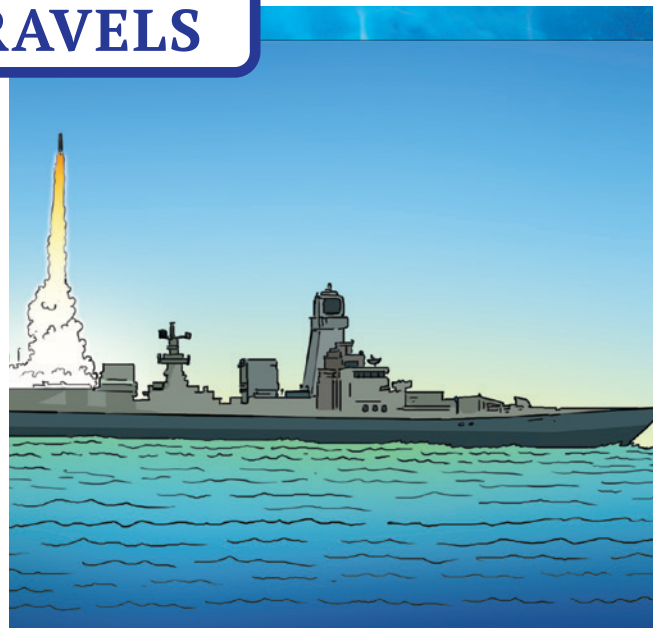
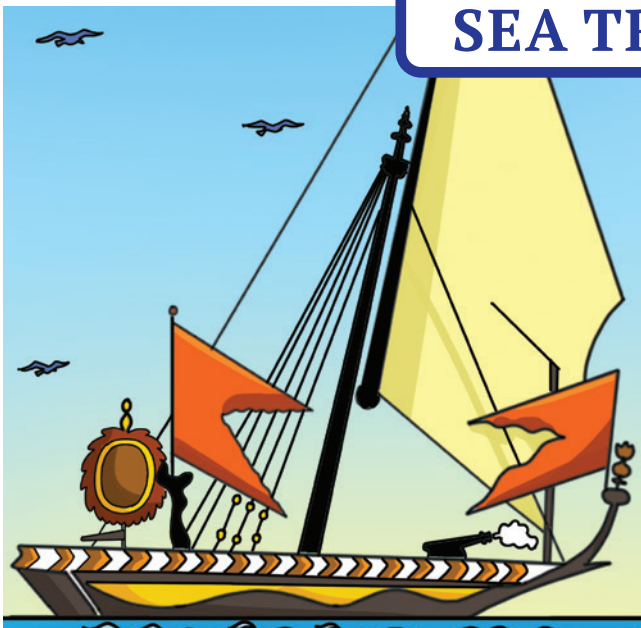




# The Naval Journey Of India



**MILLENNIA OF  
SEA TRAVELS**





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GIVES ME THE OPPORTUNITY TO FULFIL MY  
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### COMMISSIONS IN THE INDIAN NAVY

Ser	Age (Years)	Men/ Women	Entry	Mode of Induction	Branch
1.	16.5-19	Men	Cadet Entry NDA (Navy) and NDA (Naval Academy)	UPSC (Written Exam)	Executive/ Electrical/ Engineering
2.	17- 19 1/2	Men	10+2 (B.Tech) Cadet Entry Scheme, INA	JEE(Mains) Score based	
3.	19-24	Men	CDSE/ NCC Special Entry	UPSC (Written Exam)	Executive
		Men/ Women	Aviation (Pilot-MR), Aviation (Observer)	Indian Navy Entrance Test (INET) [Computer- based Test]	Executive/ Electrical/ Engineering
		Men	Pilot (NMR)		
4.	19-25	Men/ Women	CPL Holders (Pilots)	Indian Navy Entrance Test (INET) [Computer- based Test]	Executive/ Electrical/ Engineering
5.	19 1/2 -25	Men	General Service (Executive); General Service (Hydro Cadre); General Service (Engineering); General Service (Electrical); Info Tech		
		Men/ Women	Naval Armament Inspection Cadre Logistics Naval Architect		
6.	20-24	Men/ Women	University Entry Scheme - Education	[Campus Interview, No written exam]	Education/ Executive/ Electrical/ Engineering
7.	21-24	Men	University Entry Scheme - General Service (Executive /IT /Electrical / Engineering)		
		Men/ Women	University Entry Scheme - Pilot; Observer; Naval Armament Inspection Cadre; Air Traffic Controller; Naval Architect		
8.	21-25	Men/ Women	Education; Air Traffic Control	Indian Navy Entrance Test (INET) [Computer- based Test]	Education/ Executive
9.	21-25	Men/ Women	Musician (Other than Director); Sports (for Yachting and Wind Surfing)	Direct Entry (Graduate) [No written Exam]	Executive
10.	22-27		Law Cadre; Sports (for all sports other than Yachting and Wind Surfing)		
11.	21-35		Musician Director		

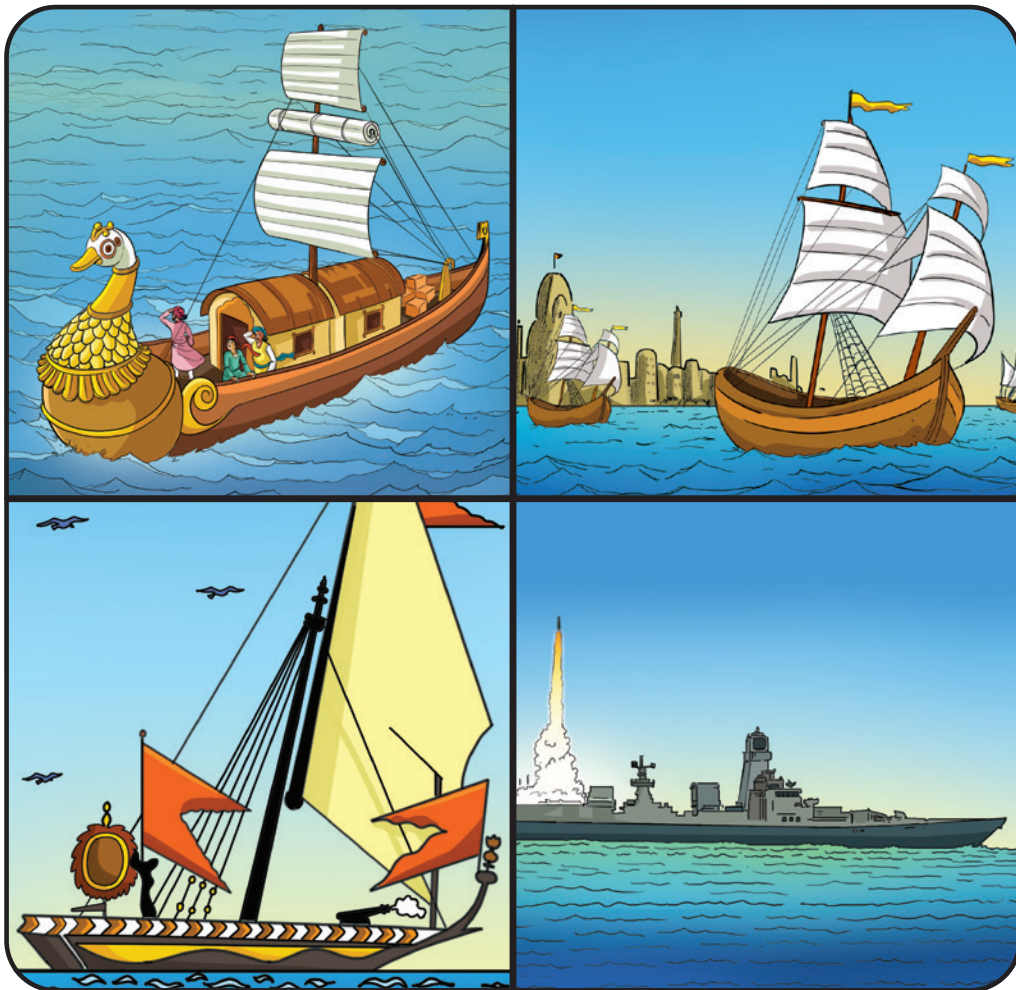
- (a) Create your own account on [www.joinindiannavy.gov.in](http://www.joinindiannavy.gov.in) and receive automatic updates suited to you as and when applications are invited.
- (b) For Eligibility Criteria, educational qualifications and other details for each Entry, candidates are advised to visit [www.joinindiannavy.gov.in](http://www.joinindiannavy.gov.in) and read the contents of the 'Entry Specific Advertisement' in Employment News and various National Dailies.
- (c) The above information is a broad guideline and is subject to change as per the induction requirement of the Indian Navy.



# The Naval Journey Of India

## Book I

MILLENNIA OF SEA TRAVELS



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# The Naval Journey Of India

## Book I

From the beginning of the human race, we have looked to the seas for the infinite possibilities they offered. The oceans are rich in natural resources and abound with tales of discovery and adventure. Fishing is, perhaps, one of the oldest professions, as man took to the seas in search of food and livelihood. The seas influence global climate and directly affect the weather on land. The Monsoons bring India her harvest and our farmers their livelihood. In today's interconnected world, the seas serve as the lifelines for our economy, transporting large volumes of cargo across the globe. The seas on the three sides of India have served as natural protection, while providing us with a gateway to go out and discover the world...

...and explore we did!

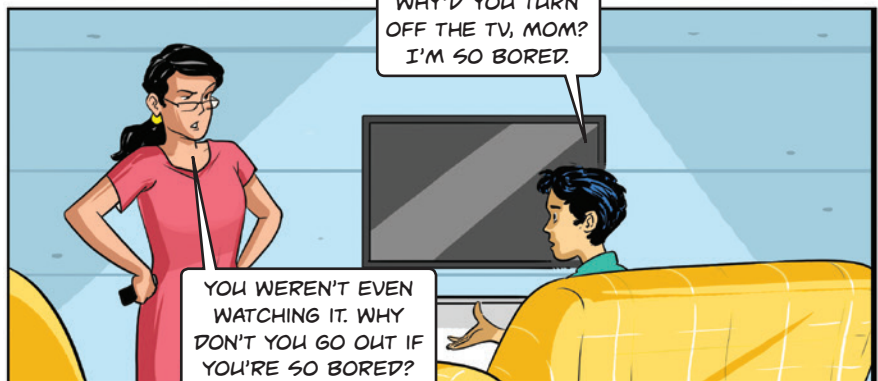
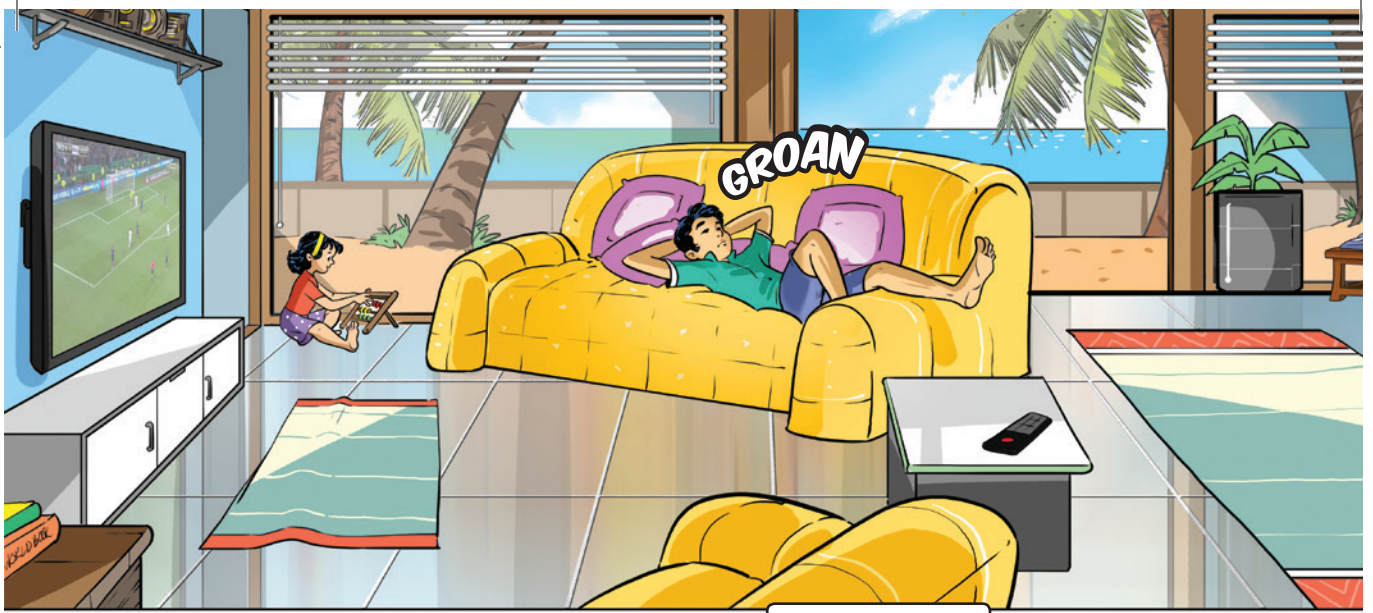
India – the only country in the world to have an ocean named after her possesses a glorious maritime heritage that spans over five millennia. Centrally located in the Indian Ocean, India's long coastline and many islands have shaped the flow of Indian thought and culture – its art and architecture, language and music, religion and philosophy, science and ideas – to various parts of the world. India today is rediscovering her maritime identity and celebrating our rich sea faring traditions.

