

A P P E N D I X - I

PORTUGUESE SHIPS

It was due to naval might that the Portuguese became great explorers and conquerors of the East. They possessed a variety of ships which were used not only for their navy but also for their commercial activities. They included naus, galeões, galeões, bastardas, galeotas, bragamtis, barquacas, bateis grandes, paraos, fustas, and navyos of merchant navy and carvellas. On 12th September 1537, a list of the Portuguese ships was prepared by the Lisbon authorities as Lista das naus for the king, which were ready to sail for India.¹ Similarly, we get the information about ships which were collected for the first siege of Diu, having 121 ships of different types.²

Moreover the chroniclers, like Gaspar Correa, João de Barros and Diogo de Couto give the details of the different types of ships during the course of their narration.³ Following were the Portuguese ships used in and around Bassein :

1. Albetoca - It was a small, decked, oared sailboat.⁴

1. Mss. Gavetas V, ANTT, fls. 179-182.

2. Mss. ANTT, Collecção São Lourenço, Vol.4, fls.247-50.

3. Gaspar Correa, Lendas da India, Part IV, pp.59-60 and Part IV pp. 507-508.

Barros, Decada IV, Cap,X, p.19. Couto, Decada V, Cap.IX, p.7

4. S.R.Dalgado, Glossario Luso-Asiatico, (Coimbra, 1919) Vol.I. p.20. Leitão H.Lopes, J.V. Dicionario da Linguagem de marinha antiga e actual, (Lisboa, 1963) p.18.

2. Barcasse or Barçaça - It was large freighter^{de carga}.⁵
3. Brigatine or Bergantim - It was a oared sailing vessel, which was smaller than a galiot, having fourteen to nineteen banks of oars.⁶
4. Caravel or Caravela - It was a merchant vessel of medium tonnage⁷ a light agile sailboat of narrow draft, generally less than two hundred tons, with three masts and three cornered sails.⁸
5. Catur - It was a narrow, swift open-oared sailboat, larger than a fusta with fifteen to sixteen banks of oars.⁹
6. Fusta - It was a long, oared sailboat with a large sail and one or two masts, having fifteen or sixteen banks of oars. It was used as a freighter and battleship.¹⁰ In 1536 Diogo Botelho built a fusta in India that was 16-1/2 feet long and less than 10 feet wide, which sailed to Portugal with his slaves and five Portuguese.¹¹
7. Galley or Gale - It was an sailing ship with two or three masts and fifteen to thirty banks of oars. There are two types of Galleys. One was called galebastarda, which had twenty-four

5. Leitão, op.cit., p.64.
6. Moraes Silva, Grande Dicionario da Lingua Portuguesa, (Lisboa, 1949-1959), Vol.II, p.383.
7. K.S.Mathew, Portuguese trade with India in the sixteenth century, (New Delhi, 1983), p.265.
8. Leitão, op.cit., p.106; Moraes Vol.II, op.cit., p.91.
9. Dalgado, op.cit., Vol.I, p.239; Leitão op.cit., p.116; K.S.Mathew, op.cit., p.287.
10. Leitão, op.cit., p.217; Moraes, op.cit., Vol.V, p.382.
11. Barros, Decada IV, op.cit., p.614.

banks of oars. The second was called galley real which usually had twenty-nine banks of oars.¹²

8. Galleon or Galeão - It was a high rimmed ship which was used both for war and trade. It had two or three docks and four masts.¹³ The liateau da Carreira royal clove ship which was more manoeuvrable than a nau as a warship.¹⁴

10. Nau or Nao - It was ship with high sides having three decks and three masts, which was used for trade during the reign of the King Manuel.¹⁵ The nau did not surpass four hundred tons. His successor John III made them larger but in 1570, King Sebastian issued an edict restricting all vessels sailing for India upto three or four hundred tons but it was not followed. There was no essential difference between nau and galleons.¹⁶

12. Leitão, op.cit., p.219; Moraes, op.cit., Vol.V, p.403.

13. Leitão, op.cit., p.220; Moraes, op.cit., Vol.V, p.404.

14. Leitão, op.cit., p.221; Moraes, op.cit., Vol.V, p.406.

15. Leitão, op.cit., p.284; Moraes, op.cit., Vol.III, p.195.

16. Lopes de Mendonça, Estidos sobre Navios Portuguezes no Seculos XV e XVI, (Lisboa, 1892) p.27-31.

Nogueira de Brito, Caravalas, Naus & Gales de Portugal (Porto, not dated), p.12.