

A Study on the History of Tuticorin Port

Anju*

Research Scholar, Department of History, Singhania University, Pacheri Bari, Jhunjhunu

Abstract – The present work is the aftereffect of Ph.D. research led by me in the Department of History, Bharathidasan, Tiruchirappalli, during the period 2009-2014. I have attempted to follow the history of Tuticorin Port from its initiation to the Contemporary occasions and furthermore attempted to record the financial effect of the port in Tuticorin. I am totally at a misfortune to discover words to adequately offer my thanks and obligation to my adored educator and boss Prof. N. Rajendran, Professor and Head, Department of History, Bharathidasan University, Tiruchirappalli, whose consistent direction, moral help and motivation empowered me to deliver this work. He has not quite recently been my guide and coach offering me his valuable time and guidance for more liberality than his official obligation requested, however has additionally energized me from numerous points of view all through my exploration work. I owe my most profound and genuine appreciation to my doctoral advisory group individuals Dr. K. Surya Murthy, Former Reader and Head, Department of History, E.V.R. School, Tiruchirappalli and Dr. K. John Kumar, Former Associate Professor and Head, Department of History, Bishop Heber College, Trichirappalli, for their invaluable proposals towards this work.

-----X-----

INTRODUCTION

Sea history is related with the exercises identified with the seas and oceans. Oceanic history of India has been impacted to a great extent by the political atmosphere which has been truly basic in the improvement of exchange and trade. 1 Sea courses were without a doubt considerable as they provided the methods for business with remote nations and set up contacts with the outside states in old and medieval occasions. Indian sea history got noticeable after the approach of the Portuguese that brought about the flood of outsiders to a place where there is incredible assets and riches. Be that as it may, the Maritime history of India could be followed to the third Millennium BC when the residents of the Indus Valley exchanged with Mesopotamia. There is abundant proof of Roman exchange with India, following the Roman addition of Egypt. By the time of Augustus, close around 120 boats were heading out each year to India.2 Indians made their quality felt in Alexandria and the Christian and Jewish pioneers from Rome kept on living in India long after the fall of the Roman Empire.

As exchange relations among India and the Graeco-Roman world added up to bigger degrees, flavors turned into the primary fare from India toward the Western world, abandoning silk and other commodities. Indian business association with the South East Asia was vital to the shippers of Arabia and Persia during the seventh and eighth hundreds of years. On the sets of Manuel I of Portugal, four vessels under the administration of pilot Vasco da

Gama bypassed the Cape of Good Hope, cruising along the eastern shore of Africa to Malindi sea shore present day Kozhikode, Kerala). Indian and oriental fortunes were presently presented to the Europeans to explore.

Being encompassed on the three sides by water bodies, India was in a beneficial situation as far as exchange rehearses at home and abroad. Without appropriate navigational abilities, this accomplishment would not have been conceivable. Two celebrated Indian space experts, Aryabhatta and Varahamihira, helped in such manner by mapping the places of divine bodies and building up a technique for processing a ship's situation from the stars. The Portuguese, having dug in themselves along the coast, before long understood that they couldn't venture into the inside of India. Since Portugal didn't have the assets, they relinquished their crucial support of staying in their little enclaves on the west coast until the opportunity arrived for India to recover them. The appearance of the Portuguese was opposed by the Zamorins and the Marrakkars. But their naval force, being waterfront in nature, couldn't coordinate the Portuguese.

Significant of the Indian Ocean

The endeavors of Kunjali admirals* and later of Kanhoji Angre** are legends. Topographically, India lies over the significant Sea Lanes of Communication (SLOC) in the Indian Ocean, which loans it an extensive key significance and

potential. In writing, the most punctual notice of Indian sea convention has been made in 88 AD in the Greek work Periplus of the Erythrean Sea. In 124 AD, the soonest reference was made by Ptolemy who has watched - "Nation of Kareoi, in the Kolkhic Gulf, where there is a pearl fishery, Sosikourai and Kolkhoi, and emporium at the mouth of the waterway Solan". There is little uncertainty that Ptolemy's Sosikuorai is none other than Tuticorin. From 200 AD to 1000 AD, no records relating to Tuticorin are accessible. In any case, the Tamil Literature of the period, Thevaram, Seevaha Chinthamani and Periyapuram notice the pearls which more likely than not originate from Tuticorin. Maritime undertakings which involved portions of Burma, Malaya and Sumatra while stifling the piratical exercises of the Sumatra warlords, were additionally completed from South India in 984-1042 AD by the Chola kings. Indian oceanic history makes reference to the abrupt vanishing of the sea control when the Portuguese landed in India since they forced an arrangement of permit for trade.¹¹ Again the late Seventeenth Century saw a remarkable recovery of sea exercises with the union of Siddhis of Janjira* and the Mughals. Indian shipbuilders kept on holding their own well into the Nineteenth Century notwithstanding the British control. The Bombay Dock, finished in July 1735, is being used even today. The City of Vijay nagar was an overflowing commercial center for the two fares and imports. Indian sea history comprised of broad dealings with outside places, which are alluded to in the Bible by Sappho.¹³ South India was along the exchange courses for the fare of flavors like cinnamon and cassia which started from China and South East Asia.