No story of India and her seas would be complete without the Indian Navy and its men and women who safeguard our seas and serve the motherland with duty, honour and courage. Amar Chitra Katha has proudly partnered with the Indian Navy to create this three book series on the seas.

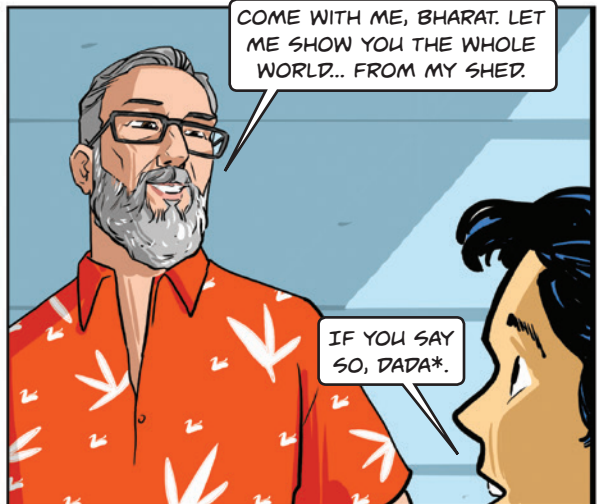
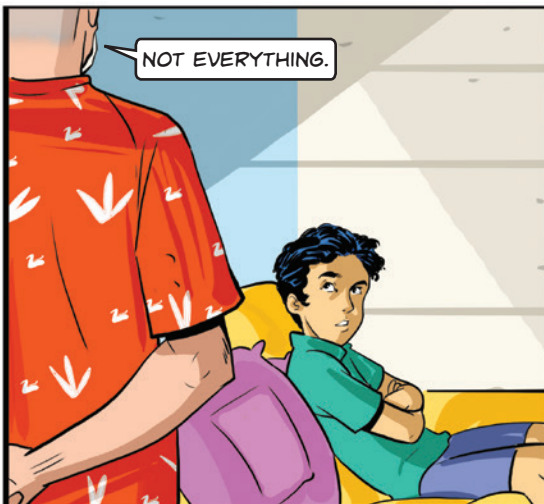
Join our young mariner, Bharat, and his grandfather, Commodore Sagar, as they take you on this trip through 'time, tide and tradition'. As we embark on the first voyage of this wondrous three book adventure, here's wishing you all fair winds and following seas.

May the Ocean God be auspicious unto us – Śaṃ no Varuṇaḥ!





WE'RE ON A BEAUTIFUL BAY, BHARAT. WHY DON'T YOU ASK YOUR GRANDFATHER TO HELP YOU EXPLORE? I'M SURE HE'LL TELL YOU A WONDERFUL STORY WHILE YOU'RE ON YOUR WALK.

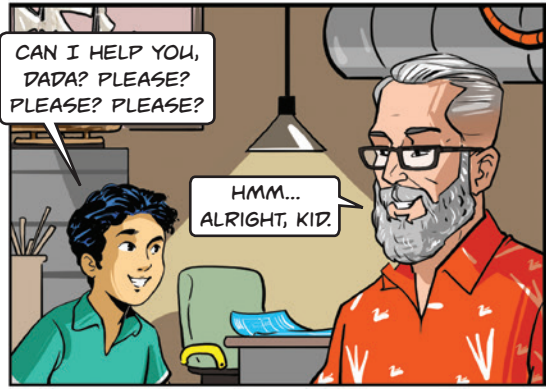


\*GRANDFATHER



WELCOME TO  
COMMODORE\*  
SAGAR'S WORK SHED.

ARE YOU BUILDING  
A RAFT, DADA?!  
THAT'S AWESOME!



CAN I HELP YOU,  
DADA? PLEASE?  
PLEASE? PLEASE?

HMM...  
ALRIGHT, KID.



**UNG**

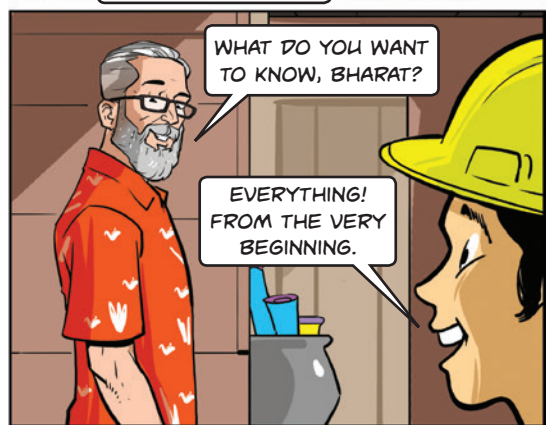
I'M READY!

HAHAHA! OKAY,  
LET'S BEGIN.



AH, THIS TAKES ME BACK  
TO MY DAYS IN THE NAVY.

OH, TELL ME ABOUT  
THE NAVY, DADA!

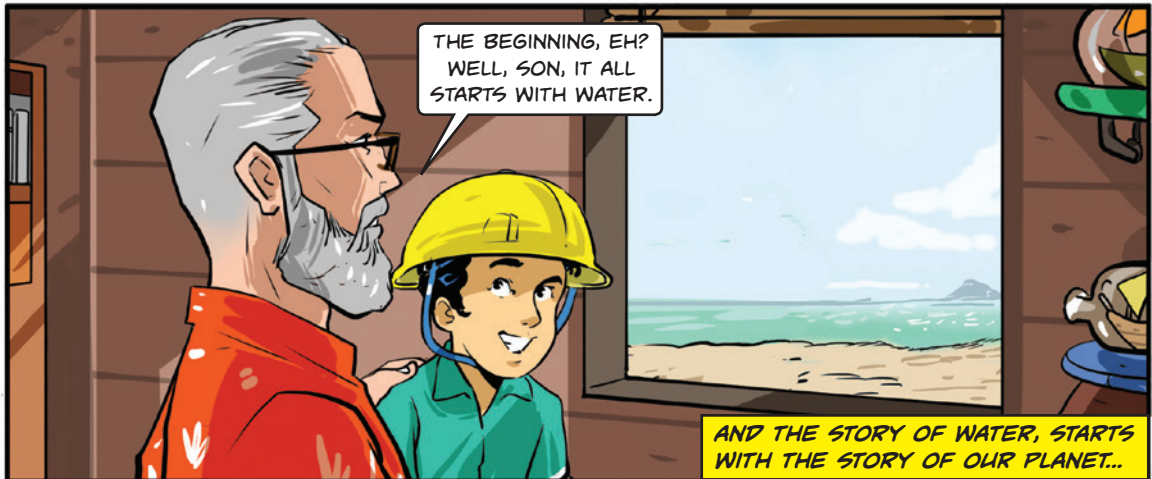


WHAT DO YOU WANT  
TO KNOW, BHARAT?

EVERYTHING!  
FROM THE VERY  
BEGINNING.

\*A SENIOR OFFICER IN THE INDIAN NAVY





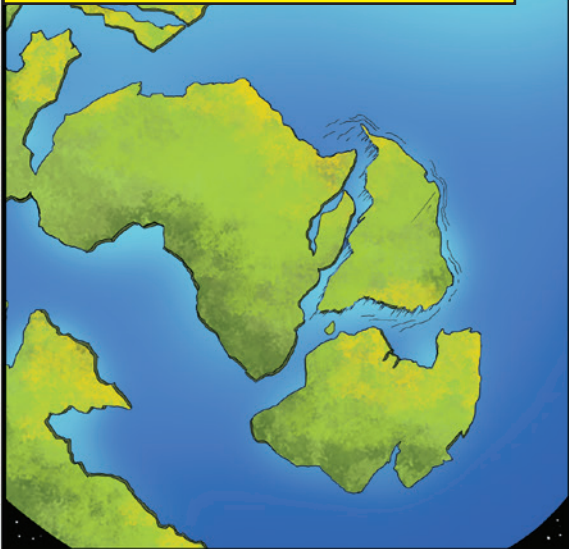
MILLIONS OF YEARS AGO EXISTED PANGEA—A GIANT UNIFIED LANDMASS.

DUE TO PLATE TECTONICS\*, THIS MAMMOTH OF A CONTINENT BROKE INTO TWO—LAURASIA AND GONDWANA.

THE TWO CONTINENTS CONTINUED TO BREAK APART TO FORM MODERN EARTH. AND DID YOU KNOW MODERN EARTH IS STILL 71% WATER? AND THAT 98% OF WATER ON MODERN EARTH IS IN THE OCEANS?



OVER MILLENNIA, ONE OF THE BROKEN LANDMASSES TRAVELLED NORTHWARDS...

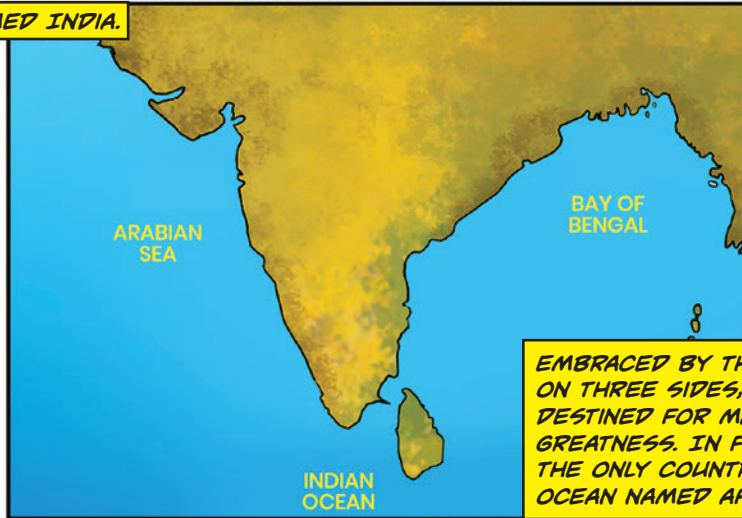


...UNTIL IT CRASHED INTO LAURASIA.



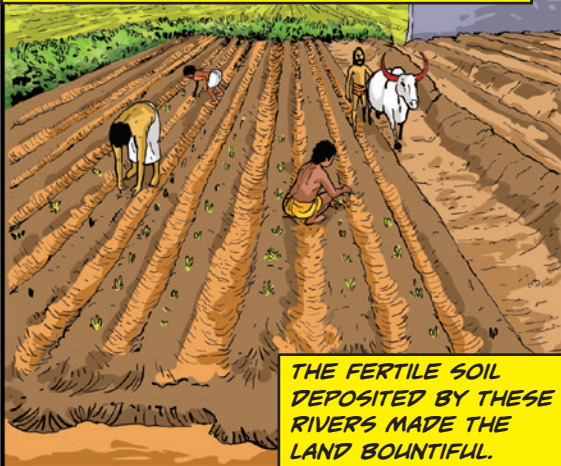
\*THE MOVEMENT OF EARTH'S OUTER LAYER'S CALLED 'PLATES'

**SO FORMED INDIA.**



**EMBRACED BY THE OCEAN ON THREE SIDES, INDIA WAS DESTINED FOR MARITIME GREATNESS. IN FACT, INDIA IS THE ONLY COUNTRY TO HAVE AN OCEAN NAMED AFTER HER.**

**THE INDIAN TERRAIN WAS FULL OF MIGHTY RIVERS FLOWING FROM THE HIMALAYAS.**

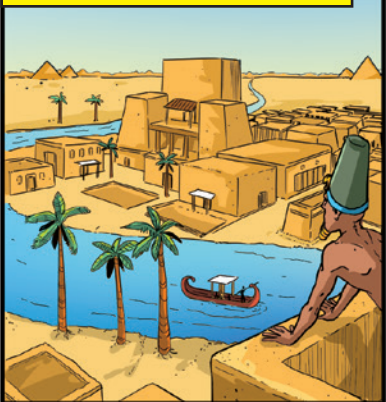


**THE FERTILE SOIL DEPOSITED BY THESE RIVERS MADE THE LAND BOUNTIFUL.**

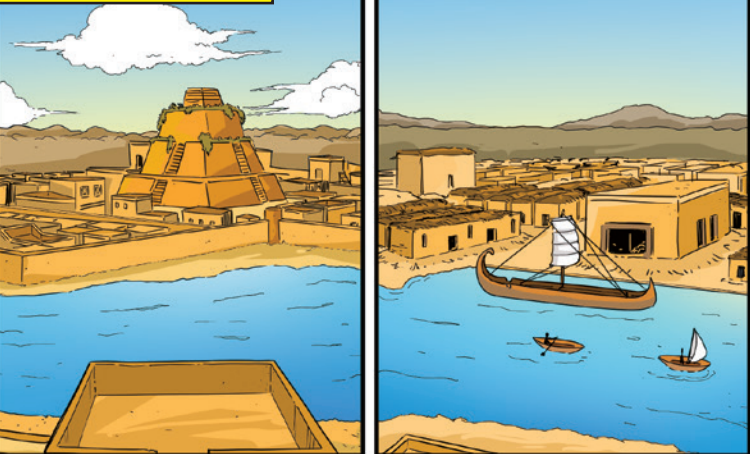
**AND THE SEAS WERE BRIMMING WITH RESOURCES SUCH AS FISH. THE PEOPLE SOON STARTED MAKING THE MOST OF THIS.**



