different information about Maratha Cafes under TulajiAngre. The available sources do not mention it directly, but it is easy to infer from circumstantial evidence that “Angria” in question should be none other than TulajiAngre. It should be noted that during this war, ie, at 175 A, the Angre family was divided on two northern halves along the northern Konkan coast, headquartered at Kokaba, while the other half controlled and protected the people on the southern Konkan coast. From time to time they were headquartered in Vijayadurg up to the Canara and Malabar Coast. This division was made shortly after the death of KanhojiAngre, the aggressive first Vice-Chancellor of the family. The naval headquarters at Vijayadurg was under the control of TulajiAngre. At that time he was the most courageous and influential of the two Englishmen. Therefore, it is more likely that the head of the Maratha Angry Cavalry in battle was TulajiAngre himself.

BATTLE:

There are plenty of resources available for battle, which eventually boils down to two accounts. One account is of the survivors of the ship Wiemann, “Netherlands Jerboeken” or in the Dutch years. Repeated in 1754 and 1755 and several Dutch newspapers, but this account does not provide much information, which is in the fascinating account provided by Councilor Johann Andreas Rood. The latter is much more detailed - both about the battle itself and the aftermath.

“In January, 1754, it is stated that Wittmann and Vrede were well equipped and armed at Batavia, as well as at Barge Jacatra. All three sailed for Surat. The first was commanded by Captain Jean. He served as a Dutch Navy captain since March 8, 1750, in the Louisiana mi Dimilarty, marching in Louisiana Philippi, captain. Haja was arrested. “It was the three ships. The Malabar coast between Goa and Bombay, and the swarm of famous pirates known as Angryans, fell in the middle, followed by main Angria. These pirates have a large number of light, sloping boats, and slip on the surface of the weights, without getting too close to their limits. They had a large ship called ‘Restoration’ that they had just taken from English. As soon as the pirates saw the VOC ships, they surrounded them a short distance away, so that the Dutch artillery was of no use. As a result, muskets, pistols and cusps were used continuously on both sides. The first victim was a boat named Zaktra, and she was “immortal” by the enemy, if we could give that pirate the honorable name. Vrede was shot down and burned to the edge of the water. Sixty men from the crew of the Verde jumped into the boat and defended themselves with axes and pistols until they were reduced to sixteen men.

“Due to the flames of the bird, this restoration exploded at the same time as the ship, Wrede.” However, the brave Philippi protected them with the ship Wimmenman until the W day. He exhausted almost all ammunition and threw down a hook surrounded by all Angry troops and filled his deck with pirates. “But Philippi did not sound. His determination was firm: as the saying goes,” The true Dutch sailor died but did not surrender! “He landed on foot and set fire to the ship, and the ship exploded in the air, and everything in it and everything around it.” ArrivedA long and adventurous journey. “

“A story written by the order of the great Lord Steven Vermont, Governor and Director of Coromandel Kinau, with the help of Corporal Johann Andris, about the fact of the battle between

the two ships of the company and the Marine Marine Corps of England."Wimmen and Berge Jacktra y After sailing to Batavia with the ship De Vrede, he was to sail to Cochin. "A few days ago, when they said they met two of the VOC ships and an Englishman, they left. The Surat, as the director said, had been filled in the past." On the morning of January 6 this year, scanning the Kina Scan, we saw 36 ships of the people of Angria - nine of them had three masts, and the rest were small vessels, which almost started to fight, when they continued until 9 o'clock the next visible day. "At dawn on the 7th the two-master ships sailed, and it was believed that they were either English or French, and some help could be expected from them, but then the chieftains of the Angryans and others of the ship were rising, when they were known as Angians, Then two small kills (ships), wimmen'boards' (ie. The ship was on, though they were? Could not get into it and then the others Attacked two of the above 3 masted ships in which fire broke out. The ship sailed and the wind blew.

This fight was goes 3-4 days. Sources said that the day was up. Only in Corporal Rood's account do we get actual information about how all the ships were carried or destroyed. The barge jacket was taken first, though serious damage was done to Congress. The Angry men suffered a severe Dutch fire and were forced to descend. The barge was partly submerged, and the vessel later broke. The conflict continued for the whole of 6am and 7am, and the ship Wimmenman was set on fire and subsequently exploded according to Corporal Rudd, but according to other accounts the Wimmenman explosion occurred 3-4 days later. The ship caught fire due to 3 mast ship's sails, etc. (this could be the EIC Ship Restoration, which was taken by Congress some time ago) and then after some tenure the captain exploded. Significantly, when the fleet of Angry Caves flew, the ship Wyman remained floating until at least March 7.

Some newspapers have mentioned the battle between "Goa to Mumbai", while other sources say that the fighting took place on the Malabar coast. Corporal Rudd says that the ship sailed from "CochimseyRede." It would have been impossible to decide between the two, had it not been for the discovery of Corporal Rudd and the Dutch bell and the apparent shipwreck of Wimmen. Corporal Rudd escapes from Angus on March 7 and reached Trichy in May - probably because he had walked the distance, most likely because he had little money or no soldier, and he had to cover most of the area. He also mentions that he entered the "Basora" country adjacent to Angus. If you take "Basora" as a corruption of the "Bhosale", a family name of the Kolhapur Chhatrapati, you can easily see that the place where the Dutch gang was taken into custody should be on the southern Konkan coast. A big place like Vijayadurg is strongly preferred if repaired. Also, the lands of Congress and Kolhapur Chhatrapati are attached to these details. Finally, considering the average speed of pedestrians in the 8th century, it is wise for someone to travel more than 100 km in just 35-40 days. Therefore, this place is not too far from the naval fort of Vijayadurg.

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