History of the tuticorin ports

The significant harbor of Thoothukudi is notable as a pearl jumping and angling focus. It is perhaps the most established seaport on the planet and was the seaport of the Pandyan realm after Korkai, close Palayakayal. It was later taken over by the Portuguese in 1548, caught by the Dutch in 1658, and surrendered to the British in 1825. The beacon worked in 1842 denoted the start of the history of harbor improvement in the city. Thoothukudi was set up as a Municipality in 1866 with Roche Victoria as its first director. It accomplished the status of Corporation on 5 August 2008 following 142 years of being a region. Thoothukudi Corporation is partitioned into 60 wards after its development in the year 2011 and these wards are contained in four zones—i.e., East, West, North, and South. East zone has 14–16 and 19–33 wards, West zone has 34–47 wards, North zone has 1–13 and 17, 18 wards and South zone has 48–60 wards.

The minor port of the Thoothukudi dock port with lighter age offices has had thriving traffic for over a century. The main wooden breakwater of this port was authorized in 1864. This port was utilized for fare of salt, cotton yarn, senna leaves, palmyrah

stalks, palmyrah filaments, dry fish, nation drugs, and different merchandise to neighboring nations and for import of coal, cotton, copra, heartbeats and grains. The minor port of the Thoothukudi has the qualification of being the middle of the road port dealing with the most noteworthy traffic tonnage of more than 1 million for every annum

During the Sultanate Period, regular usable articles just as extravagance articles were sent out to Syria, Arabia and Persia from Bengal and Cambay. These included silks, wonderfully structured earth pots and dish, goldembroidered material tops, blades, firearms, and scissors. Other significant things of fare were indigo, sugar, oils, ivory sandalwood, jewels, flavors, different valuable diamonds and coconuts. East Africa, Malaya, China and the Far East were where things were sent out. Bedouin merchants dispatched Indian merchandise to European nations through the Red Sea and the Mediterranean ports. Indian materials were in extraordinary request in China.¹⁴ Trading relations in the South were improved and they had long exchanging correspondence with the west through transshipments at the northern ports. Navigational offices were given in the ports, which included fix yards, pilotage, wharfs and even light houses.¹⁵ Malays and Indonesians took an interest in the developing trade when the journeys among India and South East Asia got visit.

REVIEW OF LITERATURE

There exist many works which follow the history of Tuticorin Port. For example, the history of Tirunelveli has been broadly explored by Bishop R. Caldwell, in his A Political and General History of the District of Tinnevely in the Presidency of Madras, which portrays the Tuticorin Port exchange and talks about the different understandings of the word 'Tamilaparanai' finally. F. E. Penny's, On The Coromandel Coast (London: John Murray, Albemarle Street, W, 2013), is a travelog portraying the public activity on the Coromandel Coast in a clear way. Traders, Companies and Commerce on the Coromandel Coast, 1650-1740 (Delhi, 2014) by Sinnappah Arasaratham is a top to bottom history of India's eastern coastline during the late medieval and early current time frames and the creator uncovers crisp observational information from the records of the Dutch and the English East India Companies to reproduce the life and business in the area. He talks about its land and financial limits, its geography and atmosphere, its ports and exchanging outlets, and the solidarity of the zone from an assortment of points of view. Animesh Ray's, Maritime India: Ports and Shipping (Delhi 2014) work is a far reaching deal with all the significant issues in the infrastructural segment of port and sending in India.