**THEN AROUND 6000 YEARS AGO AROSE SOME OF THE WORLD'S GREATEST CIVILIZATIONS, INCLUDING THE HARAPPAN CIVILIZATION.**

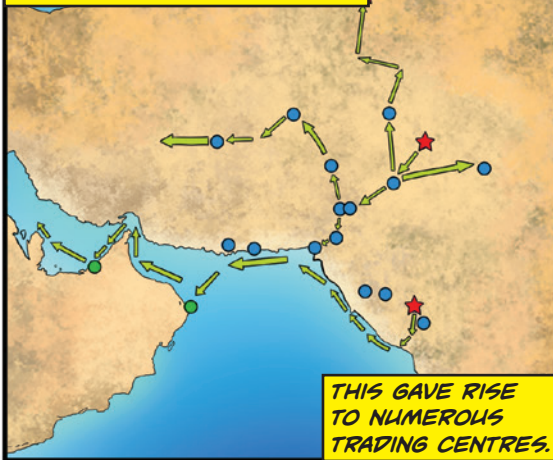


**DURING THIS TIME THE CLIMATE OF THE EARTH WAS IN THE MIDDLE OF A WARMING PHASE, THE KIND WE ARE GOING THROUGH CURRENTLY.**



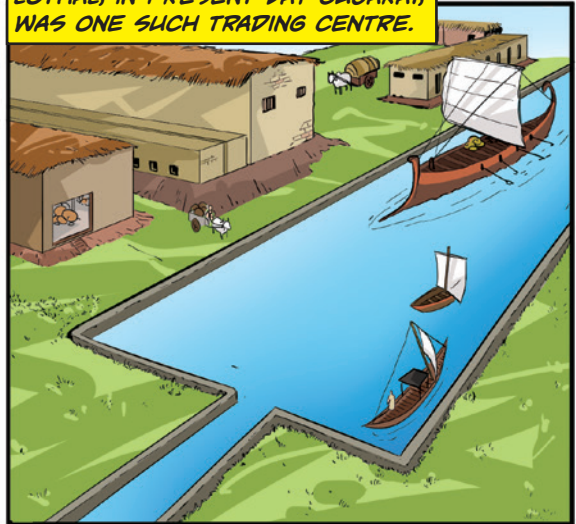


WARMER WEATHER MEANT HIGHER SEA LEVELS. MANY PLACES THAT ARE NOW INLAND WERE THEN COASTAL.



THIS GAVE RISE TO NUMEROUS TRADING CENTRES.

LOTHAL, IN PRESENT DAY GUJARAT, WAS ONE SUCH TRADING CENTRE.



LOTHAL BOASTED ONE OF THE WORLD'S FIRST TIDAL DOCKS. AND THIS DOCK WAS AN ENGINEERING MARVEL.



IT HAD CLEVER MECHANISMS TO MAINTAIN THE WATER-LEVELS DESPITE THE CHANGING TIDES.

LOTHAL'S MERCHANTS EXPORTED PRECIOUS GEMSTONES, IVORY AND SHELLS TO PLACES AS FAR AS MESOPOTAMIA.



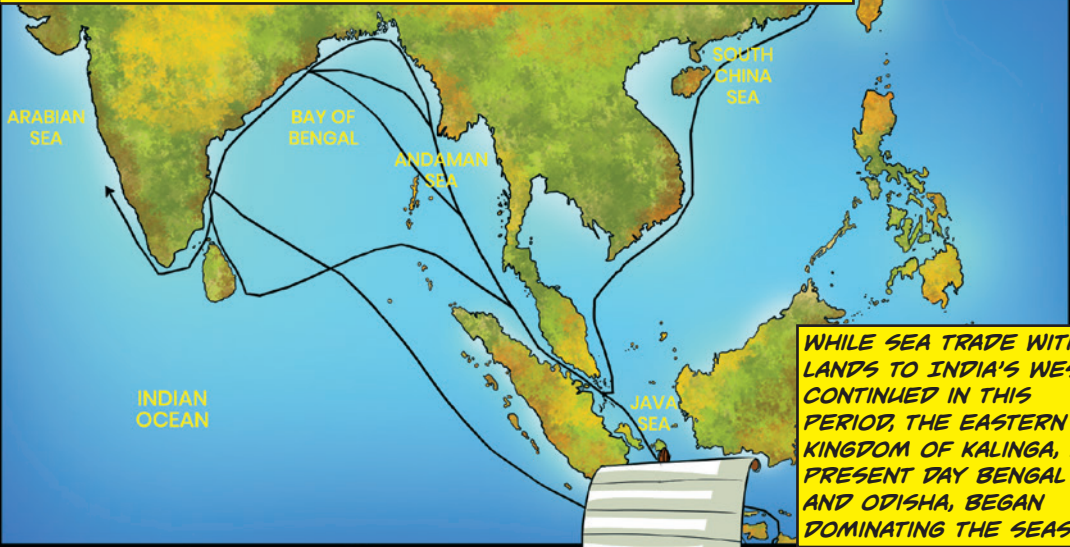
THE PEOPLE OF HARAPPA ALSO ENGAGED IN DEEP-SEA FISHING.



THERE ARE FISH HOOKS FOUND IN PADRI, A HARAPPAN ARCHAEOLOGICAL SITE IN PRESENT DAY GUJARAT, THAT COULD CATCH FISH WEIGHING MORE THAN 50 KG!



AROUND 2000 BCE, THE HARAPPAN CIVILIZATION STARTED TO DECLINE.



WHILE SEA TRADE WITH LANDS TO INDIA'S WEST CONTINUED IN THIS PERIOD, THE EASTERN KINGDOM OF KALINGA, IN PRESENT DAY BENGAL AND ODISHA, BEGAN DOMINATING THE SEAS.

THE KALINGA MERCHANTS WERE HARDY ADVENTURERS. THEY TRADED WITH PLACES FAR AND WIDE—FROM INDONESIA TO EUROPE.



IN FACT, THE INDONESIANS CALLED THEM 'KALINGA SAHASIKA' OR THE 'BRAVE KALINGANS'.



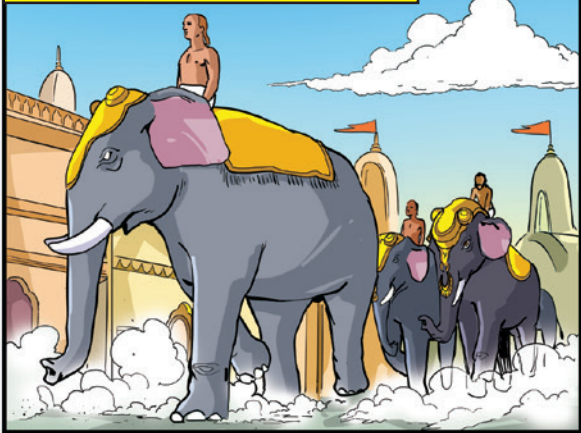
THE KALINGANS DIDN'T JUST TRADE. THEY ALSO ESTABLISHED SETTLEMENTS IN PRESENT-DAY THAILAND, MYANMAR AND SRI LANKA, BECOMING PART OF THE CULTURAL LIVES OF THESE AREAS.



IN FACT, KING VIJAYA, BELIEVED TO BE THE FIRST RULER OF SRI LANKA, WAS SAID TO BE A KALINGAN PRINCE.



BESIDES TEXTILES, PEARLS AND SPICES, INDIANS ALSO EXPORTED ELEPHANTS AT THAT TIME.



KALINGA'S MARITIME PROWESS STEMMED FROM A DEEP UNDERSTANDING OF THE WIND PATTERNS AND OCEAN CURRENTS.



SEAFARING WAS AN INTEGRAL PART OF THE KALINGAN LIFE...

...AND IT REMAINS SO TO THIS DAY. PARTS OF ODISHA STILL CELEBRATE BOITA BANDANA.



LAMPS ARE SET SAIL IN MINIATURE BOATS IN THE MEMORY OF THEIR KALINGAN ANCESTORS.



INDIA'S DEEP BOND WITH THE OCEANS IS FOUND IN OUR ANCIENT TEXTS AS WELL. THE UPANISHADS INVOKE LORD VARUNA, LORD OF THE SEAS, WITH THE WORDS 'SAM NO VARUNAH!'—IN SHORT, 'MAY THE OCEAN GOD BE AUSPICIOUS UNTO US'.



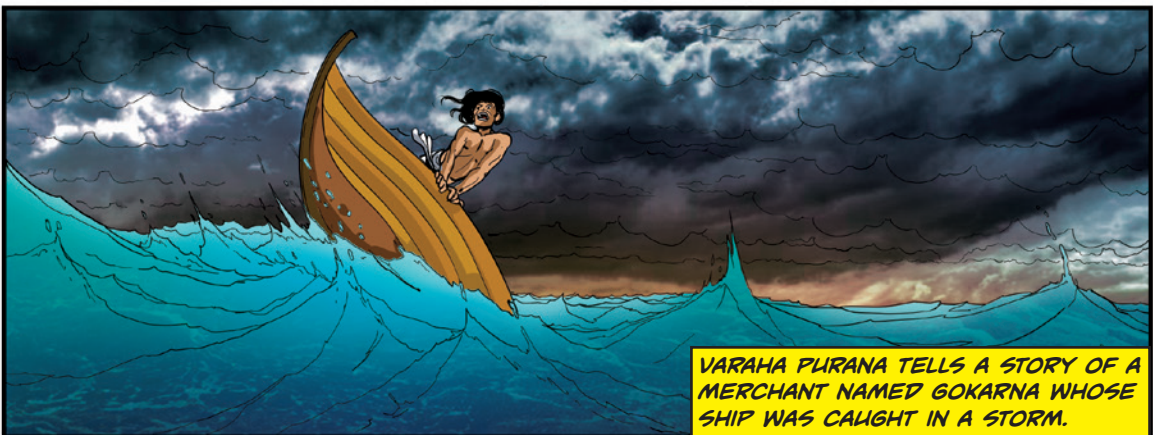
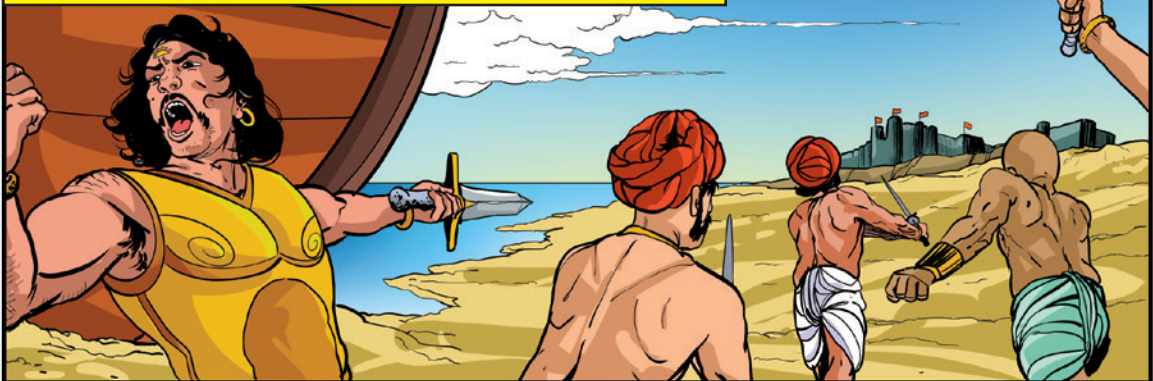
THIS CHANT IS THE MOTTO OF THE INDIAN NAVY TODAY.

THERE ARE SEVERAL REFERENCES TO THE OCEANS ACROSS THE VEDAS, PURANAS AND EPICS.



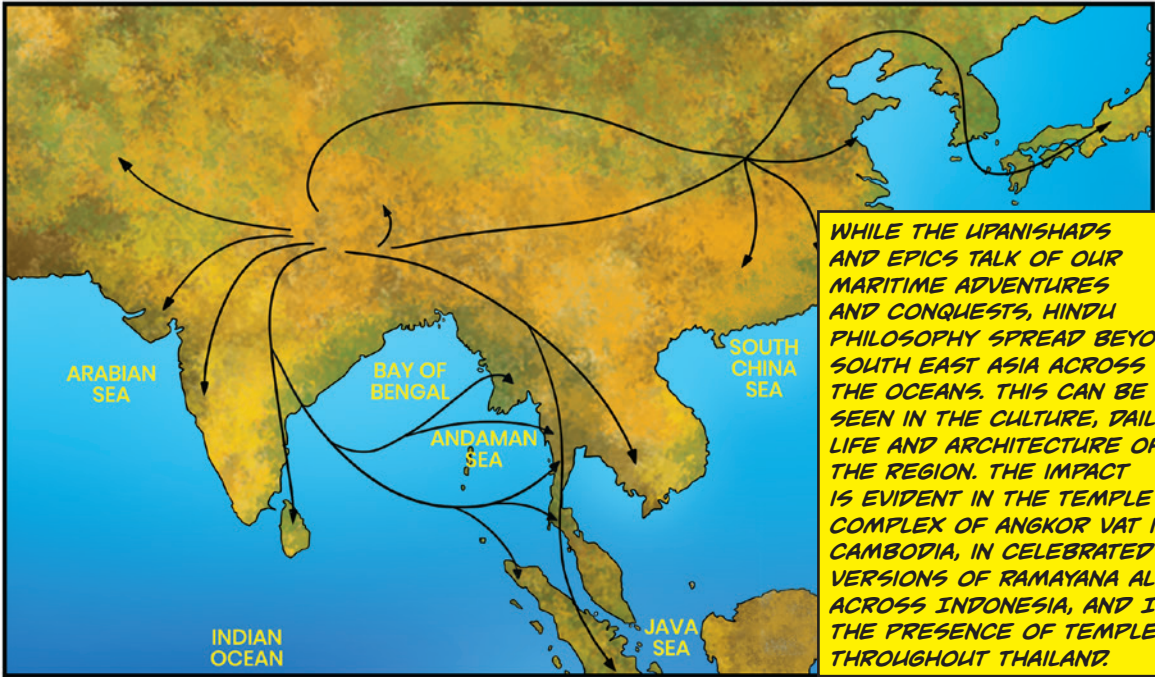
ONE OF THE BEST KNOWN EPISODES IN HINDU PHILOSOPHY IS THAT OF THE 'SAMUDRA MANTHANA' OR THE 'CHURNING OF THE OCEANS', IN WHICH THE DEVAS AND ASURAS SOUGHT TO SOURCE THE NECTAR OF IMMORTALITY, OR AMRITA, FROM THE SEAS.

