



## INDIA'S FIRST NAVAL COMMANDER: KANHOJI ANGRE

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### ABSTRACT:

*In the 1700s, a man opposed European powers and emphasized the taxation of the Maratha Empire and the right of sovereignty over the coast of Maharashtra. He was Kanhoji Angre, the chief of the Maratha Navy. How did he set an important example for local powers in the subcontinent about 33 years ago?*

**KEYWORDS :** European powers and emphasized , great empires of India.

### INTRODUCTION:

The British Empire, built on a sea-dominant basis in the middle of the 20th century, neglected world politics because of its inclusion today. Even in our digital age when trade is accelerated and face-to-face interaction is at a great distance, debates about maritime water theft, maritime security and territorial domination re-dominate the dialogue between nations. This is an urgent matter for India on 7,517 kilometers of unsafe coastline. The great empires of India used the sea for trade and prosperity; They may have rarely looked at the sea for military or commercial power; Of the major forces that dominated the subcontinent, only the Cholas and the post-colonial powers could be considered as a true maritime empire. Yet in the emerging period of European colonialism, in the late 7th and early 2nd century, a single, semi-autonomous person on the Konkan coast emerged as the first indigenous defender of local sovereignty on the coastal waters: a man named Kanhoji Angre. ¶ In the early decades of India's century, the first important naval man of modern India, Angre, maintained an indisputable hold on the heavily disputed coastline. In 129 ₹, at the summit, the Maratha Fleet in Angre had a number of sh, ships, many of which were little more than boats with large fishing boats that were operated by the local Kolis (fisher people) known for its domain. Yet in combination with that slight agility and a flawless tactic, Angre established a formidable right in the name of the Maratha emperor. The competition was intense and came from some of the great powers of the time, as did the Siddi people on the coast of the Portuguese, British and Moguls. Although desperate European powers were classified as pirates, trying to control the whole of the trade along the west coast and on the exit routes, Angre was, in fact, semi-autonomous, firm in the Maratha crown. Later, he used his great tactical genius to establish the only local power on the coast of central India. When Angre took over as head of the Maratha navy in 8re 8 in, Konkan was a contingent of rival forces on the forgotten border of the subcontinent. The Marathas fought against the Mughals on the Ghats on the Deccan Plateau. Two uninterrupted continental powers, who spent some time and energy on the sea. On the Kin On, Muslim Siddis placed a handful of important forts in the name of their Mughal rulers. The Portuguese were the

largest merchant and colonial powers located in Goa and the Bassein (now Vasai). For centuries British comparative novices in the region had begun the process of transforming Bombay's casual island fort into a great center of trade in the world for centuries. And only pirates from the coast, Gulf countries, Europe and the Malabar coast praised the free waters of the Arabian Sea, making it a threat to free trade. From the base of Colaba, Angre established its own semi-independent territory. Manohar Malgonkar, a Marathi novelist and historian of the 1981 Kanhoji character 'The Sea Hawk', said, "The Konkan people and nobles have not known anyone other than Kanhoji Angre."

Although Angre did not set foot in Mumbai, nor did he have any interest in international trade, he permanently influenced trade in the region, opposed European powers, and conquered the Maratha Empire by emphasizing taxation and sovereignty rights. Land. Angre's extraordinary success did not guarantee a long legacy (his navy was destroyed within 20 years of his death in July 1729), but in the eyes of some historians, he was named among the first "champions of Indian resistance to European imperialism" (Patricia Risso, 'Cross-Cultural Perspectives on Piracy'). Angre's family distance from Angarwadi, near Pune. Shivaji appointed Kanhoji's father as a fortress on the Golden Fort Kina. Chhatrapati Shivaji's predecessor Umana and there is evidence that political intelligence. Maritime History Society, Mumbai, now working as a curator Commander Mohan Narayan said, "in all the medieval from those who know the importance of the sea was the only ruler of all sasakampaiki, sivajica." Shivaji's Finance Minister Ramchandra Amatya never shifted the full power of the Marathas to the Deccan in his political treatise. Quintal VG Dighe, Kanhoji Angira, 100) Historian V.G. As Dighe points out, "the maritime operations of [the Marathas] were limited to protecting their ports and forts and protecting their low-lying seaside commerce," as shown by Shivaji's theory of naval power, interested in gaining control of the coast. Blockade of the port of Surat before its removal to the once-famous city port of Once6464 proves the ingenuity of its strategy and its inherent understanding of the sea as a viable platform for showcasing its capabilities. After Shivaji's death, Kanhoji's own naval base increased. His appointment as Sarkheel - often translated as 'Admiral' (however, as CMDR. Narayan mentions that the title originated from the cavalry based on the Maratha Navy's land), during the reign of Tarabai as a Maratha crown. Malgankar says that because of this appointment, Kanhoji was acting as "an independent charge on the 8-mile-wide freeway line along the royal order." Angry used the resources he had when acquiring more than 3 ships - namely teak forests and a humble marine fisherman's population to develop a different agility and military technique to deal with it. Lacking knowledge of small ships, simple technology and classical maritime warfare, Kanhoji says, Narayan, "he realized that a war with Europeans could never take place, which is why he using the guerrilla warfare. He knew the coast; they knew the benefits of war near Kina. "This guerrilla technique made the English most horrible person in Konkan.