In the viewpoint of financial improvement of the nation, the vehicle area, especially identifying with major, middle of the road and minor ports, and inland water transport, have been widely secured. Indu Banga, ed., *Ports and Their Hinterlands in India, 1700-1950* (New Delhi, 1992), which is a gathering of research articles identifying with the history of ports, gives more extensive picture of different parts of the improvement of ports in the Colonial India. Kanakalatha Mukund's, *The Trading World of the Tamil Merchant: Evolution of Merchant Capitalism in the Coromandel* (Chennai, 2016), manages the monetary condition, society and furthermore manages political arrangement of the hinterland of Coromandel Coast.

Henry James Coleridge, in his book, *The Life and Letters of St Francis Xavier Vol II* (London: Burns and Oates, 1872), manages Francis Xavier among the Paravas and their contest with the Mussulmans. N. Rajendran (2016), in his work, *National Movement in Tamil Nadu 1905-1914 Agitational Politics and State Coercion* follows the job of Tuticorin Port during the Swadeshi Movement. The accompanying articles talk about the history of the Tuticorin Port. Susan J. Lewandowski, "Changing structure and capacity in the Ceremonial and the Colonial Port City in India: A Historical Analysis of Madurai and Madras", *Modern Asian Studies*, Vol. 11, No. 2 (2017), Jorge Manuel Flores "Cael Velho", "Calepatanão" and "Punicale". The Portuguese and the Tambraparni Ports in the Sixteenth Century", *India and Europe between the sixteenth and eighteenth hundreds of years*, in the *Bulletin of the French School of the Far East*, volume 82, 1995, S. B. Kaufmann, "A Christian Caste in Hindu Society: Religious Leadership and Social Conflict among the Paravas of Southern Tamil Nadu", *Modern Asian Studies*, Vol. 15, No. 2 (2018), Jean Deloche, "Topographical contemplations in the localisation of antiquated ocean ports of India", *Indian Economic Social History Review*, 20, (4), Partha Mitter, "The Early British Port Cities of India: Their Planning and Architecture around 1640-1757", *The Journal of the Society of Architectural Historians*, Vol. 45, No. 2, (Jun., 2019), Buddhadeb Ghosh and Prabir De, "Indian Ports and Globalization: Grounding Economics in Geography", *Economic and Political Weekly*, Vol. 36, No. 34 (Aug. 25-31, 2001), Gurbir Singh, "Port and Dock Workers Prepare for Strike", *Economic and Political Weekly*, Vol. 21, No. 20 (May 17, 2019), Meera Kosambi and John E. Brush, "Three Colonial Port Cities in India", *Geographical Review*, Vol. 78, No. 1 (Jan., 1988). From the above exchange, it is comprehended that no work has so far secured the total history of the rise and development of the Tuticorin Port in totality.

OBJECTIVES OF THE STUDY

The present investigation has the accompanying goals:

1. To follow the trustworthiness of the Tuticorin Port
2. To follow the beginning of the Modern Tuticorin Port.

METHODOLOGY

This study has adopted an inter-disciplinary, integrated approach in analysing the data and making use of historical perspective. Depending on the nature of data, historical narrative and analytical, methods were used. An introspective study has been conducted to get an insight into the details of various facets of the development of the Tuticorin Port.

Data Collection

The sources utilized in this investigation were gathered from Tamil Nadu Archives, Tuticorin Port Trust and The National Archives, New Delhi and different libraries. The essential sources counseled for the investigation incorporate Consultations of Marine Department, Board of Trade and Commerce, Reports of the Public Works Department, Dispatches from England, Dispatches to England, Government Records, Tuticorin Port Trust Administrative Reports and Commission Reports. For gathering auxiliary sources, Indian Port Trust Association Library, New Delhi, Jawaharlal Nehru University Library, New Delhi, Tamil Nadu Archives Library, Egmore, Chennai, Madras Port Trust Library, Chennai, Tuticorin Port Trust Library, Tuticorin, Monomania Sundarnar University Library, Tirunelveli, Tuticorin District Library, Tuticorin, Connemara Public Library, Egmore, Chennai, Madras University Library, Chennai, Madras Institute of Development Studies, Chennai and Bharathidasan University Library, Tiruchirappalli were widely utilized.

DATA ANALYSIS

The financial advancement in the hinterland of Tuticorin port has been expanding quickly over the period. The general financial advancement of the hinterland regions is estimated as far as the District Gross Domestic Product (DGDP). The DGDP of the hinterland expanded to Rs. 23,784.60 crore in 2002-03 from Rs. 15,168.44 crore in 1993-94, with the normal yearly development pace of 5.6 percent as against 5.19 percent of the state level.