EVEN IN THE EPIC OF THE MAHABHARATA, WE READ ABOUT PRINCE SAHADEVA'S QUEST TO CONQUER DISTANT ISLANDS.



VARAHA PURANA TELLS A STORY OF A MERCHANT NAMED GOKARNA WHOSE SHIP WAS CAUGHT IN A STORM.





WHILE THE UPANISHADS AND EPICS TALK OF OUR MARITIME ADVENTURES AND CONQUESTS, HINDU PHILOSOPHY SPREAD BEYOND SOUTH EAST ASIA ACROSS THE OCEANS. THIS CAN BE SEEN IN THE CULTURE, DAILY LIFE AND ARCHITECTURE OF THE REGION. THE IMPACT IS EVIDENT IN THE TEMPLE COMPLEX OF ANGKOR VAT IN CAMBODIA, IN CELEBRATED VERSIONS OF RAMAYANA ALL ACROSS INDONESIA, AND IN THE PRESENCE OF TEMPLES THROUGHOUT THAILAND.

AROUND THE 2ND CENTURY BCE, THE MAURYAN EMPEROR ASHOKA SET OUT TO EXPAND HIS DOMINION.



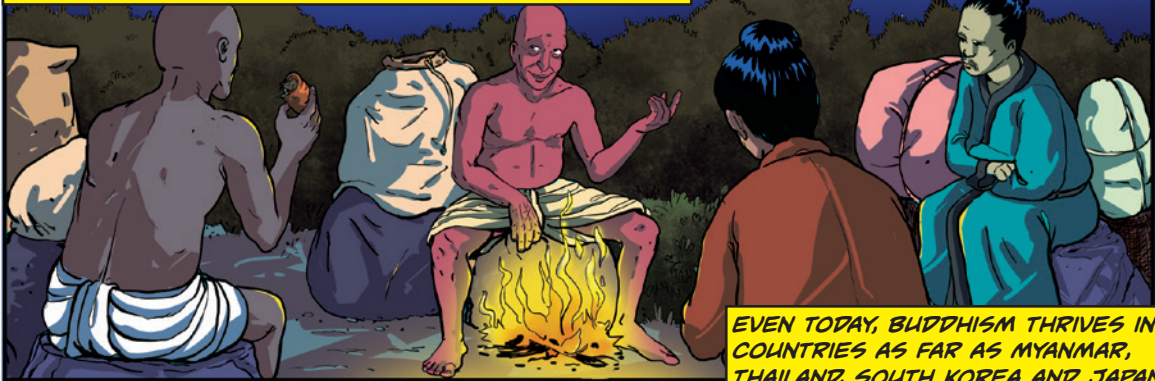
IN THE LETHAL CONQUEST OF THE KINGDOM OF KALINGA, EMPEROR ASHOKA WITNESSED THE DESTRUCTION AND WAS HORRIFIED. HE TRANSFORMED INTO A BUDDHIST, GIVING UP VIOLENCE AND EMBRACING PEACE.

FOLLOWING THIS, ASHOKA BEGAN SENDING MISSIONARIES ACROSS THE OCEANS TO SPREAD THE TEACHINGS OF THE BUDDHA.

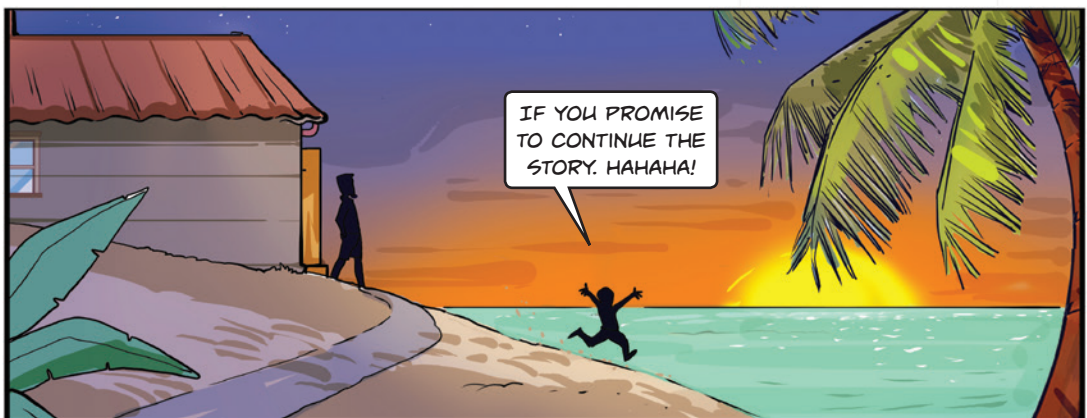
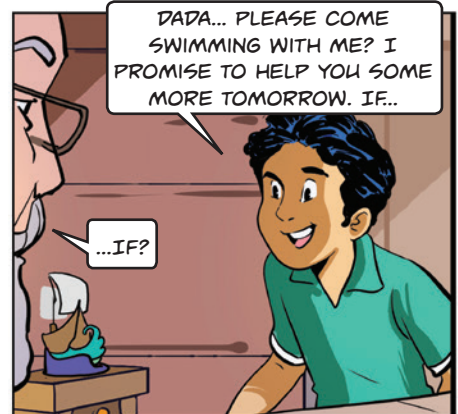
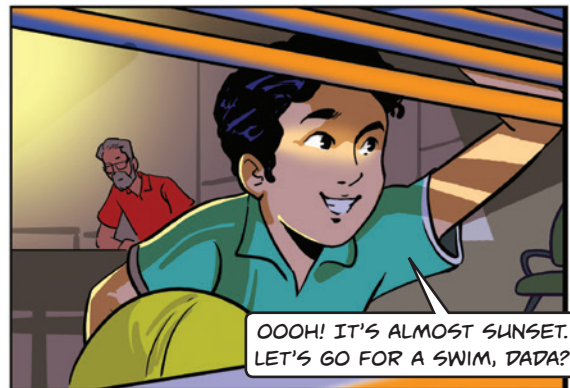
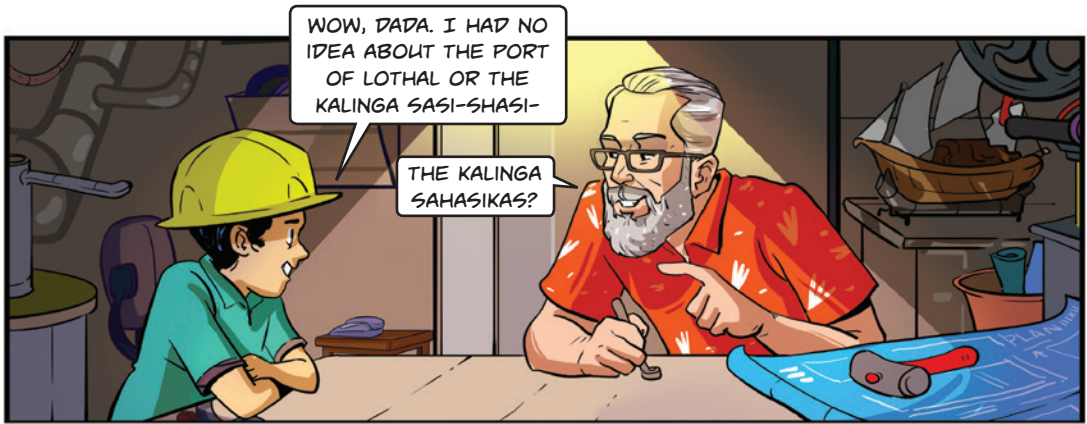


BUT BUDDHISM ALSO SPREAD THROUGH OTHER INFORMAL ROUTES...

MANY INDIAN BUDDHISTS SETTLED IN VARIOUS COUNTRIES FOR TRADE. THEY MINGLED WITH THE LOCALS AND GAVE THEM THE TEACHINGS OF BUDDHISM.

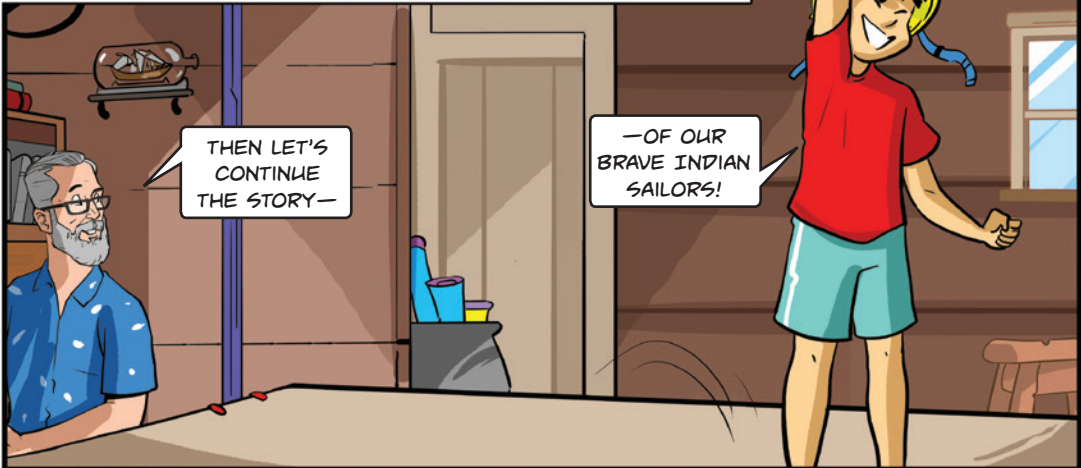
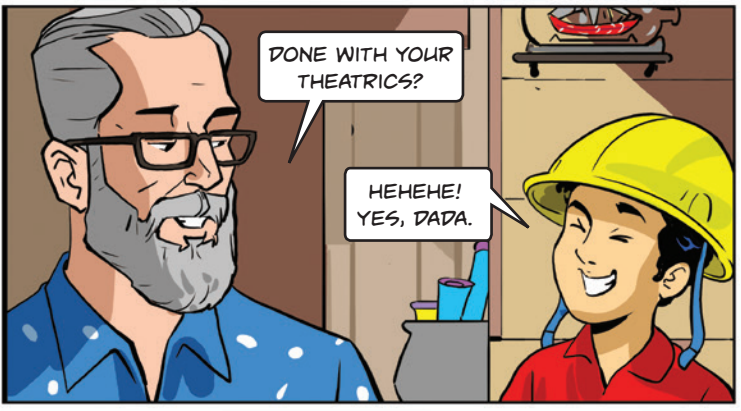
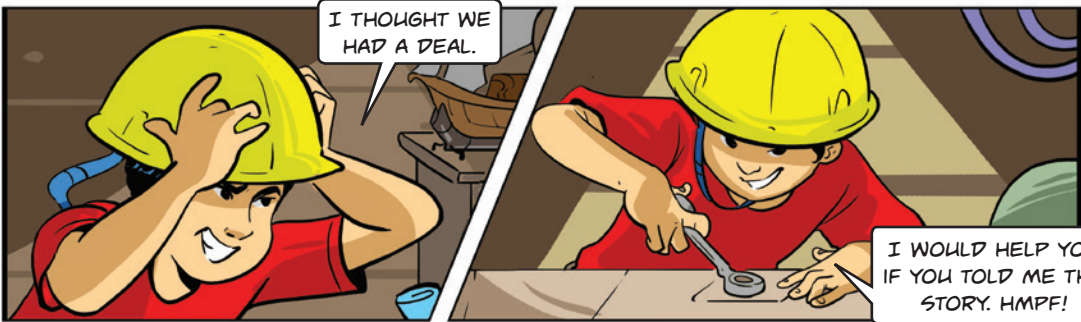


EVEN TODAY, BUDDHISM THRIVES IN COUNTRIES AS FAR AS MYANMAR, THAILAND, SOUTH KOREA AND JAPAN.





NEXT AFTERNOON—





THE SEAS NOT ONLY HELPED SPREAD INDIAN RELIGIONS AND CULTURE BUT ALSO INDIAN SPICES, COTTON AND SILK.



SPICES WERE MOSTLY CULTIVATED IN THE WARM TEMPERATE REGIONS.



THEY ADDED FLAVOUR AND MADE FOOD LAST LONGER. THESE PROPERTIES MADE THEM EXTREMELY VALUABLE.