Unless the paperwork was simple, the conflict between Angry and European powers would never have arisen. Due to their conflicting supremacy over the Indian Ocean trade routes, the Portuguese had long demanded that all ships carry official documents for the protection of European marine maritime mosquitoes (mostly nominal) by carrying spices and luxury goods India to Europe across the Indian Ocean. Once established on the coast, Angre applied a parallel arrangement of registration with a dubious prize - the name of a knock - and captured any ship carrying water into Konkan without them. Until then, no Indian power had ever challenged European trade supremacy on the coast. According to Malgankar, the British claimed that "even the Mughal emperor" - whose coastal subsidiary, Siddi, himself had no good friends in Angre - "never got the name of the coastal water copy, and the new Maratha Admiral tried all his own shipping. Apply a knock on them as an act of hostility by them Done ", though the attacks are not so hostile to themselves: the other coastal forces are skillfully ingenious, ruthless, and notorious. If European ships were to remain near Kintoya, the army of Angry could easily have been destroyed by the open water, and the Maratha Admiral had given himself a chance to marvel. According to a company representative in Mumbai, Angre "Europe Yan could not ship any large jahajankherija; Surat to coast press, and all of that private traders will meet"

In 1710, Angre occupied and strengthened the island of Kandheri at the mouth of Bombay Harbor, and, by 1713 by, disobeying the British knocking policy, the Company's vessels in Mumbai were subjected to such harmful raids that the only option for war was to secure safe access. The city's ever-growing harbor was agreed to allow Angre's ships to enter the coast of Konkan in a company freight agreement. The peace lasted

only two years. With Charles Boone's arrival as the new British Governor General of the Bombay Presidency in the late, the conflict between Angre and the East India Company resumed. Angre said only the ship's company documents were exempt from their documents under the 1715 treating agreement. Boone expects all of the company's cargo ships or the British flag to be similarly discounted. Until the final and decisive defeat of the Admiral's descendants, the aggression between the British and the Angres did not cease. Throughout his life, Angre became notorious for his attacks and gained fame as a "Prince of Pirates" in European powers (FirozB. M. Malabari, *Bombay in the Making*, 303). In the latter part of the 18th century, the Anglo-Maratha Empire never threatened the commercial interests of Britain in the sole interest of the East India Company. In his book, *The Maratha Navy and Merchantship*, Dr.BkApte says, "Sovereignty over the Atlantic Ocean was the first objective of the Maratha Navy and its economic factors were its starvation. But this activity was not well understood by the Marathas" (77). Shivaji recognized the symbolic importance of the sea, but did not stand as a rival to commercial domination. In Angrati, the Maratha trade in Konkan was mainly limited to cotton cloth form cheul and salt, fish and gram through Ratnagiri - for British or Portuguese internationals such as salt. The competition was so rare In the Qur'an, Kolhapur's Chhatrapati, Malgonkar states, "He was constantly in conflict with the Portuguese and British refusal to control the sea of Angre." If the Portuguese and English had accepted the Maratha sovereignty in Konkan, they would never have faced serious intervention by the Guinean Navy of Angre. As the Mughal and Maratha empires gradually collapsed, and as the Portuguese diminished, the East India Company saw an opportunity to expand its commercial and political interests. "Bombay and East India Company learned to be aggressive in protecting business interests against the natives of Maratha, Sidi and Mughal," says Fourteen, modern times in the history of Mumbai. In the middle of the 19th century, what was left of the English coffin was destroyed. Along with the descendants of the Maratha Emperors, it was a cohesive army of an aggressive, militarized East India Company with the descendants of the Maratha Emperors who came to Colaba in the first place.

### CONCLUSION:

Now, almost 233 years after his death, Angre's name appears strangely in Mumbai. The former Khanderiisland, now known as KanhojiAngre Island, was once tried by the England East India Company to search for the Maratha Admiral. An Angry Statue from the Naval Dockyards in South Mumbai has overlooked the mouth of the Harbor. It is also named after the naval base behind the Asiatic Society Library, one of the great monuments of Mumbai in the royal era. Hundreds of years after his reign in Konkan, Admiral Angre quietly infiltrated the British fortress, a colony of local sovereignty formerly owned by the merchant. Angre never extended his power to the maritime trade, but he established an important precedent for local powers in the subcontinent. Now, as before, both the sea and India and Mumbai have a stable future. The admiral's prominence in modern mythology of the Maratha Empire is a testament to that fact.

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