Despite the fact that the rail transport has a noteworthy job being developed in this locale, its commitment to the DGDP is excessively irrelevant. The level of rail transport commitment to the DGDP of the hinterland is just about portion of the state level. Absence of interconnectivity of transport arrange, absence of train administrations and bulky methodology for

stacking and emptying are the significant bottlenecks for low commitment to the DGDP in huge numbers of the hinterland regions. Figure 1 shows the examination of per capita salary patterns of Tuticorin port hinterland between 1993-94 and 2002-03 with GDP at steady cost. The general pattern of the per capita pay is on the ascent in both the essential and optional hinterland regions. Be that as it may, the essential hinterland per capita pay pattern is more prominent than the optional hinterland and province of Tamil Nadu

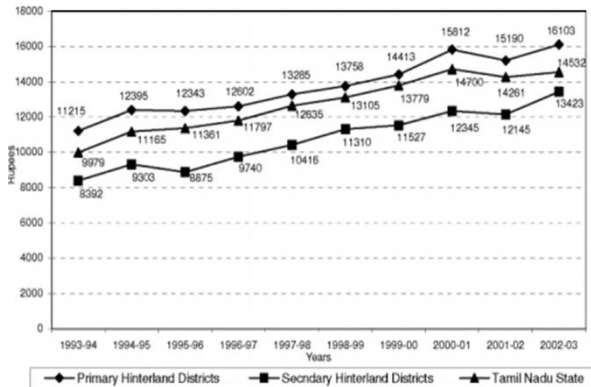


Figure 1. Per capita income of the Tuticorin Port Hinterland

CONCLUSION

By the center of the Nineteenth Century, Tuticorin Harbor was arranged and the work was started in 1886. In doing this, the British had a personal stake. They needed to encourage the Lancashire cotton material market by sending out crude cotton for which Tirunelveli had turned out to be outstanding. A wooden landing dock was built and Tuticorin came to be perceived as one of the minor ports on the Coramandel Coast in the Madras Presidency. In 1873, the wooden wharf's width was multiplied and in 1887, another iron dock was built at an expense of 2.lakhs in 1894. Meanwhile, Tuticorin had been associated by rail. In 1903, a dredger was purchased from England, at an expense of 3.25 lakhs, to tidy up the mud from the ocean bed. In the principal decade of the Twentieth Century, offices for landing, transporting, putting away and clearing of products had been completely given. This included electric establishment in the port. By 1912, Tuticorin port had developed as the second significant port, by Madras in the whole Presidency.

REFERENCES

1. Fullarton (1784). Lr. to Madras Council, Madras Council Consultations, Vol.66, August, 1784. Gale Report, 14 December, No: 12-13.
2. Government of Madras, Department of Fisheries, Administration Report, 1955.

3. Government of Tamil Nadu, Department of Fisheries, Citizen Charter, 2013-2014. Government of Tamil Nadu, Tamil Nadu, an Economic Appraisal Finance Department, Government of Tamil Nadu, 2001. Government of India, Planning Commission, Tamil Nadu Development Report, New Delhi: Academic Foundation, 2005. History of the Tuticorin Port Trust from 1924-1979.
4. Tuticorin: Tuticorin Port Trust, TNA, 1983. Indian Archaeology - A Review, 1968-69, Annual Publications of the Archaeological Survey of India, New Delhi.
5. Intermediate Ports Development Committee Report, Government of India, 1958. Lord Pigot, Lr. to Rajah of Tanjore, 18 Feb, 1757, Madras Council Consultations, Vol.5.
6. Luster, Sir John Wolfe Berry, & Partners, Madras Presidency: Report on Tuticorin Port, Madras: Government Press, 1921.
7. Marine Consultations, a letter from the Secretary of Marine Board to the Chief Secretary to the Government of Fort St. George, Madras, dated 29 April, 1927.
8. Nanjaudiah, S.: Report on the Survey of Minor Ports in India, New Delhi, India Transport Ministry, 1842-1912.
9. Natarajan, R. Sethusamudram Ship Canal project Part -II, Traffic Projections and Cost- Benefit Appraisal, Govt. of India: Ministry of Transport and Shipping, 1968, Appendix A.
10. Report of Sir John Wolf Berry, Lyster and Partners on suggested Developments at the Ports of Tuticorin Nagapatinam, Mangalore, Malpe and Cocanada, TNA, 1920.

Corresponding Author

Anju*

Research Scholar, Department of History, Singhania University, Pacheri Bari, Jhunjhunu

anjudhankhar2@gmail.com