THE SPICE TRADE WAS SHROUDED IN MYSTERY. IN FACT, TO KEEP THE SOURCE OF CINNAMON A SECRET, THE ARABS INVENTED THE MYTHICAL CINNAMOLOGUS, A BIRD THAT LIVED IN A CINNAMON NEST.



IN THE MEANTIME, EMPIRES LIKE SRIVIJAYA COLLECTED TAXES FROM SHIPS CROSSING THEIR PORTS.

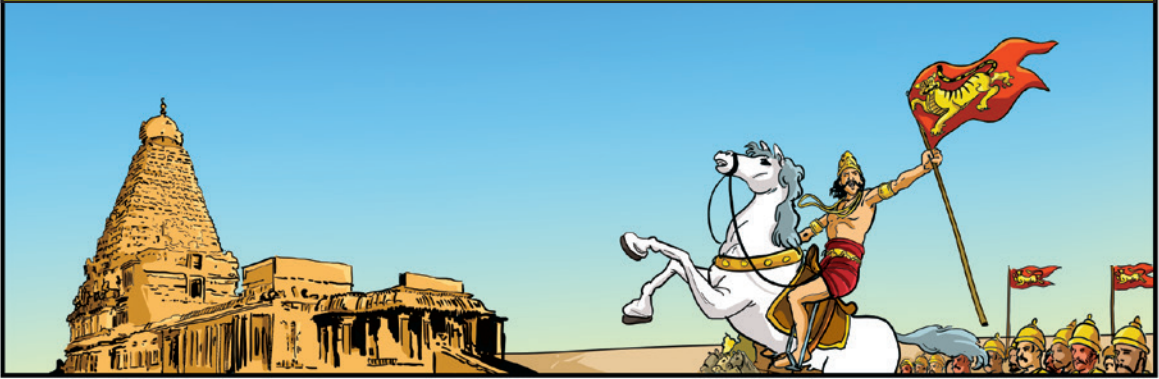


THIS TAX FORMED THE ECONOMIC BACKBONE OF SRIVIJAYA.

SRIVIJAYA GREW TO CONTROL THE SEA TRADE IN SOUTH EAST ASIA. THIS MADE IT ONE OF THE MOST PROSPEROUS EMPIRES IN THE WORLD.



AROUND THE 9TH CENTURY CE, A SOUTHERN INDIAN DYNASTY ROSE TO POWER—THE CHOLAS.

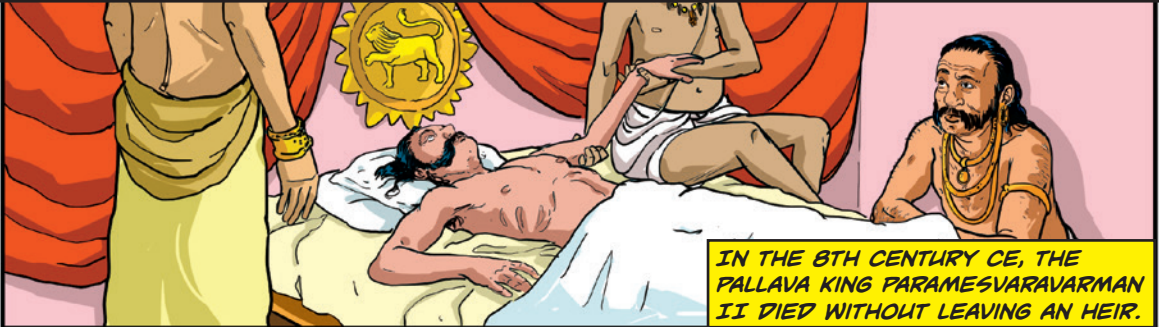


WHEN THE SRIVIJAYAS STARTED DEMANDING HIGHER TAXES AT THEIR PORTS, KING RAJENDRA CHOLA I RAIDED THE EMPIRE.



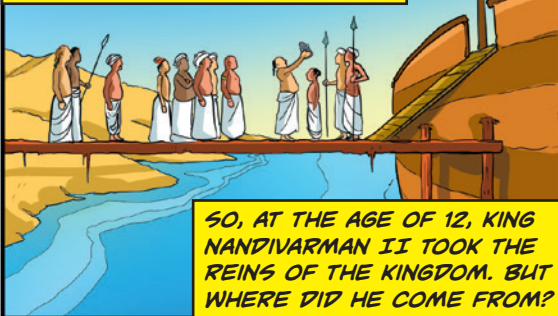
THE CHOLAS DEFEATED THE KING OF SRIVIJAYA AND RATIONALIZED TAXES. AT THE SAME TIME, IN THE SEA ROUTES BETWEEN INDIA, CHINA AND SOUTH EAST ASIA, PIRACY HAD BECOME A BIG PROBLEM. THE CHOLAS PLAYED A PIVOTAL ROLE IN CONTAINING THE PIRATES AND SOON EMERGED AS THE LORDS OF THE SEA.

INDIA, OF COURSE, WASN'T JUST INFLUENCING THE WORLD. IT WAS ALSO BEING INFLUENCED BY IT.



IN THE 8TH CENTURY CE, THE PALLAVA KING PARAMESVARAVARMAN II DIED WITHOUT LEAVING AN HEIR.

TO SAVE THE KINGDOM, ANOTHER LINE OF PALLAVAS WAS TRACED TO A DISTANT LAND.



SO, AT THE AGE OF 12, KING NANDIVARMAN II TOOK THE REINS OF THE KINGDOM. BUT WHERE DID HE COME FROM?

SCULPTURES IN THE VAIKUNTA PERUMAL TEMPLE, BUILT BY NANDIVARMAN II, MIGHT HAVE THE ANSWER.



THE FACES ON THE SCULPTURES SUGGEST THAT THIS GREAT KING OF SOUTH INDIA MIGHT HAVE BEEN SOUTH EAST ASIAN.



WITH RISING TRADE, KINGDOMS PROSPERED. THAT, IN TURN, ATTRACTED MORE FOREIGN TRADERS TO INDIAN SHORES.



INDIA'S SOUTH WESTERN COAST BECAME A MAJOR CENTRE FOR GLOBAL MARITIME TRADE. GUJARAT, THE KONKAN BELT AND PARTICULARLY THE MALABAR COAST IN PRESENT-DAY KERALA EMERGED AS THE NERVE CENTRES OF INTERNATIONAL ACTIVITY.



IN ROME, THERE WAS A MASSIVE DEMAND FOR INDIAN GOODS SUCH AS SPICES.



AT ONE POINT, ROME WAS SPENDING SO MUCH GOLD ON INDIAN PRODUCTS THAT THEY WERE RUNNING SHORT OF GOLD TO MAKE MORE COINS.

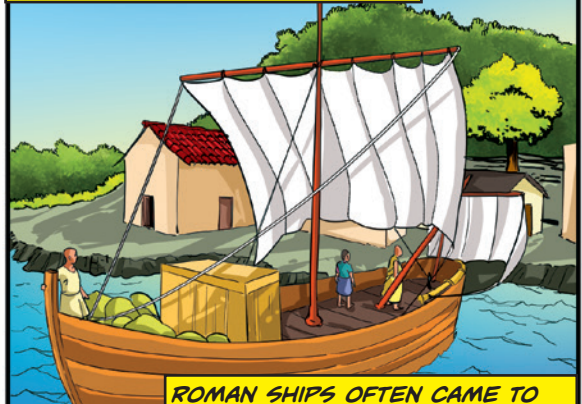


PEOPLE FROM MORE THAN 31 REGIONS, FROM PLACES AS FAR FLUNG AS CHINA AND SPAIN, WERE FLOCKING TO INDIA FOR TRADE.



THE INFLUX OF INTERNATIONAL TRADERS GAVE RISE TO RICH PORTS.

ONE SUCH PORT WAS THAT OF MUZIRIS ON THE MALABAR COAST.



ROMAN SHIPS OFTEN CAME TO MUZIRIS LADEN WITH GOLD AND LEFT LADEN WITH BLACK PEPPER.



THE PORT WAS CONTROLLED BY THE CHERAS AND THEY GRANTED THE TRADERS PROTECTION, CONCESSIONS AND THE FREEDOM OF WORSHIP.

THE PORTS OF MUZIRIS AND CALICUT LINKED TRADERS FROM THE EAST AND WEST, WITH A CONNECTION TO ROME THROUGH THE RED SEA.



HERE THE ARABS BOUGHT CHINESE GOODS AND SOLD THEM TO THE WESTERN WORLD.



THIS SPRAWLING TRADE IN INDIA WOULDN'T HAVE SURVIVED WITHOUT ORGANISATION.



THE NEED FOR ORGANISATION GAVE RISE TO VARIOUS TRADE GUILDS.

THESE TRADE GUILDS WORKED LIKE MODERN COMPANIES. DIFFERENT TRADERS CAME TOGETHER AND CREATED A NETWORK.



THE SHIPS HAD CREW EQUIPPED TO ENGAGE IN SEA BATTLE.

THE TRADING GUILD KNOWN AS '500 LORDS OF AYYAVOLE' DOMINATED THE AREA BETWEEN THE RED SEA IN THE WEST AND JAVA IN THE EAST.



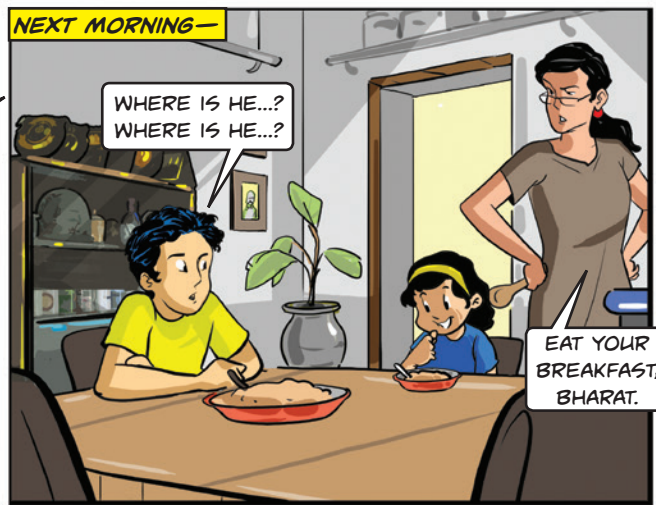
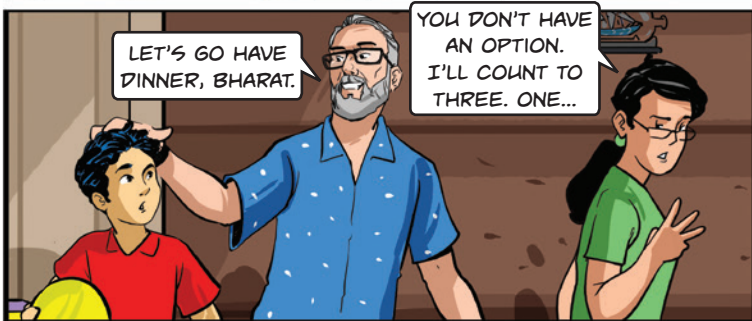
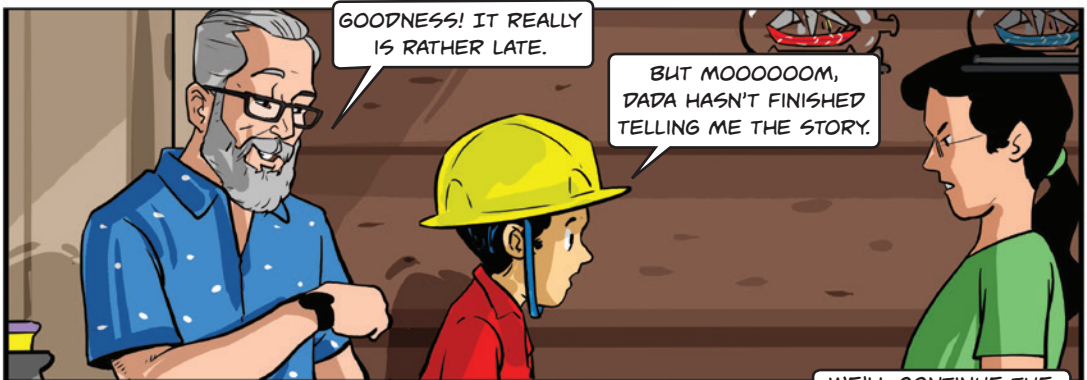
IT WAS SAID THAT THEY WERE, '500 LORDS OF 1000 DIRECTIONS'.

THESE GUILDS WERE INVESTED IN BY THE TEMPLES ESPECIALLY IN SOUTHERN INDIA.

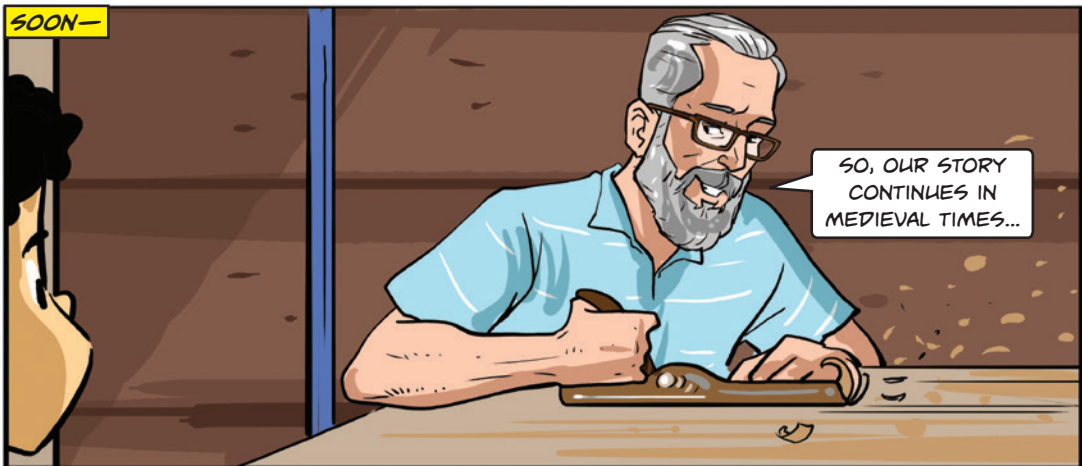
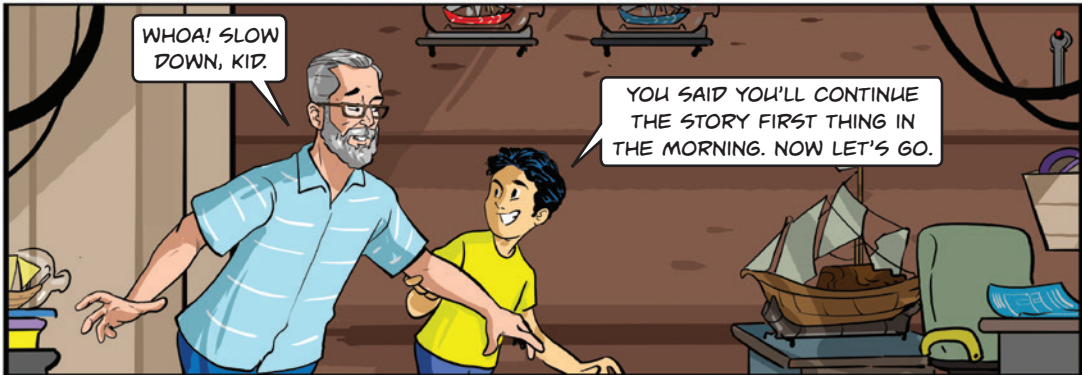
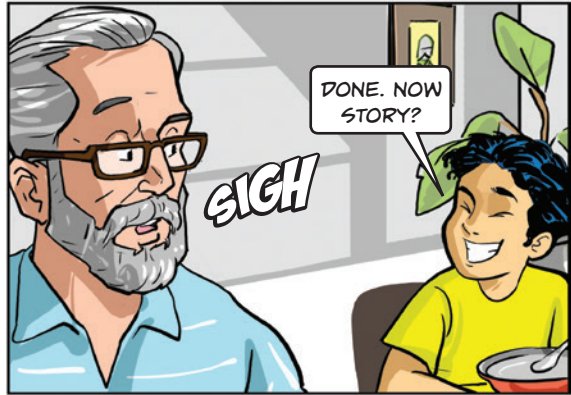
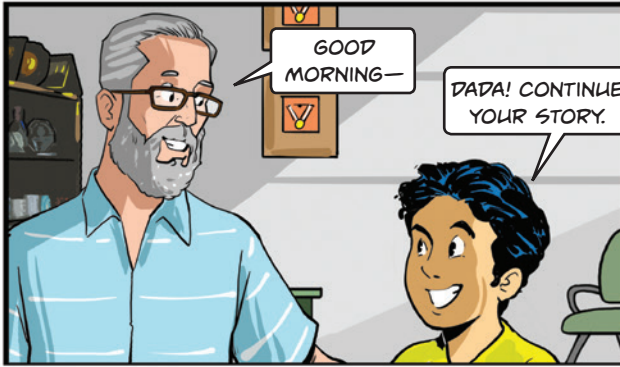


THIS STRONG PASSION AND ORGANISED COMMITMENT TO TRAVERSE THE SEAS MADE INDIANS A FORMIDABLE POWER IN WATER.









THROUGHOUT THE MEDIEVAL PERIOD, THE DEMAND FOR EASTERN SPICES GREW.



THE ARABS HAD CUT OFF EUROPE FROM INDIA. THEY ESTABLISHED A MONOPOLY OVER THE EASTERN TRADE.

BACK THEN, CONTROL OF THE SPICE TRADE MEANT CONTROL OF THE WORLD'S ECONOMY.



THE EUROPEANS WERE DESPERATE TO FIND A TRADE ROUTE TO INDIA AND ELIMINATE THE ARAB MIDDLEMEN.

FINALLY, IN 1498, THE PORTUGUESE EXPLORER VASCO DA GAMA FOUND A NEW TRADE ROUTE TO INDIA WITH THE HELP OF ARABS AND INDIAN TRADERS.



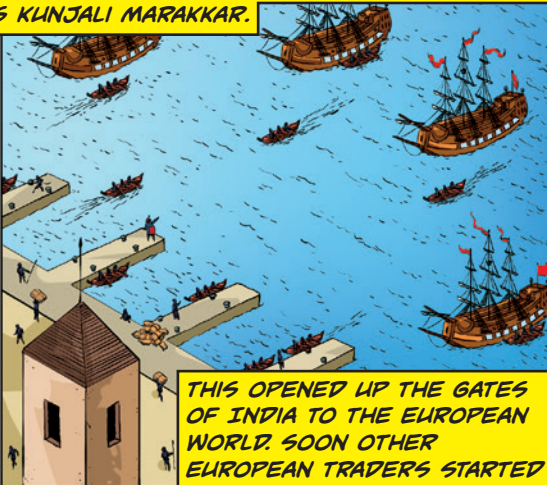
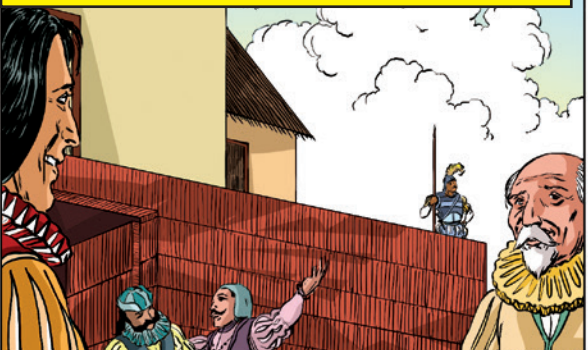
AFTER AN AUDIENCE WITH THE SAMOOTHIRI OF CALICUT, THE PORTUGUESE WERE PERMITTED TO TRADE IN INDIAN SPICES. HOWEVER, THESE TRADE AGREEMENTS WERE OFTEN BROKEN. THIS LED TO PITCHED BATTLES BETWEEN THEM AND THE SAMOOTHIRI'S NAVAL FORCES. THE COMMANDER OF THESE FORCES WAS KNOWN AS KUNJALI MARAKKAR.

BETWEEN 1507 AND 1600, THE KUNJALI MARAKKAR AND THE PORTUGUESE FOUGHT MANY BATTLES. THIS WAS THE FIRST NAVAL DEFENCE OF INDIA'S SHORES. THE PORTUGUESE, HOWEVER, DEFEATED SAMOOTHIRI'S FORCES.



SOON, THE MONOPOLY OF INDIAN TRADE MOVED FROM THE ARABS INTO THE HANDS OF THE PORTUGUESE.

SHORTLY AFTER, THE PORTUGUESE BEGAN ESTABLISHING TERRITORIAL CONTROL IN INDIA.

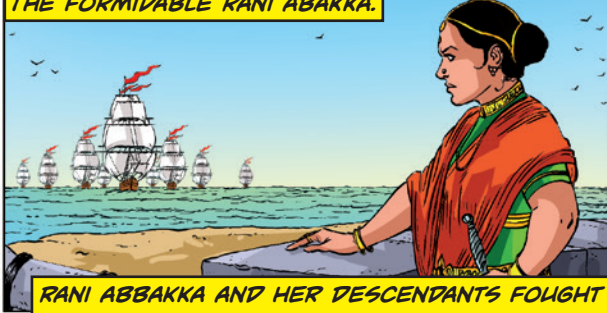


THIS OPENED UP THE GATES OF INDIA TO THE EUROPEAN WORLD. SOON OTHER EUROPEAN TRADERS STARTED ARRIVING ON INDIAN SHORES.

THEY STARTED TAXING SHIPS TRADING BETWEEN EUROPE AND INDIA. THIS MARKED THE END OF AN ERA— FROM WHEN GOLD AND RICHES FLOWED INTO INDIA FREELY, TO WHEN THE PROFITS MADE THROUGH THE INDIAN TRADE WENT TO THE EUROPEANS. THIS SHIFT IN POWER DID NOT GO UNNOTICED BY INDIANS.

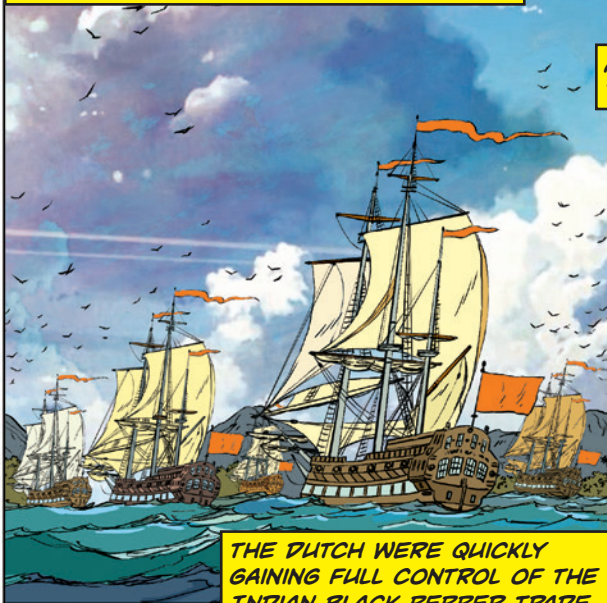


WHEN THE PORTUGUESE TRIED TO CAPTURE THE FORT OF ULLAL, IN PRESENT DAY KARNATAKA, THEY MADE AN ENEMY OF THE RULER THERE—THE FORMIDABLE RANI ABAKKA.



RANI ABBAKKA AND HER DESCENDANTS FOUGHT THE PORTUGUESE FOR CLOSE TO A CENTURY.

AFTER THE PORTUGUESE, THERE ARRIVED A NEW EUROPEAN POWER—THE DUTCH.



THE DUTCH WERE QUICKLY GAINING FULL CONTROL OF THE INDIAN BLACK PEPPER TRADE.

CHATRAPATI SHIVAJI MAHARAJ, A MASTER STRATEGIST AND RULER, SKILLED IN WARFARE ACROSS ALL TERRAINS, EVOLVED A CLEAR MARITIME VISION. HE DEVELOPED AND STRENGTHENED SEA AND COASTAL FORTS ALONG THE KONKAN COAST.



AT THAT TIME, KING MARTHANDA VARMA OF THIRUVITHAAMKOOR WAS EXPANDING HIS KINGDOM.



THIS THREATENED THE DUTCH TRADE AGREEMENTS WITH THE EXISTING RULERS.

WITH THE GOAL OF DEFEATING MARTHANDA VARMA, THE DUTCH OCCUPIED THE FORT OF COLACHEL.



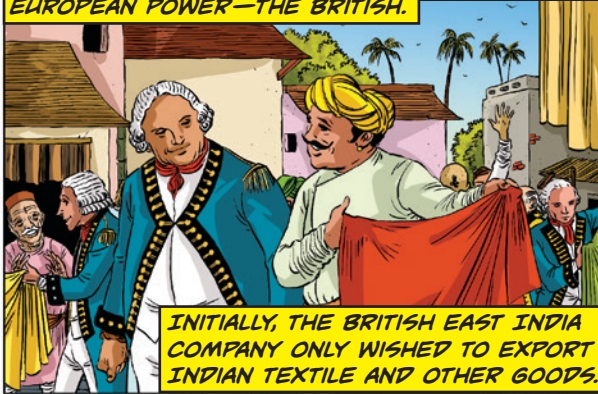
MARTHANDA VARMA LAID SIEGE TO THE FORT, FOLLOWED BY THE BLOODY BATTLE OF COLACHEL.

FINALLY, THE DUTCH WERE FORCED TO SURRENDER TO THE SUPREMACY OF MARTHANDA VARMA.





THEN ARRIVED IN INDIA THE MOST FORMIDABLE EUROPEAN POWER—THE BRITISH.

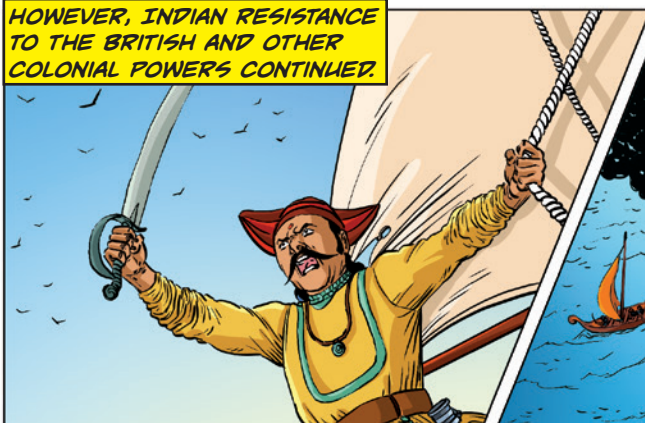


INITIALLY, THE BRITISH EAST INDIA COMPANY ONLY WISHED TO EXPORT INDIAN TEXTILE AND OTHER GOODS.

BUT THEN, IN 1615, EMPEROR JAHANGIR ALLOWED THE BRITISH TO SET UP FACTORIES ACROSS THE MUGHAL EMPIRE.

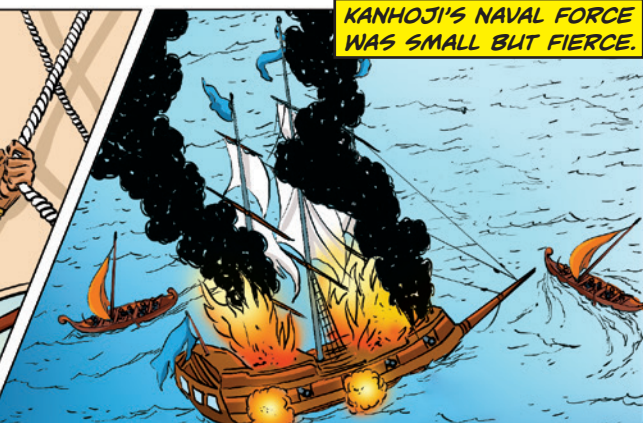


HOWEVER, INDIAN RESISTANCE TO THE BRITISH AND OTHER COLONIAL POWERS CONTINUED.



THE MARATHA ADMIRAL SARKHEL KANHOJI ANGRE STARTED TAXING SHIPS THAT PASSED THROUGH WESTERN WATERS.

KANHOJI'S NAVAL FORCE WAS SMALL BUT FIERCE.



THEY USED SURPRISE ATTACKS TO BRING DOWN MASSIVE EUROPEAN SHIPS THAT UNDERMINED THEIR AUTHORITY.

HOWEVER, WITH THEIR SUPERIOR FIRE POWER, THE BRITISH CONTINUED TO FLOURISH IN INDIA. BRITISH COMMUNITIES SPRUNG UP IN CALCUTTA, MADRAS AND BOMBAY, FOUNDED THE THREE MOST IMPORTANT PORT CITIES IN THE BRITISH EMPIRE.



BRITISH DOMINANCE IN INDIA WAS ON AN UPSWING.

THE FRENCH IN INDIA TRIED TO CURB THIS BRITISH POWER. FOR THIS, THEY URGED THE NAWAB OF BENGAL TO FIGHT THE BRITISH.



BUT THE NAWAB WAS SWIFTLY DEFEATED IN THE BATTLE OF PLASSEY IN 1757.

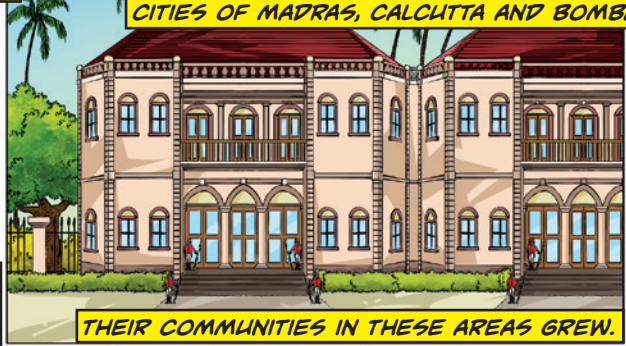


THIS VICTORY GAVE THE BRITISH EAST INDIA COMPANY COMPLETE CONTROL OF BENGAL.



THEY SET UP MIR JAFAR AS THEIR PUPPET RULER. SOON, THE BRITISH EFFECTIVELY BECAME THE RULERS OF INDIA.

THE EAST INDIA COMPANY SWIFTLY FORTIFIED THEIR FACTORIES IN THE PORT CITIES OF MADRAS, CALCUTTA AND BOMBAY.



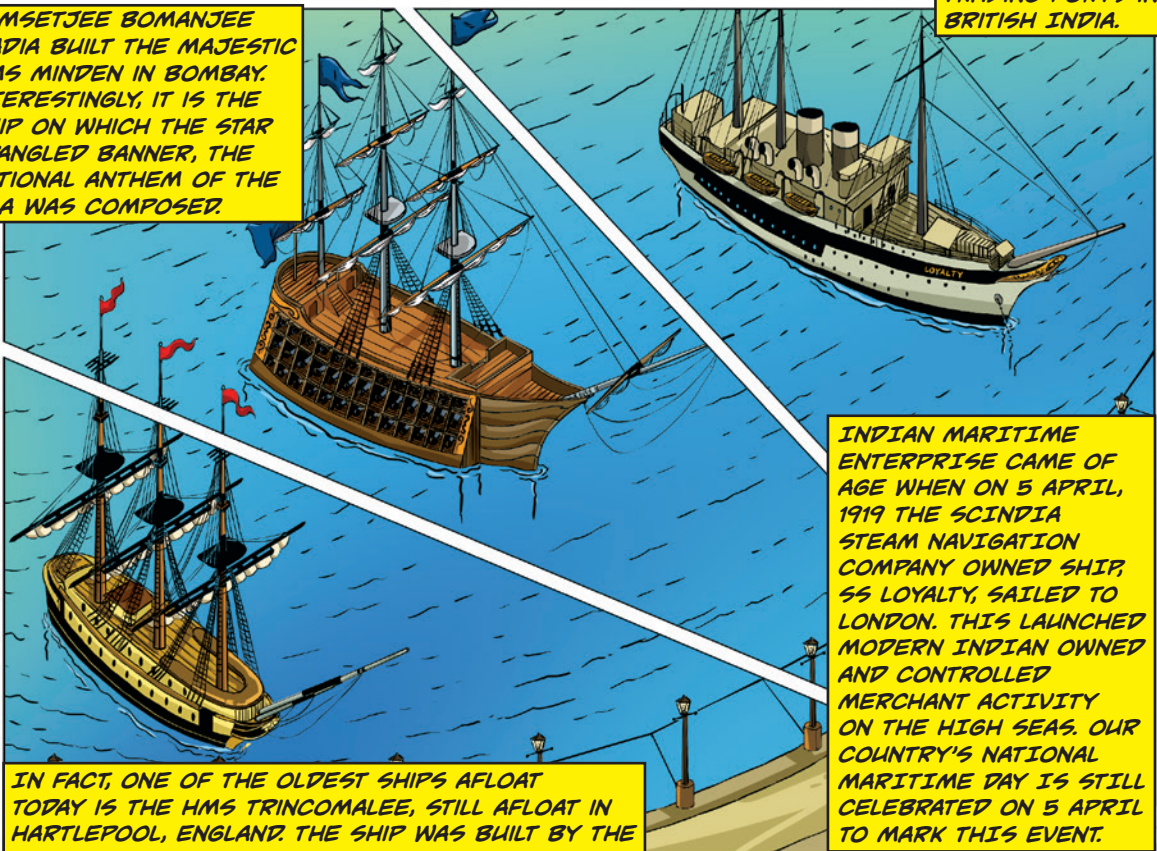
THEIR COMMUNITIES IN THESE AREAS GREW.

AT THAT TIME, INDIAN SHIPBUILDING WAS AT ITS PEAK. BUILDERS LIKE LOVJI AND SORABJEE WADIA WERE RESPECTED ALL OVER THE WORLD.



THE BRITISH CALLED UPON THE WADIA BROTHERS TO HELP BUILD THE BOMBAY DOCKYARD— ASIA'S FIRST DRY DOCK. THIS MADE THE BOMBAY DOCKS ONE OF THE MOST IMPORTANT TRADING PORTS IN BRITISH INDIA.

JAMSETJEE BOMANJEE WADIA BUILT THE MAJESTIC HMS MINDEN IN BOMBAY. INTERESTINGLY, IT IS THE SHIP ON WHICH THE STAR SPANGLED BANNER, THE NATIONAL ANTHEM OF THE USA WAS COMPOSED.



INDIAN MARITIME ENTERPRISE CAME OF AGE WHEN ON 5 APRIL, 1919 THE SCINDIA STEAM NAVIGATION COMPANY OWNED SHIP, SS LOYALTY, SAILED TO LONDON. THIS LAUNCHED MODERN INDIAN OWNED AND CONTROLLED MERCHANT ACTIVITY ON THE HIGH SEAS. OUR COUNTRY'S NATIONAL MARITIME DAY IS STILL CELEBRATED ON 5 APRIL TO MARK THIS EVENT.

IN FACT, ONE OF THE OLDEST SHIPS AFLOAT TODAY IS THE HMS TRINCOMALEE, STILL AFLOAT IN HARTLEPOOL, ENGLAND. THE SHIP WAS BUILT BY THE WADIA FAMILY IN BOMBAY AND LAUNCHED IN 1817.

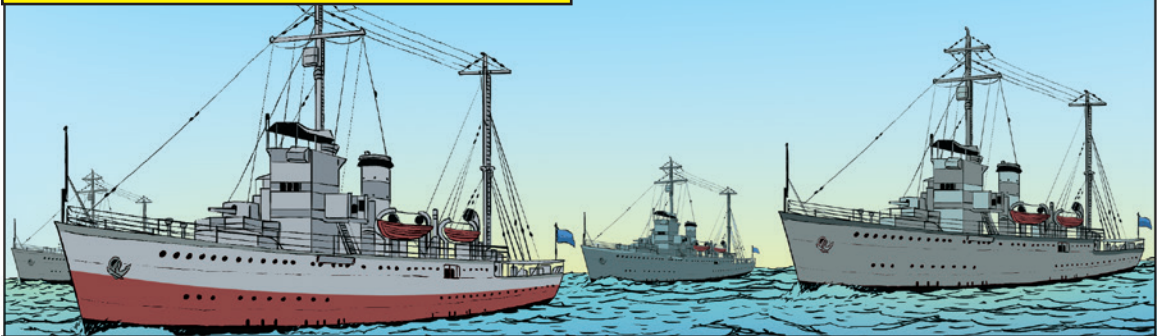


THROUGHOUT THEIR OCCUPATION, THE BRITISH EMPLOYED INDIANS IN THE ARMED FORCES, INCLUDING THE ROYAL INDIAN NAVY.



HOWEVER, THE ROYAL INDIAN NAVY HAD VERY FEW INDIAN OFFICERS.

THE ROYAL INDIAN NAVY PLAYED A HUGE ROLE IN THE SECOND WORLD WAR. INDIAN SAILORS SAILED ACROSS THE WORLD DURING THE WAR.



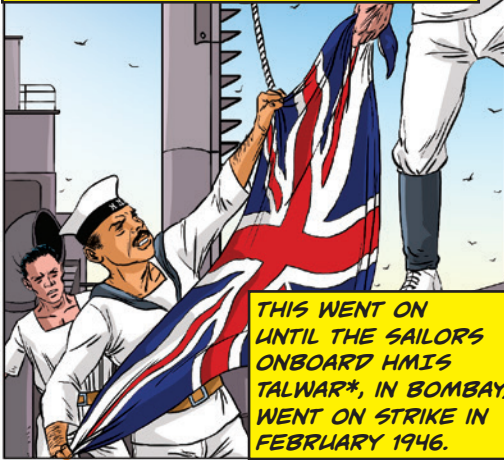
THE ROYAL INDIAN NAVY REGISTERED ITS INFLUENCE ACROSS THE SEAS WITH THE SAGAS OF HMIS BENGAL, LT N KRISHNAN, LT BHASKAR SOMAN, LT DAYA SHANKAR AND OTHER PIONEERS.



THE SECOND WORLD WAR ALSO TURNED BOMBAY INTO A MAJOR DOCK FOR REPAIRS AND MOVEMENT OF GOODS.



INDIAN SAILORS IN THE ROYAL INDIAN NAVY FACED ROUTINE DISCRIMINATION.

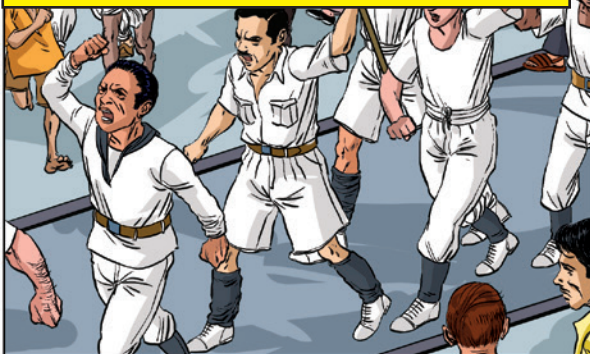


THIS WENT ON UNTIL THE SAILORS ONBOARD HMIS TALWAR\*, IN BOMBAY, WENT ON STRIKE IN FEBRUARY 1946.

IT STARTED AS A PROTEST AGAINST THE POOR QUALITY OF FOOD AND RACIAL MISTREATMENT. HOWEVER, IT SOON TURNED INTO A PROTEST AGAINST THE UNJUST BRITISH RULE.



THE STRIKE ON HMIS TALWAR BECAME A SYMBOL OF HOPE IN THE FIGHT FOR INDEPENDENCE. THESE PROUD SERVICEMEN WHO HAD SERVED SO LOYALLY ALSO SAW THE CORRUPTION AND INJUSTICE OF IMPERIAL RULE. THE PEOPLE OF BOMBAY TOOK TO THE STREETS IN SOLIDARITY WITH THE SAILORS.



THE ROYAL INDIAN NAVY'S UPRISING SHOWED THE BRITISH THAT IT COULD NO LONGER CONTROL INDIA.



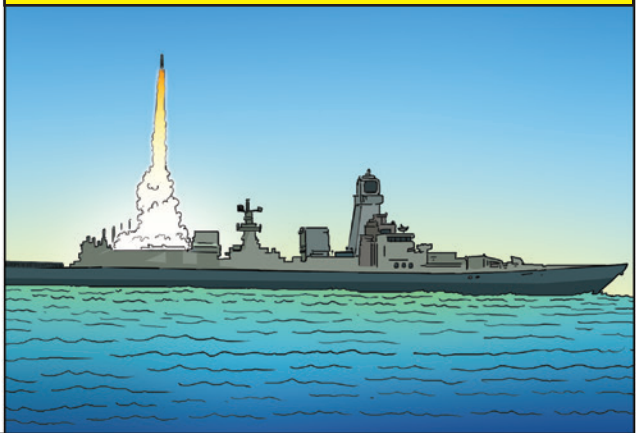
A LITTLE MORE THAN A YEAR LATER, THE BRITISH WITHDREW FROM INDIA. INDIA WAS FINALLY FREE.

ON 26 JANUARY, 1950, INDIA BECAME A REPUBLIC...



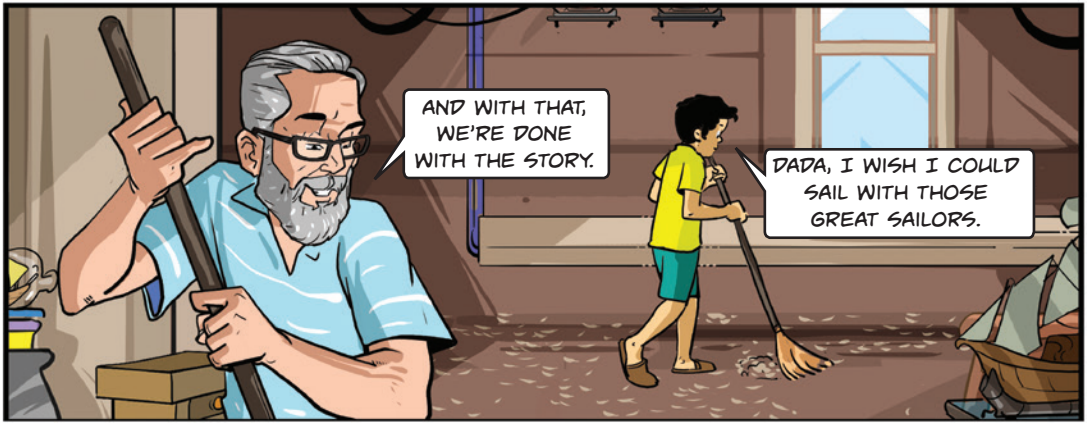
...AND THE ROYAL INDIAN NAVY WAS RENAMED THE INDIAN NAVY.

TODAY, THE INDIAN NAVY VALIANTLY PROTECTS THE INTERESTS OF OUR NATION.



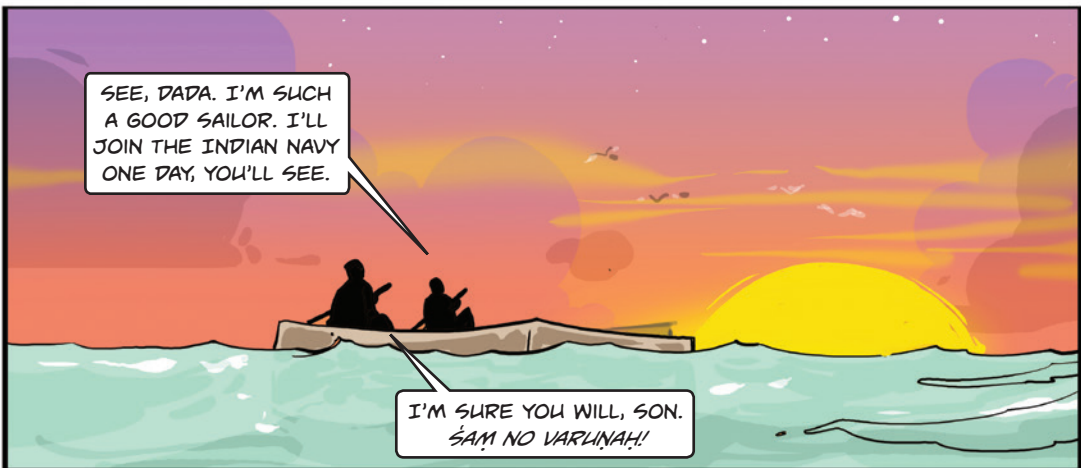
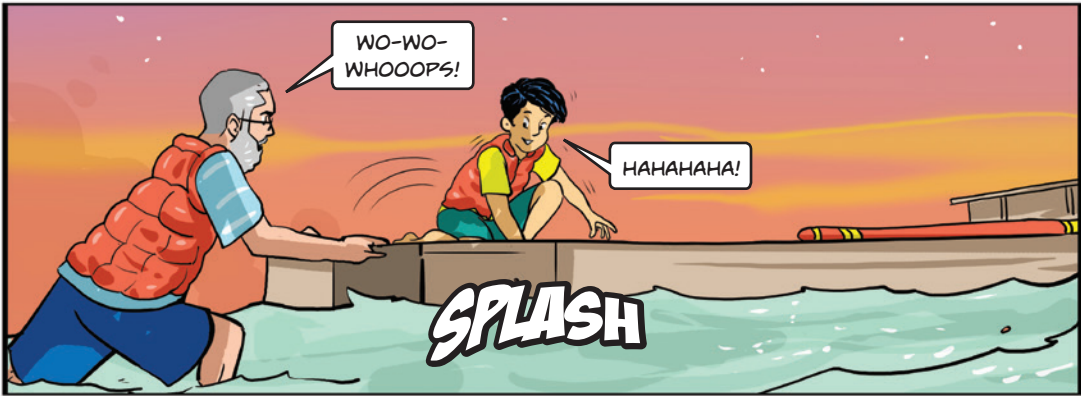
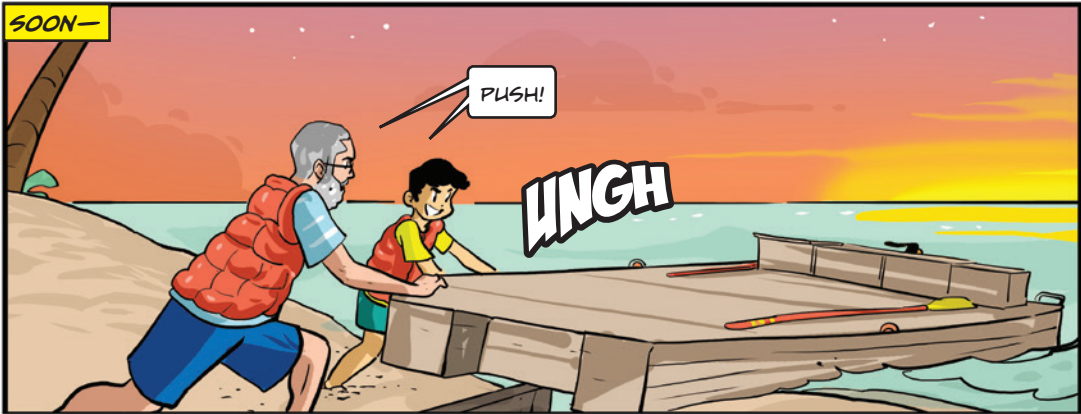
AT THE SAME TIME, IT PROUDLY CONTINUES INDIA'S LEGACY OF BEING A FORMIDABLE NAVAL POWER.

\*HMIS TALWAR WAS A SHORE BASED UNIT, ALSO CALLED 'STONE FRIGATE'





SOON—



# TEST YOUR KNOWLEDGE!



NOW THAT YOU'VE BEEN WITH BHARAT AND ME ON OUR VOYAGE THROUGH TIME, IT IS TIME FOR ME TO TEST YOUR KNOWLEDGE! LET'S SEE IF YOU CAN ANSWER THESE SIMPLE QUESTIONS.

1) Which is the only country in the world to have an ocean named after it?

a. India

b. China

c. USA

2) The Harappan Civilization boasted a very famous tidal dock called Lothal, which became the nerve centre of maritime activity in the region. Where is Lothal located in modern India?

a. Odisha

b. Calicut

c. Gujarat

3) In the times of the Kalingas, Indians traded, amongst other materials, spices, pearls, textiles and a particularly precious animal. What was it?

a. Tigers

b. Elephants

c. Dinosaurs

4) This emperor was instrumental in spreading the teachings of Buddhism across South East Asia. He gave up violence and war after witnessing the lethal battle during his conquest of Kalinga. Who are we talking about?

a. Siddhartha

b. Akbar

c. Ashoka



5) The might of the empire of Srivijaya was captured by this king, who finally dethroned the Srivijaya king, rationalised taxes and took strong measures against piracy. Which king is this?

a. Raja Raja Chola

b. Rajendra Chola I

c. Nandivarman II

6) A trading guild became so powerful, they controlled the seas from the Red Sea to Java. What were they called?

a. The 500 Lords of Ayyavole

b. The 1000 Directions of the Winds

c. The 3 Lords of Calicut

7) Vasco Da Gama got permission to trade with the Indian west coast after an audience with the Samoothiri of Calicut. However, this relationship regressed over time, leading to many battles with the Samoothiri's naval forces. The commander of those forces was called what?

a. The Chief

b. Kunjali Marakkar

c. Sarkhel

8) The Nawab of Bengal was defeated at the Battle of Plassey in 1757 by the British. The Nawab was fighting in alliance with another European colonial power. Which one?

a. The Dutch

b. The Portuguese

c. The French

9) One of the oldest ships afloat today is still afloat in Hartlepool, England. It was built by the Wadias. What is the name of the ship?

a. Trincomalee

b. Minden

c. Loyalty

10) The final blow to the British Empire was dealt by the sailors on this 'stone frigate'. It was when they went on strike, that the British realised that their grasp on power in India was loosening quickly. Can you name it?

a. HMIS Mumbai

b. HMIS Talwar

c. The Pearl of the Ocean

Answers: 1) a. 2) c. 3) b. 4) c. 5) b. 6) a. 7) b. 8) c. 9) a. 10) b

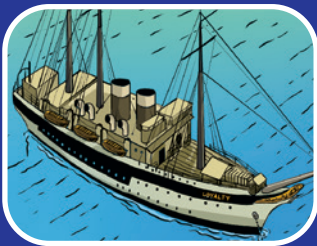
# Match the following

1)



a. Loyalty

2)



b. Dutch ships on the Indian coast

3)



c. Ships from the trading guild 'The 500 Lords of Ayyavole'

4)



d. Ship from the Kalinga Empire

Answers: 1) d. 2) a. 3) c. 4) b.



## SAILORS ENTRIES IN THE INDIAN NAVY



Ser	Age (Years)	Entry	Branch	Educational Qualification
1.	17-20	Artificer Apprentice (AA)	Electrical/ Mech/ Hull Artificer/ Air Mechanician	10+2 qualified with Physics and Mathematics and one subject out of Chemistry/ Biology/ Computers with min 60% marks.
		Senior Secondary Recruit (SSR)	Seaman/ Communication/ Electrical/ Medical/ Naval Aviation/ Logistics (Material)/ Logistics (Financial & Administration) / Engineering	10+2 qualified with Physics and Mathematics and one subject out of Chemistry/ Biology/ Computers
		Matric Recruit (MR)	Logistics (Chef) Logistics (Steward) Hygienist	Matric
2.	17-21	Sports (SSR)	As allotted from SSR Branches	Qualified 10+2
		Sports (MR)	Logistics (Chef) Logistics (Steward)	Matric
3.	17-22	Direct Entry (Sports)	Seaman (Acting Petty Officer)	Qualified 10+2
4.	17-25	Matric Recruit (MR)	Musician	Matric

- (a) Create your own account on [www.joinindiannavy.gov.in](http://www.joinindiannavy.gov.in) and receive automatic updates suited to you as and when applications are invited.
- (b) For Eligibility Criteria, educational qualifications and other details for each Entry, candidates are advised to visit [www.joinindiannavy.gov.in](http://www.joinindiannavy.gov.in) and read the contents of the 'Entry Specific Advertisement' in Employment News and various National Dailies.
- (c) The above information is a broad guideline and is subject to change as per the induction requirement of the Indian Navy.

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# The Naval Journey Of India



This series of three books celebrates the Indian Navy.

It tells you the story of the Navy, shows you the lives of men and women in whites, and celebrates the great operations that have been undertaken over the decades of free India.

But most importantly, it fills you with pride and gratitude for the people who serve across the oceans so that we can sleep in peace, safe in the knowledge that our nation's seas are secure.

But no book on the Indian Navy can begin without telling you the story of the oceans. Book one in this series does exactly that.

Join our little hero, Bharat, and his grandfather, Commodore Sagar, as they take a journey – a journey into the deep blue seas of time. This book covers the history of India's nautical endeavours, how the seas impacted our ancestors, the visitors that arrived and how the oceans made us who we are.

Śaṃ no Varuṇaḥ!

